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SEPTEMBER OCTOBER 1954

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE AIR FORCE BASE

COLUMBUS, OHIO

MICROFILMED

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AUTH: CHIEF 26th SRW
DATE 8 Dec 1954
NAME Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

----- FOR -----

SEPTEMBER & OCTOBER 1954

ALAN T. ADAMS, COLONEL
Deputy Commander

CHARLES A. WRIGHT, MAJOR
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY T/Sgt. Curtis H. Watson

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FRONTISPIECE

Brigadier General Henry F. Sullivan, Commander, 26th Strategic Reconnaissance Wing, receiving stars from Colonel Alan F. Adams, 26th Wing, Deputy Commander (left) and Colonel James T. Gribble, 26th Wing, Director of Materiel.

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TABLE OF CONTENTS

Brigadier General Henry R. Sullivan ---------- Frontispiece

Table of Contents ---------- i
Authority ---------- ii
Chronology of Events ---------- iii
Foreword ---------- iv

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelations -------- 1
28th Wing Deploy to US and Azores ---- 1
Tactical Aircraft Arrival In UK ------ 2
Key Personnel ---------- 5
28th Wing Commander Promotion -------- 8

CHAPTER II PERSONNEL

Personnel Strength ---------- 8
Personnel TDY Deployments ---------- 9
DO1st AS Op Personnel ---------- 10
TDY Personnel Processing ---------- 12
28th AWS Personnel TDY ---------- 13
MATS Redeployment ---------- 14

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis --------- 17
Combat Crews Status ---------- 18
Aircraft Assigned Wing ---------- 18
Aircraft Statistics ---------- 19
Flying Training Projects ---------- 22
Reconnaissance Missions ---------- 23
TDY Operational Difficulties --------- 24

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS (Continued)

		PAGE
CHAPTER III	OPERATIONS AND TRAINING	
	UK Flying Operations	28
	Redeployment to ZI	29
	Photo Capability	30
	Gunnery Training	30
	Higher Headquarters Missions	33
	USCN Mission	33
	Vulnerability Test	34
	Operation Order 140-54	38
	26th ARS at Lajes	40
	2nd Bomb Wing Refueling	43
	Norwegian Air Force Refueling	45
	26th ARS, Support 26th Wg USCN	46
	Intelligence Activities	49
CHAPTER IV	MATERIEL	
	TDY Logistic Support	52
	Cargo Loading	57
	MATS Flow Plan	58
	Wing Supply Activities	62
	Fly-away Kits	63
	Maintenance	64
	Unit Mobility Plan	65
CHAPTER V	MISCELLANEOUS	
	TDY Housing	68
	Mess Hall	69
	Uniforms	69
	Currency	69
	Visiting Force Act	70
	Azores	71
	Britian	72

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS (Continued)

APPENDIX PAGE

Roster of Key Personnel ---------- 73
Glossary of Abbreviations ---------- 74
Bibliography ---------- 78
List of Exhibits ---------- 79

MAPS:

a. Route Chart of 2nd Bomb Wing Rotation Mission.

b. Route Chart of 28th Strategic Reconnaissance Wing USCM, Refueling Portion.

c. Route Chart of 308th Bomb Wing USCM, Refueling Portion.

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AUTHORITY

This Historical Report is prepared in accordance with the following regulations and directives;

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

CAF Regulation 210-1, dated 10 January 1953.

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CHRONOLOGY OF EVENTS

8 September 1954	26th Strategic Reconnaissance advance party deployed to UK and Azores.
13-14-15 September 1954	Forty-two (42) RB-47Es and two (2) YRB-47B aircraft were deployed to Upper Heyford, England. Twenty-one (21) KC-97 aircraft were deployed to Lajes, Azores.
20-21-22 September 1954	26th Air Refueling Squadron support of 2nd Bomb Wing rotation to ZI.
20-21-22 September 1954	A requirement existed for the 26th Wing to execute an orientation mission after arrival in UK.
1-6 October 1954	26th Strategic Reconnaissance Wing USCM Vulnerability Test at Upper Heyford.
5-6-7 October 1954	USCM mission flown by 26th Strategic Reconnaissance Wing.

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CHRONOLOGY OF EVENTS (Continued)

16 October 1954	98th Air Refueling Squadron refueled five (5) F-84 aircraft of the Norwegian Air Force.
26-27-30 October 1954	Redeployment of KC-97 aircraft to Lockbourne Air Force Base.
26-28 October and 3 November 1954	Redeployment of B-47 aircraft to Lockbourne Air Force Base.

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FOREWORD

"THE MISSION OF THE 26TH STRATEGIC RECONNAISSANCE WING, MEDIO, IS TO EXECUTE LONG RANGE STRATEGIC RECONNAISSANCE OPERATIONS ALONE OR JOINTLY WITH FORCES FROM PERMANENT FIXED BASES OR OVERSEAS BASES TO FULFILL REQUIREMENTS FOR COMPILATED RECONNAISSANCE REPORTS AND TARGET MATERIALS".

This statement adequately reflects the two months training period covered by this report. September saw the 26th Wing deployed to the United Kingdom and the Azores as directed by higher headquarters. The period of September and October 1954 was probably the most vital in the history of the 26th Strategic Reconnaissance Wing.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

During September and October 1954, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio, Lajes, Azores and Upper Heyford, England:

26th Tactical Hospital
Headquarters Squadron Section
26th Field Maintenance Squadron
26th Periodic Maintenance Squadron
26th Air Refueling Squadron, Medium
3rd Strategic Reconnaissance Squadron, (Medium)
4th Strategic Reconnaissance Squadron, (Medium)
10th Strategic Reconnaissance Squadron, (Medium)
26th Armament and Electronic Maintenance Squadron

A new era in the 26th Strategic Reconnaissance Wing operations began on 5 September 1954. Early that day two KC-97s commanded by Major Robert N. Smith and Captain Thomas M. Corrill thundered down the Lockbourne runway---destination, Upper Heyford, England.

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The main body of tactical aircraft deployed for England and the Azores on 13, 14, and 15 September 1954. Forty-two RB-47Es and two (2) YRB-47 B aircraft were deployed to Upper Heyford, England and twenty-one KC-97 aircraft were deployed to Lajes, Azores.[1]

The purpose of this deployment was to provide training and familiarization with operating conditions in forward areas, as directed by Second Air Force Operations Order 33-54.[2] On the return to the ZI, redeployment of the B-47 aircraft was accomplished on 28 and 29 October and 3 November 1954. The KC-97 aircraft redeployed on 28, 29, and 30 October 1954. However, delay in redeployment was encountered due to marginal weather in the takeoff, refueling and landing areas.[3]

The successful deployment of this wing brought forth a series of congratulation messages. In part, a personnel message from General Armstrong, Commander, Second Air Force to General Sullivan (then Colonel) stated: "The close adherence to the planned timing and

1. Ltr fr Cmdr 26th SRW thru Cmdr 801st AD to Cmdr 2nd AF, Cite 26DO. Subj: "Final Unit TDY Mission Report". 15 Nov 1954. CL: CONFIDENTIAL. Exhibit No. 14.
2. Ibid.
3. Ibid.

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schedule indicates that you, your staff and men did an outstanding job of preparing and planning for this maneuver. It further indicates a high degree of readiness within the 26th Strategic Reconnaissance Wing. Request you convey my congratulations to your officers and men".[4] Upon arrival of all tactical aircraft from Lockbourne to Upper Heyford, General Sullivan wired the following message to the Commander, 509th Air Refueling Squadron; "I wish to express my appreciation for the excellent air refueling support rendered to the 26th Strategic Reconnaissance Wing on 13, 14 and 15 September 1954. The efficiency and proficiency of your crews and flight commanders contributed distinctly to our successful deployment. Request you convey my appreciation for a job well done to all concerned in the 509th Air Refueling Squadron".[5]

The warm receptions offered to the 26th Wing by both the 3918th Air Base Group, Upper Heyford and the

---

4. TWX, fr Cmdr 2AF to Cmdr 26th SRW. Cite C 2464. Subj: "Congradulations of 26th SRWg Deployment". 15 Sept 1954. CL: UNCLASSIFIED. Exhibit No. 2.
5. TWX, fr Cmdr 26th SRW to Cmdr 509th AREFS. Radnote. Subj: "Appreciation for excellent Air Refueling Support". 20 Sept 1954. CL: UNCLASSIFIED. Exhibit No. 3.

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1605th Air Base Group, Lajes could well be depicted in an opening speech made by Colonel Smith, Base Commander, 1605th Air Base Group during a 26th Air Refueling critique. Colonel Smith said he wanted the SAC personnel coming thru to feel that they belong here (Lajes). He continued, "As we have intimated before, we think we are fairly good - at least on paper - but, it takes the operational units to come thru and point out the mistakes we possibly don't know about ourselves, and which perhaps can be remedied by us. This last operation, I believe, has been fairly successful, and one from which we have learned a lot; of course, we will continue to learn as the units come thru.

I appreciate very much the support of the SAC people here; they have entered into the spirit of things; they show good team-work. We are all members of the same team. As a matter of fact, I consider General LeMay one of my big bosses."[6]

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6. Rpt, Critique, 26th Air Refueling Squadron, Lajes, Azores. 21 October 1954. CL: SECRET. Exhibit No. 17.

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Key Personnel.

During September and October there were a few changes in key personnel positions. Colonel Alan F. Adams, Director of Operations has been filling the position of Wing Deputy Commander, since the reassignment of Colonel William Meng during August 1950. Lieutenant Colonel Robert Hall, Jr. has been assigned as Director of Operations. During September 1954, Lieutenant Colonel Lansing H. Myers was assigned as Wing Comptroller replacing First Lieutenant Cauley J. Peek.[7]

"A Star Was Born" on 28 October 1954, Colonel Henry R. Sullivan, 26th Strategic Reconnaissance Wing Commander, became one of the Air Force's newest brigadier generals. Brigadier General Sullivan assumed command of the newly activated 26th Strategic Reconnaissance Wing at Lockbourne during February 1953. Previously, General Sullivan was an assistant to the Strategic Air Command, commander, serving as chief of the Operations Division, Directorate of Operations.

7. Interview, M/Sgt Regic Cole, NCOIC, 26th D/P, 8 November 1954 by Hist Tech. T/Sgt C. Watson.

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From June to October 1954, he was Chief of Combat Mission Planning, 21st Bomber Command and 20th Air Force. Brigadier General Sullivan served as assistant to the Deputy Chief of the Deputy Chief of Staff Research and Development at Headquarters, United States Air Force from late 1945 to 1947.

Atomic tests in the Pacific area were part of his job as Chief of the Operations Division, Armed Forces Special Weapons Project, from August 1947 to January 1949.

After graduation from West Point, Brigadier General Sullivan took his basic flying training at Randolph Field, and advance training at Kelly Field, Texas.

During World War II, General Sullivan served in the China-Burma-India Theater, and the Marianna Islands. He commanded the 44th Bomb Group in India and the Mariannas until mid 1945.

General Sullivan has been awarded the Legion of Merit, the Distinguised Flying Cross, the Air Medal with

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one Oak Leaf Cluster, the Unit Citation with one Oak Leaf Cluster, the American Defense Ribbon, the World War II Victory Medal, the Philippne Liberation Ribbon and the Asiatic-Pacific Campaign Ribbon.

Born at Owingsville, Kentucky, Brigadier General Sullivan attended Center College, Danville, Kentucky, before entering the United States Military Academy.

The promotion of Colonel Sullivan to General was truly a fitting climax to the completion of the 26th Wing's TDY mission.

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CHAPTER II

PERSONNEL

A total of 2,050 and 2,151 individuals were assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, Upper Heyford, England and Lajes Air Force Base, Azores, respectively during the periods of September and October 1954.[1]

The following indicates the authorized versus the assigned strength within the 26th Wing during September and October 1954:[2]

			Total Auth	Total Asgd
September:	Officers		378	374
	Airmen		1,672	1,790
		Totals	2,050	2,064
October:	Officers		378	395
	Airmen		1,672	1,756
		Totals	2,050	2,151

1. Weekly Means Strength Rpt, September and October 1954, prepared by Stat Svs, 801st AB Gp.
2. Ibid.

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While every effort was made by the Wing Personnel Section to fill all T/O and E slots on the TDY deployment to England and Lajes, not all wing personnel were deployed There were approximately 300 personnel remaining at Lockbourne. These were not deployed because of various reasons; pending childbirths; enlistment expirements; PCS to overseas and ZI assignments prior to deployment or shortly afterwards. These individuals were utilized in maintaining the 26th Wing's installations. All essential records were deployed overseas. At Lajes, the 26th Air Refueling Squadrons, unit and personnel administration was conducted as at Lockbourne.[3]

In general, the organization and procedural handling of routine personnel and administration matters were conducted in an efficient and effective manner. Support and co-operation by the 3918th Air Base Group; Headquarters 7th Air Division and the 1605th Air Base Group, (Lajes); 5th Air Division was reported as highly commendable.[4]

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3. Interview, M/Sgt Regis Cole, NCOIC, Per Sect. 26th SRW by Tech Sgt Watson, 26th SRW Hist Tech. 5 Nov 1954.
4. Interview, Maj. Samson, D/Per 26th SRW, by Tech Sgt Watson, 26th SRW Hist Tech. 22 Nov 1954.

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The advance party personnel arrived at Upper Heyford in sufficient time to accomplish their assigned task. However, one aircraft was detained at Harmon Air Force Base, Newfoundland, for two days undergoing maintenance. Little difficulty was experienced in readying facilities for the wing as very good support was received from the Air Base Group Agencies. Barracks were designated for each squadron of the wing and beds were set up complete with bedding by the time personnel began to arrive.[5] A discussion of base facilities will be found in the Miscellaneous Chapter of this report.

All 801st Air Base Group personnel accompanying the advance party were integrated into the 3918th Air Base Group. During the survey trip to the United Kingdom it was pointed out by 7th Air Division, Director of Personnel, that there is very little contact by the 7th Air Division Headquarters, Director of Personnel, to TDY units. However, it was emphasized that any deviation from SAC Manual 400-1A in base support personnel would have to be approved by the 7th Air Division.[6]

5. Interview, Maj. Samson, D/Per, 26th SRWg, by Tech Sgt Watson, 26th SRW Hist Tech. 22 Nov 1954.
6. Ibid.

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Tactical aircraft arrived on schedule - 13th, 14th, and 15th of September 1954. Some difficulty was experienced the first day in the length of time taken to process the crew members after arrival. This difficulty was mainly due to the fact that sufficient maintenance personnel were not available to meet the aircraft and relieve the crew of miscellaneous duties to be accomplished around and on the aircraft. On the first day of tactical aircraft arrival, four vehicles; two passenger busses and two 2½ ton trucks, were prepositioned in each squadron aircraft area. A slight difficulty developed when crews commandeered the vehicles for their own use, when originally the vehicles were intended to pickup all the crews in a particular area. However, on the second and third day of tactical aircraft arrival, four vehicles; three weapon carriers; one 2½ ton truck were prepositioned in each squadron area. This method proved more practical and adequate whereby, crews were transported to the processing area and quarters with a minimum of delay.[7]

7. Interview, M/Sgt Wilcox, NCOIC, Troop Movement, 25th SRWg Pers Sect, by T/Sgt C. Watson, 26th SRW Hist Tech. 18 Nov 1954.

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TDY personnel were processed by the 3918th Air Base Group on the flight line immediately after off-loading from the aircraft. This also included clearance by the British customs. Military pay records were collected by the 3918th Finance office. United States currency was immediately exchanged for military currency script. In that TDY base support personnel were to be under the complete jurisdiction of the 3918th Air Base Group during the TDY period, all records of base support personnel were collected and turned over to the base organization to which the support personnel would be attached.[8]

Overall, the processing-in of passengers arriving by support aircraft was accomplished without difficulty. Personnel were unloaded and taken to the processing area. Meanwhile, their baggage was unloaded by a detail and delivered to the processing area. As soon as all personnel completed processing they claimed their baggage "

8. Interview, M/Sgt Wilcox, NCOIC, Troop Movement, 26th SRWg Pers Sect, by T/Sgt C. Watson, 26th SRW Hist Tech. 18 Nov 1954.

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and were transported to their respective squadron areas. For this operation two passenger buses were utilized which proved to be adequate. This entire operation was accomplished on an average of 45 minutes per aircraft load.[9]

In general, no difficulty was experienced along personnel lines in the deployment of the 26th Air Refueling to the Azores. For reporting purposes, no reports peculiar to the base complement at the Azores were required of the 26th Air Refueling Squadron other than a one time report of personnel being deployed which was submitted subsequent to the arrival of the Air Refueling Squadron. Copies of the Air Refueling Squadron's morning reports were forwarded to Headquarters, Second Air Force, 26th Wing Headquarters, United Kingdom, and 801st Air Division. All recurring reports were forwarded in accordance with SAC Manual 171-1 and "Reporting Procedures for the 26th Wing While at TDY Locations (OCLUS)".[10]

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9. Interview, M/Sgt Wilcox, NCOIC, Troop Movement 26th SRWg Pers Sect, by T/Sgt C. Watson, 26th SRW Hist Tech. 18 Nov 1954.
10. Interview, Maj. G. Samson, 26th SRW D/Pers, by T/Sgt C. Watson, 26th SRW Hist Tech. 22 Nov 1954.

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All base support personnel who accompanied the 26th Air Refueling on TDY were attached for complete operational and administrative control to their counterpart organization of the 1605th Air Base Group at Lajes.[11]

One major difficulty developed in the process of redeployment to the home base, concerning MATS redeployment schedule. Upon receipt of the MATS redeployment schedule of support aircraft, an immediate planning and phasing of personnel was begun. Loading lists and processing schedules were prepared and distributed to all interested agencies two days prior to the initial processing. The MATS senior controller arrived on the base (Upper Heyford) with an entirely new flow schedule, including therein the utilization of aircraft (R-5D/C-118) with a different passenger capacity then those previously scheduled. A slippage of personnel flow was also required which nullified in some instances the time-phasing of personnel back to the ZI. An estimated 125 manhours had been expended previously to comply with the initial

11. Interview, Maj. G. Samson, 26th SRW D/Pers, by T/Sgt C. Watson, 26th SRW Hist Tech. 22 Nov 1954.

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MATS flow schedule. The Wing Director of Personnel recommended that once a flow schedule is issued by MATS, every effort be made by that command to adhere to the published schedule. In the event it is impracticable to do so, MATS should be required to notify the organization affected by the most expeditious means. Had this organization been immediately notified many of the manhours expended against the original schedule could have been saved.[12]

It was further recommended that consideration be given to eliminating the practice of split passenger cargo load aboard C-124 aircraft. At times, when the maximum cargo load is comprised of bulky items, extreme passenger discomfort is added to an already long and tedious trip. No appreciable advantage could be seen by following this practice, since the approximately 15,000 lbs reserved for personnel could just as well be set aside for cargo. It is understood that this procedure is not followed by MATS in normal routine airlift operations.[13]

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12. Interview, Maj. G. Samson, 26th SAW D/Pers, by W/Sgt C. Watson, 26th SAW Hist Tech. 22 Nov 1954.
13. Ibid.

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In conclusion, the wing deployment was well planned coordinated and executed. The one major deficiency encountered by the Personnel Section was felt in MATS new flow schedule without an advance notification. The subject of MATS airlift will be discussed further in the Materiel Chapter of this report from the viewpoint of initial deployment to the United Kingdom.

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CHAPTER III

OPERATIONS AND TRAINING

The period of September and October 1954 saw crews and tactical aircraft of the 26th Strategic Reconnaissance Wing fly 514 sorties for a total of 3,475 flying hours. These figures represent the two months combined. A breakdown of this figure reflected the following: During September YRB/RB-47 aircraft of the 3rd, 4th and 10th Strategic Reconnaissance Squadrons flew a total of 2[illegible]5 sorties totaling 1,514 hours as compared to 241 sorties and 1,609 hours scheduled for that month. October saw the same squadrons fly a total of 281 sorties totaling 1,961 hours as compared to 278 sorties and 1,925 hours scheduled for the month of October.[1]

Crews and aircraft of the 26th Air Refueling Squadron logged a combined total of approximately 1,681 hours during September and October 1954. Of this total time, 795 hours 45 minutes were flown during September

1. Rpt Form 110A, Mo. Rpt of A/C Opns, Sept & Oct 1954, prep by Stat Svs, 801st AB Gp and 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Months Sept & Oct 1954 (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibits Nos. 22 & 24.

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and 885 hours and 30 minutes flown for the month of October.[2]

Combat Crew status of the 26th Wing reflected very little change during this reporting period. There were three (3) non-combat ready RB-47 crews formed on 21 September 1954 and one (1) non-combat ready crew disbanded on 22 September 1954. The crew disbandment was effected by the assigning of its observer to the wing staff. Crews assigned as of 30 September 1954 was 42 combat ready and eight (8) non-combat ready RB-47 crews. On 6 October 1954, one (1) combat ready RB-47 crew was regressed to non-combat ready status when the observer was transferred. This left a total of 41 combat ready and nine (9) non-combat ready RB-47 crews assigned during the month of October.[3]

Of the KC-97G crews, one (1) combat ready crew regressed to non-combat ready status on 22 September leaving a total of nine (9) combat ready and one (1)

2. Rpt Form 110A, Mo. Rpt of A/C Opns, Sept & Oct 1954, prep by Stat Svs, 801st AB Gp and 26th ARSq Cmdr's Remarks to Section H of Air Training Report for Months, Sept & Oct 1954 (RCS:4-SAC-T12) CL: CONFIDENTIAL. Exhibits No. 21 & 23.
3. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for the Months of Sept & Oct 1954 (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibits No. 22 & 24.

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non-combat ready KC-97C crews assigned for the month. This total held true for the month of October 1954. Two (2) non-combat ready crews were upgraded to combat ready status on 15 September 1954, making a total of 10 combat ready and one (1) non-combat ready KC-97F crews assigned with the close of September. These figures also held firm for the month of October 1954.[4]

During this period there were no major changes or additions in the number of aircraft assigned or possessed during the month of September and October 1954. Number and type of aircraft assigned the wing was forty-five RB-47E; two (2) YRB-47Es; eleven KC-97Fs; and eleven KC97Cs, for a total of 67 aircraft on hand and assigned.[5] On the following page a chart will be found indicating operational statistics performed by aircraft of this headquarters during the period of September and October 1954. It is pointed out that figures shown for September reflect only the period of 1 September through 16 September 1954 prior to the wing's TDY deployment. Special indications were made

4. 26th ARSq Cmdr's Remarks to Section H of Air Training Report for the Months of Sept & Oct 1954 (RCS:4-SAC-T12) CL: CONFIDENTIAL. Exhibits No. 21 & 23.
5. Rpt Form 110A, No. Rpt of A/C Opns, Sept & Oct 1954, prep by Stat Svs, 801st AB Gp.

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on the three(3) RB-47Hs remaining at Lockbourne during the wing's move. These aircraft were assigned to the Radar Project now being conducted by the wing under WADC and SAC Headquarters.

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26th STRATEGIC RECONNAISSANCE WING

AIRCRAFT OPERATIONAL DATA

SEPTEMBER 1954

*Prior to TDY (1 Sept thru 16 Sept 1954) ** Subsequent to TDY (17 Sept thru 30 Sept

TYPE MODEL SERIES	Number of Aircraft				No. of Land-ings	No. of Hours Flown			% Of Time Acft On Hand					
	Avg. No. Poss.	On Hand FCM	Total Hrs On Hand	Total Hrs In Comm.		Total	Avg. Hrs.	No. Hrs. Nite Flying	% Time In Comm. Util.	In Comm.	ACCP	ACCM	ACC Other Reason	
*KC-97F	11	11	3197	2510	15	72	8	13	2.9	78.5	0	0	21.5	
*KC-97G	11	11	3737	3086	16	67	6.7	7	2.2	82.6	8.4	4.1	4.9	
*YRB-47B	2	0	706	595	19	18	9	0	3.0	84.3	12.3	0	3.4	
*RB-47E	39	0	14418	12308	196	454	11.6	190	3.7	85.4	6.8	0.4	7.4	
**RB-47-47E	3	3	1008	528	15	27	9	0	5.1	52.4	23.8	0	23.8	
						OCTOBER 1954								
KC-97G	11	11	7814	7561	115	482	44	63	6.4	96.8	2.0	1.2	0	
KC-97F	11	11	7282	7162	91	400	46	40	6.4	98.4	0	1.3	0.3	
YRB-47B	2	2	1468	1228	145	78	39	8	6.4	82.5	5.2	0	12.3	
RB-47E	45	45	33464	28904	517	1880	42	300	6.5	86.4	4.3	2.2	7.1	

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During the latter part of August 1954, a schedule outlining the Flying Training Projects was presented to the various staff and tactical squadron commanders of the wing for information and preliminary planning purposes prior to the wing overseas deployment.[6] The purpose of this program was to establish mission requirements aimed toward maximum possible accomplishment of 50-8 training minimums for the period 1 September to 31 October 1954.

This training schedule was planned on the following premises: Each Jet Reconnaissance crew was to be allocated approximately seventy-three (73) flying hours of which sixteen (16) hours would be expended on deployment from and return to Lockbourne Air Force Base; Each Air Refueling crew was to be allocated approximately eighty (80) flying hours of which twenty-six (26) hours would be expended on deployment from and return to Lockbourne Air Force Base. Furthermore, it was indicated that operational committments imposed on the

6. DD Form 96 fr 28DO to Cmdr 26SRW, 26th BM & Cmdr's 3rd, 4th & 10th SRSq & 26th ARSq. Cite 28DOT. 1 Sept 1954. Subj: "Flying Training Projections". CL: SECRET Exhibit No. 11.

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26th Wing by the 7th Air Division would be compatible with the requirements for SC-S minimums. However, in the event that they were not, first priority in flight scheduling would be given to SC-S training items.[7]

For actual results and comparison-wise accomplishments in the projectioned flying training schedule may be seen in the figures and data submitted by this wing in the SAC Management Control System Score (RCS:2AF-U2) for the periods of September and October 1954.[8]

Total flying hours performed by reconnaissance squadron on missions ordered by higher headquarters were approximately 953 hours during the September and October reporting period. However, additional flying hours expended on special photograph project 54MP-7 and 53 AFR-21 as directed by 7th Air Division Operations Orders 140-54 and 142-54 respectively, were not available at this time.[9]

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7. DD Form 96 fr 26DO to Cmdr 26SRW, 26th DM & Cmdr's 3rd, 4th & 10th SRSq & 26th ARSq. Cite-26DOT. 1 Sept 1954. Subj: "Flying Training Projections". CL: SECRET. Exhibit No. 11.
8. Ltrs fr Cmdr 26th SRWg to Cmdr 2AF. Cite-26CR, 14 & 12 October 1954, Subj: "SAC Management Control System Score (RCS:2AF-CO-C2)", (For 26th ARS & 26th Tact Sqdns) CL: SECRET. Exhibits No. 8 & 9 also Ltr fr Cmdr 801st AD to Cmdr 2AF. Cite-26CR, 10 Nov 1954. Subj: "SAC Management Control System Score", (RCS:2AF-CO-C2). CL: SECRET. Exhibit No. 10.
9. 26th SRWg Cmdr's Remarks to Part V of Air Training Rpt. for the Months of Sept & Oct 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibits No. 22 & 24.

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An outline of type missions and hours flown by the wing's tactical reconnaissance squadrons are as follows: During the month of September, 29 hours and 55 minutes were expended on the Dayton, Ohio Air Show; 351 hours and 30 minutes flown on deployment to United Kingdom; 228 hours and 35 minutes flown on Orientation Missions over the United Kingdom; and 10 hours and 10 minutes expended on WADC Project Q56 - 700 (XQ-56 Radar) at Lockbourne Air Force Base.

For the month of October, 333 hours and 10 minutes were flown performing missions as directed by higher headquarters. They were; 317 hours and 10 minutes on deployment from England to Lockbourne Air Force Base and 16 hours flown on WADC Project Q56-700 (XQ-56 Radar) at Lockbourne.[10]

Major operational difficulties encountered by this headquarters while TDY to England numbered four (4). They were respectively; Delayed access to European Radio Facility Charts; limitation in B-47 visual

10. 20th SRWg Cmdr's Remarks to Part V of Air Training Report for the Months of Sept & Oct 1954, (RCS:3-SAC-T12). Cl: CONFIDENTIAL. Exhibits No. 22 & 24.

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photography reconnaissance; limited time on Heston IRS site; and the lack of reliable communication.[11]

An initial difficulty was encountered in obtaining European Radio Facility Charts. Although these charts were requisitioned in July 1954 and follow-up action taken, none had been received by 5 September 1954. However, there were fifty (50) copies obtained just prior to deployment following submission of an emergency requisition. This headquarters recommends that any unit ordered TDY overseas be placed on automatic distribution for Radio Facility Charts of areas concerned at least forty-five (45) days prior to deployment. Automatic distribution should be continued for the TDY period.[12]

A number of definite limitations existed in B-47 visual photography reconnaissance flights from the United Kingdom. Weather; the limited land area which could be overflown without diplomatic clearance; and the major factors. In order to obtain a diplomatic

11. Ltr fr Cmdr 20th SnWs thru Cmdr 80lst AD to Cmdr 2nd AF, Cite-26DO Subj: "Final Unit TDY Mission Report". 15 Nov 1954. Cl: CONFIDENTIAL. Exhibit No. 14.
12. Ibid.

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clearance it was necessary to submit complete flight plans, including coordinates and turning points, such information was required as much as sixty (60) hours prior to the proposed flight. This requirement precluded the use of any reliable weather forecast in the selection of photo areas and targets.[13]

Another problem area existed in the overall requirements for time on the Heston RBS site by all units in the area, limited the amount of time available to the 26th Wing and as a result, regressed training in this category below that desired. In addition, RBS proficiency was adversely affected during September because of inadequate target materials available for study. However, the wing's proficiency improved considerably after crews photographed the site and target folders were argumented. In reference to this problem, the wing recommended that consideration be given to establishing another RBS site in France or the United Kingdom. It was further recommended that the RBS target materials available on Heston be improved in

13. Ltr fr Cmdr 26th SRWg thru Cmdr 801st AD to Cmdr 2nd AF, Cite-SSDO Subj: "Final Unit TDY Mission Report". 15 Nov 1954. Cl: CONFIDENTIAL. Exhibit No. 14.

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quality and augmented by more material on different headings to the targets. It would assist greatly if this material could be made available to the TDY unit at least forty-five (45) days prior to deployment.[14]

During the deployment there was a continuing requirement to establish contact with the 26th Air Refueling Squadron at Lajes. This need was particularly serious during the Wing USCM when joint flying operations had to be coordinated and execution orders sent expeditiously. Existing channels were found to be either saturated or out of commission for lengthy periods. It was further pointed out that the lack of reliable communications could seriously hamper if not endanger the accomplishment of joint missions as were required. This headquarters recommended that a reliable means of communication be established between Lajes, 5th Air Division and 7th Air Division.[15]

Highlighted operational difficulties encountered at Lajes were as follows: An adequate briefing room was not available at Lajes. For the purpose of briefing

14. Ltr Fr Cmdr 26th SRW, thru Cmdr 801st AD to Cmdr 2nd AF, Cite-26DO. Subj: "Final Unit TDY Mission Report". 15 November 1954. Cl: CONFIDENTIAL. Exhibit No. 14.
15. Ibid.

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crews, it was necessary to utilize the Base Theater or BOQ Lobby. This lack of adequate facilities reduced the effectiveness of the briefings.[16]

On the assumption that Lajes will continue to be utilized as a forward base for SAC Units, it was recommended by the wing that a reliable range facility be installed at this base. A separate SAC Control Room, equipped with UHF and VHF radios, is needed to expedite operations. During the TDY period this function was performed in the Control Tower. This situation proved inconvenient to both Tower and unit control personnel.[17] Other comments of problem areas encountered by the 26th Air Refueling Squadron while TDY to Lajes will be discussed later in this chapter.

By the first of October the 26th Wing was well settled at Upper Heyford and had begun its jet flying operations. Operational facilities were considered very good. Another point of interest was that the 26th Strategic Reconnaissance Wing was the first reconnaissance wing to be deployed to Upper Heyford. Very good weather, far better than anticipated, favored the first half of

16. Ltr fr Cmdr 26th SRWg thru Cmdr 801st AD to Cmdr 2nd AF, Cite-26DO. Subj: "Final Unit TDY Mission Report". 15 November 1954. Cl: CONFIDENTIAL. Exhibit No. 14.
17. Ibid.

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of operational flying.

The area of flying operations was quite limited, due to the fact that the wing was not allowed to fly closer than 250 miles to the Iron Curtain and also did not have diplomatic clearance to over fly various neutral countries. As a result, the majority of wing operations were limited to England and France with night celestial missions to the Azores. A primary alternate landing base was Sidi Slimane, North Africa, in case of bad weather in England.

The redeployment of the wing to Lockbourne did not go as smoothly as the trips over, due to adverse weather conditions. Redeployment was scheduled to take place on the 26th, 27th and 28th of October. However, on the first day, a twenty-four delay was encountered due to, adverse weather at Lockbourne. Jet aircraft was deployed on the 26th, 29th of October and 3 November 1954. The third flight of aircraft encountered a three day delay due to adverse weather conditions in the refueling area. All flights were non-stop, with aerial

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refueling being accomplished near Newfoundland.[18]

As previously reported photo capability of the wing has been limited to day photography; however, it has been brought to the historian's attention that equipment for night photography is on this station and will be installed and available for training approximately 1 January 1955. This subject will be carried forth at more length in the November history of the wing. In general, the percentage of acceptable photos have been average, except Photo Flash RBS runs which were low. This was primarily attributed to the runs accomplished while overseas on Heston RBS site in London which is a very complex target. As forementioned, the wing had limited target data information available.

The wing A-5 Gunnery Training Program was organized and functioning throughout this period in a very effective manner as evidenced by recent SES scores. The average score of seven (7) crews that had attended SES was 91 percent, which was considered excellent.

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18. Ltr fr Cmdr 26th SRWg thru Cmdr 801st AD to Cmdr 2nd AF, Cite-26DC. Subj: "Final Unit TDY Mission Report". 15 November 1954. CL: CONFIDENTIAL. Exhibit No. 14.

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In a review of past performances, the percentage of fire-out since February 1954 increased steadily from 50 percent to a high of 92.5 percent in July 1954, then dropped sharply in August 1954 to a low of 55 percent in September 1954. From the latter part of September to 31 October 1954 the rate had risen to 78 percent. The only explanation for the sudden regression while in England was the increase in gunnery missions and the excessive malfunctions on the right hand gun. This type malfunction had not previously been encountered by the wing. Approximately sixty percent of scheduled gunnery missions returned with complete ammunition expenditure from the left gun and zero expenditure from the right gun.[19]

It was determined that an inadequate insulation and sealant within the case containing the charger relays were causing these repeated malfunctions. The bottom of the right hand charger case cover is sealed with a tar like compound. This tar seal had become cracked and shrunk to such a degree wherein it was

19. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for the Month of Sept 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 22.

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no longer waterproof. Moisture seeping into the case through the cracked seal, wetting the fish paper insulation which is glued to the inside walls of the relay box. This causes the fish paper to warp and press against the contact armature of relay K50.[20]

At operational altitudes this moisture freezes. The frozen fish paper musulation prevents the contact armature of the relay from completing its travel to the contact position, preventing the application of 3 phase power charger motor. This problem was solved by removing the insulation paper, substituting plastic insulating tape, and sealing the charger with rubber cement to prevent moisture from entering the charger. An UR was submitted recommending that the manufacturers discontinue the use of fish paper as an insulation medium, and/or utilize a more effective seal on the relay box.[21]

The primary objective for reconnaissance crews during this period was the accomplishment of 50-8

20. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for the Month of Sept 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 22

21. Ibid.

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requirements and in addition, flying missions as directed by higher headquarters. The first of higher headquarters orders flown by the wing preceding its arrival in the United Kingdom was Operations Order 132-54. The purpose of this mission was to familiarize RB/YRB-47 crews with air traffic control and radio procedures; instrument letdown procedures; and Heston Bomb Plot. Crews were divided into three elements over a three day period wherein practical for the execution of this mission.[22]

Early October saw the 26th Strategic Reconnaissance Wing performing a Unit Simulated Combat Mission. On the 5th, 6th and 7th of October, the 3rd, 4th and 10th Strategic Reconnaissance Squadrons executed a unit simulated combat mission using tanker support from the 26th Air Refueling Squadron, (Lajes). During the period of this mission, five (5) aircraft each day flew the air refueling routes and the balance of the scheduled aircraft flew the non-air refueling routes. Tanker support for this mission consisted of the tanker force commander plus five (5) tankers and one spare over air

22. 26th SRWg Operations Order 132-54, 9 Sept 1954. UNCLASSIFIED. Exhibit No. 28.

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refueling point daily during exercise period. Tankers arrived at orbit point at least thirty minutes prior to the planned arrival of receiver aircraft.[23]

The weather was very good, with all assigned aircraft being airborne and as the case of tanker aircraft successful off-loading. There were 25 reconnaissance aircraft 100 percent effective over the target of the 32 flown during this mission. One of the seven (7) non-effective missions was non-effective due to the handling of the film after mission was completed. Mission effectiveness score as recorded under the USCM portions of SAC Management Control System Score was 69.1 or 86.4 percent.[24]

In reference to the ground portion of the USCM, a Vulnerability Testing Team arrived at the Upper Heyford Area during the evening of 1 October 1954. The team leader, First Lieutenant Robert H. Hamilton reported to Lieutenant Colonel Dupont of the 3918th Air Base Group. During the six (6) day period of this test no aircraft

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23. Operations Order No. 133-54, 27 Sept 1954, 28th Strategic Reconnaissance Wing, CL: SECRET Exhibit No. 29.
24. Ltr fr Cmdr 801st AD to Cmdr 2AF. Cite-26CM, 10 Nov 1954. Subj: "SAC Management Control System Score". (RCS: 2AF-CO-C2) CL: SECRET. Exhibit No. 10.

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or category I elements were penetrated or destroyed. In the opinion of the Testing Team some information of a classified nature was obtained. However, this was held to a minimum due to early apprehension of three (3) team members. The test was terminated on the morning of 6 October 1954 with the apprehension of the two (2) remaining team members.[25] The findings and recommendations of this report indicated that, the security at Upper Heyford was good. The overall personnel utilized in security work appeared to be well trained and were operating efficiently. This statement was supported by the fact that no successful penetration of the flight line area or of any restricted area were made.[26]

At Lajes Air Force Base, the 26th Air Refueling Squadron was featured in a USCM Vulnerability Test by a team from SIGI Sliman Air Base, APO 117. This team was led by Second Lieutenant Stephen J. Ledet.[27]

Lieutenant Ledet's report indicated problem areas encountered by the 26th Air Refueling Squadron while based at Lajes, however, the one major security problem

25. Rpt Tr Lt R. M. Hamilton, USCM Vulnerability Test to Cmdr 26th SRWg. 6 Oct 1954. CL: CONFIDENTIAL Exhibit No. 12.
26. Ibid.
27. Ltr to Cmdr 8th AD thru Cmdr 26th ARSq. Subj: "Report of USCM Vulnerability Test (RCS:2-SAC-V1)" 19 Oct 1954. CL: CONFIDENTIAL. Exhibit No. 18.

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was beyond the squadron's authority, or bases. Lieutenant Ledet stated -- "The termination of the mission by the early capture of the team members, makes it all but impossible to determine accurately the value of the security system employed by the 28th Air Refueling Squadron during their mission at Lajes Field. The use of personnel recognition and the system of one guard per aircraft are excellent in themselves, but the lack of other security safeguards, such as perimeter fences, control points of entry, and a proper pass system, rendered them less effective. The absence of personnel sufficiently trained in the performance of security guard duty is another obstacle in the employment of the above system. This is evidenced by the one and only penetration the team was able to accomplish before being detected. Whereas, personal recognition was employed, and one guard posted on each aircraft, team members were able to enter the restricted area and to place with the help of said guards, destructive devices within the immediate proximity of these aircraft and to escape without detection. Had these guards been alert

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these "saboteurs" would have been apprehended immediately and their identity discovered with no possible danger to the aircraft. The area in which the aircraft were parked was too easily accessable. In spite of such an excellent system of security personal recognition and one guard per aircraft, trained saboteurs could easily have destroyed several aircraft had they wished to endanger their own lives and position".[28]

In reply to this letter by first indorsement, Lieutenant Colonel Jacob A. Hutchison, Commander, 26th Air Refueling Squadron, stated in part; "The lack of separate aircraft parking areas and corresponding proximity to other aircraft and personnel in the area, who are not involved in the test, will continue to be a problem at this base as long as the civilian and military functions are co-mingled".[29]

Colonel Hutchison also indicated that the similated sabotage in this case would have had no effect upon the combat capability of the 26th Air Refueling Squadron had it been hostile in nature.[30]

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28. Ltr to Cmdr 5th AD thru Cmdr 26th ARSq. Subj: "Report of USCM Vulnerability Test (RCS:2-SAC-Y1)" 19 Oct 1954. Cl: CONFIDENTIAL. Exhibit No. 18.
29. 1st Indorsement to Ltr. Subj: "Report of USCM Vulnerability Test, 26th ARSq. 25 October 1954. Cl: CONFIDENTIAL. Exhibit No. 19.
30. Ibid.

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General situation projects in the 26th Strategic Reconnaissance Wing's Operations Order 140-54 outlined the requirement of SAC's urgent need of adequate target materials on strategic western European targets which might fall under hostile control in the event of war. In conjunction with this order, the Royal Norwegian Air Force and Command Air North desired fighter interceptor training within their area of responsibility against B/RB-47 type aircraft. They agreed to make identification passes only in accordance with Command Air North's Standard Exercise Procedure 51-1, 3 June 1954. Closure on identification passes were made no closer than 1,000 feet and did not include head-on, front quarter or coordinated attacks.[31]

Returning to the primary mission of this operation order, that of procuring acceptable aerial photographic coverage of all targets and target areas as desired by higher headquarters. This mission was designated as Project 54NP-7. General instructions specified that RB-47 aircraft would not fly closer than 225 nautical

31. Operations Order No. 140-54. 29 Sept 1954, 26th Strategic Reconnaissance Wing. Cl: SECRET. Exhibit No. 30.

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miles from the border of the USSR or its satellites. The region in which flights were conducted were limited to certain portions of Norway.[32]

Overflight of Norway required prior diplomatic clearance. The 26th Strategic Reconnaissance Wing passed on required information to Lancer Control, High Wycombe, England, 36 hours prior to take-off, High Wycombe in turn passed the information to Headquarters Allied Air Force, Northern Europe (Command Air North, Oslo, Norway). Headquarters Allied Air Force, Northern Europe, upon receipt of the clearance obtained clearance through the appropriate national authority (in this case, Norway) who then disseminate this information to the relevant air commanders through whose territory the aircraft were routed.[33]

The 7th Air Division directed the 26th Strategic Reconnaissance Wing under Operations Order No. 142-54 to procure necessary radar and aerial photography coverage of certain areas in North Africa. The purpose was to provide a supplement to the AOP and ROP programs,

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32. Operations Order No. 140-54. 29 September 1954, 26th Strategic Reconnaissance Wing. CL: SECRET. Exhibit No. 30.
33. Ibid.

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and to provide current photography on areas of interest to headquarters SAC not in ACF program, also to provide realistic training for SAC personnel.[34]

Under Operations Order 143-54, tactical reconnaissance squadrons of the wing carried out a requirement existing for aerial photography of certain Icelandic targets. These photo targets were to be utilized in air objective folders. This project was known as 52AIR-36. Target folders for this project were supplied by the 26th Wing Intelligence Section.[35]

There was a general situation under Operations Order 144-54 utilizing the 3rd, 4th and 10th Reconnaissance Squadrons. The Royal Air Force had developed a small light weight portable reflector. It was desired that the 26th Wing conduct a test of these reflectors, as an aid to airborne radar for assist in approach and landing at Upper Heyford.[36]

At this time we shall now discuss the activities performed by the 26th Air Refueling Squadron located at

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34. Operations Order 142-54, 11 October 1954. 26th Strategic Reconnaissance Wing. CL: SECRET. Exhibit No. 31.
35. Operations Order 143-54, 11 October 1954. 26th Strategic Reconnaissance Wing. CL: SECRET. Exhibit No. 32.
36. Operations Order 144-54, 12 October 1954, 26th Strategic Reconnaissance Wing. CL: CONFIDENTIAL. Exhibit No. 33.

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Lajes, during this period. Operating physically detached from the 26th Wing required the squadron to perform as a small wing. Many maintenance and administrative matters normally controlled by this headquarters had to be resolved by Lieutenant Colonel Jacob A. Hutchison, the Squadron's Commander, and his staff. The personnel commanded by the squadron at Lajes almost doubled that of the squadron's normal T/O.

Beginning on 5 September 1954, two (2) KC-97s thundered down Lockbourne runway carrying the wing's advance party to Upper Heyford, England. Additional support was also given the wing on 15 September when two (2) more KC-97s departed for Upper Heyford. One of the latter two aircrafts encountered engine trouble which required an engine change before departing Harmon Air Force Base, Newfoundland. This was accomplished within approximately twelve hours. After a short test hop, the flight was continued to Upper Heyford.[37]

The main unit movement commenced on 13 September. In the early afternoon of the 13th, six (6) KC-97 aircraft

37. History, 26th Air Refueling Squadron, Sept & Oct 1954, CL: SECRET and Interview 1st Lt. G. W. Collins, Hist Off, 26th ARS by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 November 1954.

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departed Lockbourne non-stop to Lajes. Colonel Hutchison, Squadron Commander, led this detachment. The route led direct to Boston, Massachusetts, then across the western Atlantic to Yarmouth, Nova Scotia. Under the late summer stars of Pegasus, the long over-water flight began. Flying at 13,000 feet the flight continued southeastward, and destination was reached several hours after dawn on the 14th. Six (6) more tanker aircraft followed on the 14th, and the final five (5) departed Lockbourne on 15 September. The movement to Lajes required 284 hours and 25 minutes flying time. The total movement consisted of 21 KC-97s, 498 personnel (including 21 aircrews)[38] and 137,000 lbs of materiel.

By 17 September the squadron was operating at Lajes. On this day, morning roll calls for the flight crews began. All aircraft had been unloaded; the flyaway bins set up and weapons turned in to supply. The only problem encountered had been one of unloading the aircraft upon arrival. Lajes Base, being unfamiliar with SAC Rotational Movements, had failed to provide an unloading

38. History, 26th Air Refueling Squadron, Sept & Oct 1954. CL: SECRET and Interview 1st Lt. G. W. Collins, Hist. Off, 26th ARS by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 November 1954.

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detail. As a result, unloading was delayed one day. (Discussions of the many problems encountered at Lajes can be found in the critique).[39]

The first flying task assigned the 26th Air Refueling Squadron was the air refueling of the 2nd Bomb Wing on its rotation from Sidi Slimane to Hunter Air Force Base, Georgia. The B-47 aircraft of the 2nd Bomb Wing were scheduled to be refueled on a leg from Santa Maria to Pico Island, both part of the Azores chain. This mission was directed by 5th Air Division Operations Order 34-54.[40]

The mission began on 20 September 1954, only four days after the last echelon of the air refueling's main party arrived at Lajes. On this day, fifteen (15) sorties were flown and 484,420 pounds of fuel transferred. That evening Colonel Hutchison was able to flicon the 26th Wing as follows:[41]

"FLICON HUTCHISON TO SULLIVAN. ADDITION TO FLICON DAILY SUMMARY. ENTIRE MISSION WAS DELAYED FOUR HOURS DUE TO WEATHER AT SIDI SLIMANE. ALL OF OUR TANKERS WERE BRIEFED AMOUNT OF FUEL. NO AIR SPARES WERE REQUIRED TO BE USED. NO GROUND SPARES WERE REQUIRED TO BE USED. END"

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39. Rpt, Critique, 26th Air Refueling Squadron, Lajes AFB Azores, 21 Oct 1954. CL: SECRET. Exhibit No. 17.
40. History, 26th Air Refueling Squadron, Sept & Oct 1954. CL: SECRET and Interview 1st Lt. G. W. Collins, Hist Off. 26th ARS by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 Nov 1954.
41. Ibid.

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Fifteen (15) additional sorties were flown and 411,910 pounds of fuel transferred, on 21 September. The mission was completed on 22 September with fourteen (14) sorties and 444,430 pounds of fuel transferred. In all, forty-four (44) sorties, 1,340,430 pounds of fuel, and 112 hours and 40 minutes flying time were performed in carrying out this mission.

The only weak part of the mission was the arrival of several of the B-47 flights at the orbit considerably ahead of their ETA's. The long overwater flight with limited navigational means at their disposal, accounts for this and can be expected in subsequent missions.[42]

Colonel Hutchison, Commander, 26th Air Refueling Squadron briefly summed up the mission in the following manner; "Although the air refueling of the 2nd Bomb Wing took only 112 hour 40 minutes, valuable training and experience was gained. A total of a million and a quarter pounds of JP-4 fuel was transferred without a hitch during the three day period by this squadron. A quarter of a million additional pounds were trans-

42. History, 26th Air Refueling Squadron, Sept & Oct 1954. CL: SECRET and Interview 1st Lt. G. W. Collins, Hist. Off. 26th ARS by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 Nov 1954.

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by the 2nd Air Refueling Squadron, supporting us on this mission. During this exercise a new technique in the positioning of the spare tanker out in front of the formation was tried, upon the request of the 2nd Bomb Wing Commander. It worked so well that this squadron is recommending, through channels, that a change be made in the TAC doctrine".[43]

This new refueling technique will be followed by the historian for a more detailed discussion.

Following the refueling of the 2nd Bomb Wing the 26th Air Refueling Squadron began dispatching aircraft to the United Kingdom for support of the 26th Wing's RB-47s. Thirty-five refueling sorties of this nature were flown with the wing RB-47s, a total of 943,000 pounds of jet fuel was transferred.

One of the tanker crews flew a special mission while in England. On 16 October 1954, they were given a mission by 7th Air Division to refuel five (5) F-84 aircraft of the Norwegian Air Force. This was the first air refueling ever accomplished by the Norwegian Air Force.

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43. 26th ARSq Cmdr's Remarks to Section H of Air Training Report for the Month of Sept 1954. (RCS:4-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 21.

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The refueling took place between the Sturgate and Mildenhall radio beacons. One of the F-84s was piloted by an USAF instructor who demonstrated air refueling techniques and then guided the Norwegians in their attempt. During this refueling mission 24,000 pounds of JP-4 fuel was off-loaded and 49 hook-ups made. The 26th Air Refueling tanker crew reported that the Norwegians quickly became proficient and soon enjoyed air refueling operations.[44]

Soon after the first of October the squadron began preparing for the USCM with the 26th Wing. This USCM mission was flown on the 5th, 6th and 7th of October. Weather was excellent, with all assigned aircraft airborne and off-loaded. There were eighteen sorties flown and 570,170 pounds of jet fuel transferred. Total hours flown were 138 hours and 20 minutes.[45]

A problem new to the squadron arose on this mission --- forming and orbiting for the rendezvous at a set coordinates, 44°40'N, 16°22'W - standing alone in the middle of the Atlantic. In addition, the refueling would be performed in daylight after the stars were dimmed and LORAN was ineffective for navigation. These problems

44. History, 26th Air Refueling Squadron, Sept & Oct 1954. CL: SECRET and Interview 1st Lt. O. W. Collins, Hist. Off., 26th ARSq by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 Nov 1954.
45. Ibid.

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were overcome by close navigational work enroute to the orbit point, and accurate DR as the flights orbited awaiting the KB-47s. On this mission as on all others, the squadron flight leaders were used as lead aircraft whenever possible. This insured that one of the more experienced air refueling crews would be in position to react as the situation demanded.[46]

The final maximum effort flown by the 26th Air Refueling Squadron came late in the month of October. It is probably quite rare in SAC that a unit is asked to perform two USCMs within fifteen days. However, the air refueling squadron rendered refueling support to the 308th Bomb Wing's USCM.[47]

Operational-wise, the 26th Air Refueling Squadron accomplished a great deal and in addition acquired a wealth of information pertaining to overseas operations during the deployment.

Colonel Hutchison summarized the mission with the 26th Wing and 308th Bomb Wing in the following manner; "During the month of October two USCMs were flown by

46. History, 26th Air Refueling Squadron, Sept & Oct 1954. CL: SECRET and Interview 1st Lt. C. W. Collins, Hist. Off., 26th ARSq by T/Sgt C. Watson, 26th SRWg Hist Tech. 5 Nov 1954.
47. TWX, fr Cmdr 2AF to Cmdrs 7th AD & 5th AD. Subj: "26th ARS Refueling Support to 308th BW's USCM." Exhibit No. 4.(CL: CONFIDENTIAL) and 5 (CL: SECRET).

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this squadron. One was with the 26th Wing and the other with the 308th Bomb Wing. Both missions were 100 percent effective in aerial refueling. Valuable lessons were learned in meeting a group of B-47s over a set of coordinates in the middle of the Atlantic. The most important of these is, that regardless of communications, the tanker squadron must take off on schedual, whether or not an execution order is received. A very important lesson learned from the refueling of the 308th Bomb Wing is that an alternate refueling plan should be written into every operations plan. Weather caused the delay of this mission for two days. With an alternate plan this delay could conceivably have been reduced by at least one day. Still another lesson learned is that the weather and control ship should be airborne at altitude in the orbit area at least one hour prior to the departure of the receivers. This is especially true when refueling over areas where limited weather and forecasting facilities exist."[48]

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48. 26th AFSq Cmdr's Remarks to Section H of Air Training Report for the Month of Oct 1954. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 23.

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The month of September and October was the first period to effectively test the operational capability of the new intelligence section organization. Although the middle of September was broken up due to the deployment of personnel to the United Kingdom, the intelligence section was able to effectively continue its operation. An advanced echelon consisting of the Chief of Intelligence and NCOIC Operational Intelligence departed Lockbourne on 5 September and arrived at Upper Heyford on 6 September. Initial preparation of the intelligence section was accomplished and maps and charts on hand were inventoried. The first crews to arrive on 13 September were de-briefed by the advance section. This process continued on 14 September. The bulk of the intelligence classified material arrived on 16 September and initial target study and supersonic trainer runs on Heston RES were begun on 17 September. Adequate target folders were made available to all crews prior to their flights on the United Kingdom orientation mission.[49]

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49. History, 26th Wing Intelligence for Sept 1954. Cl: SECRET. 26th SRWg Hist File.

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The month of October was a very active period for the intelligence section. Two reconnaissance projects, a USCM and the active briefing and de-briefing of all combat crews while TDY utilized each assigned member of the intelligence section. In addition to the foregoing, several staff briefings concerning pertinent items of intelligence were presented and a weekly status quo of reconnaissance projects was given.

The Operational Intelligence Branch not only utilized all of its assigned personnel in its briefing activities but called upon the Air Targets Section to provide additional officers and non-commissioned officers to participate in the de-briefing program. Briefing and interrogation procedures and techniques were one of the main areas where much experience was gained while TDY. Both intelligence personnel and combat crews gained a new insight into the intelligence cycle.[50]

During the operational period in September, 14 British and RAF fighters made identification passes and one unidentified French fighter made an identification pass.

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50. History, 26th Wing Intelligence Section, October 1954. CL: SECRET. 26th SPW Hist File.

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During the 273 sorties flown by the Wing in October, there were 54 recognition passes. Forty-five of the passes were in the United Kingdom area. These passes were made by Meteors, Vampires, Canberras, F-84's, and Canadian F-86s. Recognition passes in other countries included one pass in Norway by a Norwegian F-84 and eight passes in France by F-86, F-84, and Vampire aircraft. As briefing and interrogation periods progressed the crews became more active in attempting to completely and accurately identify intercepting aircraft and to assess the tactics used by the fighters. At the same time crews were given an indoctrination on foreign aircraft and aircrew performance against RB-47s. In addition to interception reporting techniques, the aircrews received training in detecting and reporting ground radar tracking. This was especially true during flights near London, Torquay, and Portsmouth in the United Kingdom and on flights near Paris, Bordeaux, Lyon, and Marseille, France. Flights over the North Sea experienced radar tracking by EW sites on the Norway coast and those aircraft that flew near the East coast of Spain were

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tracked by radar sites near Barcelona. GCI radar was detected in use against RB-47 aircraft about 30 miles NE of London. In this instance an RB-47 intercepted transmission between the ground controller and the attacking RAF Meteor. GCI is believed to have been used in other areas of the United Kingdom, but complete confirmation was not available.[51]

Intelligence personnel through their participation in the interrogation activities supplemented their own knowledge with the techniques that could only be learned by having done this work. In addition these sessions gave the combat crew members a chance to get to know the intelligence personnel of the wing much better. A situation that can only enhance future operations.

The training of the combat reports section was put into practical application during the TDY period when the wing underwent a USCM. The procedure of the individual squadron de-briefing monitored at wing level as compared to centralized de-briefing proved advantageous in meeting the due times of such reports as the R-21, R-22, R-23, and R-24. For the most part all nec-

51. History, 26th Wing Intelligence Section, For the months of Sept & Oct 1954. Cl: SECRET. 26th SRWg Hist File.

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essary reports were submitted with a minimum of discrepancies. During the USCM, a representative of the 7th AD examined 26th Wing Intelligence Personnel on SAC Manual 55-8. Although the practical phase utilized a sample bombardment mission instead of a reconnaissance mission, scores by this unit proved satisfactory. The purpose of this unit exam would have been much more satisfied had it been administered at an earlier time than during the first phase of the USCM.[52]

The Air Targets Branch had its moments of deluged activity during this period. The complet intelligence responsibility of the two reconnaissance projects assigned to the wing was given to the Air Targets Branch. Major W. E. Kopp, OIC maintained the reconnaissance control sheets and prepared the weekly reconnaissance reports. The section prepared all target folders for the reconnaissance projects, advised the Director of Operations and respective Squadron Commanders as to the availability of targets and offered suggestions leading to the planning of missions to accomplish the necessary reconnaissance.

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52. History, 26th Wing Intelligence Section, Oct 1954. CL: SECRET. 26th SRWg Hist File.

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Mission folders with sparse target and radar route information were prepared for the USCM. The section also participated in a telephoto exercise conducted by 7th Air Division and prepared a consolidated report on this exercise. All charts and maps were requisitioned by the section and supplied to the tactical squadrons as the need arose.[53]

The personnel manning the rear echelon at Lockbourne were kept quite busy with inventories of new target materials, NIS materials and E & E cloth charts. Basic survival and refresher survival courses were conducted and additional research on E & E lectures was continued.

While intelligence personnel deployed with the Air Refueling Squadron had most of their activities confined to supervising and accomplishing SAC Regulation 55-11 reports. Intelligence personnel took part in all briefings for the missions as well as conducting the de-briefings, monitoring all incoming and outgoing messages and for all intents purposes acting as a control team during the entire TDY period.

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53. History, 26th Wing Intelligence Section, Oct 1954. CL: SECRET. 26th SRWg Hist File.

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CHAPTER IV

MATERIAL

In accordance with 26th Strategic Reconnaissance Wing's Operations Order 33-54, 3 September 1954 and 26th Wing deployed three (3) squadrons of RB-47 aircraft and one (1) squadron of KC-97 aircraft to the United Kingdom and Lajes, Azores respectively beginning of the 13 of September 1954.[1]

The following schedule indicates the day and number of aircraft deployed by each tactical squadron:[2]

To Upper Heyford (RB-47s)

	3rd SRS	4th SRS	10th SRS
*X Day	6	4	6
X + 1	5	6	5
X + 2	4	4	4

(*X Day was 13 Sept 1954)

1. Ltr fr Cmdr 26th SRW thru Cmdr 801st AD to Cmdr 2AF, Cite-26DO. Subj: "Final Unit TDY Mission Report . 18 November 1954. CL: CONFIDENTIAL. Exhibit No. 14.
2. Ibid.

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To Lajes, Azores (KC-97s)

	26th ARS
X Day	6
X + 1	6
X + 2	6

In addition, the 26th Air Refueling Squadron was required to deploy two (2) KC-97s to Lajes via Upper Heyford on X-8 carrying advance party personnel and two (2) KC097G aircraft to Lajes via Upper Heyford on X + 3 carrying B-4 Stands, K-Carts and film.

The logistic deployment from Lockbourne was executed as planned with the minimum amount of confusion and delay. Tanker force deploying to Lajes was capable of carrying 150,000 pounds of cargo, limited by bulk and gross weight factors. This cargo airlift reduced the requirement for MATS support to 52,232 pounds, composed of R-4360 power-packs and bulky FAK items which could not be loaded through the cargo door on KC-97G aircraft. A total of 80,000 pounds of cargo and 543 personnel were deployed to Lajes in unit air-

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craft, 52,232 pounds of cargo and four (4) personnel on MATS aircraft.[3]

There was little difficulty reported in the loading of KC-97 aircraft. The only apparent hampering factor existed in the shortage of fork lifts and flat-bed trailers. This was due to two (2) separate loading and cargo assembly operations being simultaneously accomplished.

The Wing's Logistic Control point was established in the wing's jumbo hangar. The assembly of cargo was begun on 10 September 1954. Each organization was assigned an area for assembly of squadron property. These areas were arranged in a "horseshoe" shape with the open end of the horseshoe facing the hanger door. Squadrons were required to arrange boxes or items in the priority desired for out-shipment. Increments were set up in the open end of the horseshoe, for the purpose of excepting priority, one cargo from each squadron area, consistent with weight factors, bulk factors and organizational areas and placed in increments,

3. History, 26th Materiel Sect. for Mos. Sept & Oct 1954, and Interviews with WOCG Nelson, 26th Wg Logistic Off. by T/Sgt Watson, Hist Tech. November 1954.

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the manifesting was accomplished and checked against the contents of the completed increments. Manifests were left open to facilitate minor changes dicted by priority changes or variations in passenger weights. Personal baggage was handled and manifested in the same manner as unit cargo.[4]

The system of loading 50 passengers and 15,000 pounds of cargo on C-124 aircraft was open to serious doubt on a move of this nature. This system required the closing out of the passenger list manifests prior to setting up the appropriate cargo increment and created a bulk problem which offered difficulty in overcoming.

A problem area developed approximately five (5) days after MATS operation started. It became apparent that cargo and personnel were getting seriously out of phase. Under the original MATS Flow Plan, calling for 50 passengers and 15,000 pounds of cargo for each C-124 and 50 passengers without baggage for each R6D aircraft, 94 percent of personnel and 51 percent of cargo would

4. History, 26th Materiel Sect. for Mos.of Sept & Oct 1954, and Interviews with WOCG Nelson, 26th Wg Logistic Off. by T/Sgt. C. Watson, Hist Tech. November 1954.

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have been deployed by 23 September 1954. As a result, the load was altered on all C-124s subsequent to 21 September 1954 to show 25,000 pounds of cargo and 15 passengers. In this manner the cargo was expedited with little adverse effect on passenger deployment. This type of utilization of MATS aircraft reflected an increase to a marked degree.[5]

This entire operation was controlled by the Logistics Officer. The following personnel and equipment were utilized to accomplish cargo assembly, incrementing and loading:

Two (2) loading control teams composed of ten (10) airmen; two (2) 104" fork lifts of 6000 pounds capacity with drivers; one (1) 168" fork lift of 6000 pounds capacity with driver; two (2) 1½ ton trucks with drivers; and two (2) 40' flat-bed trailers with one tractor and driver on call.[6]

In conclusion, regarding the wing deployment, as its first, the move was well planned, co-ordinated and

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5. History, 26th Materiel Sect. for Mos. of Sept & Oct 1954, and Interviews with WOCC Nelson, 26th Wg Logistic Off. by T/Sgt C. Watson, Hist Tech. November 1954
6. Ibid.

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executed. However, the one major deficiency encountered, from a logistics view-point, was the lack of concentrated MATS air lift during the initial phases of deployment. Total cargo deployed to England during the period X Day through X + 3 was 80,000 pounds, broken down into 18,000 pound loads. One squadron's flyaway kit grosses out at slightly over 63,000 pounds including film. Gross weight of three (3) J-47 engines figure at 10,950 pounds. Taking into consideration these items plus one (1) tool crib, one (1) K-system mock-up, engine change tools, tow-bars, axle jacks, B-4 maintenance platforms and K-carts require a minimum of 52 tons of cargo air lift during the first two days. These items are believed to be absolute essentials if a maximum operational readiness is to be reached and maintained within seven days of X Day.[7]

The Logistical Section recommended that MATS air lift be provided with a greater concentration during the initial three days of the deployment schedule. A minimum capability of four C-124s carrying only cargo

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7. History, 26th Material Sect. for Mos. of Sept & Oct 1954, and Interviews with WOCG Nelson, 26th Wg Logistic Off. by T/Sgt C. Watson, Hist Tech. November 1954.

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and fifteen C-54 equivalents is desirable. It was further emphasezed that of the 450 personnel thus deployed, a minimum of 150 would be in the "support" category; essential but not furnishing direct maintenance support, such as, Air Police, Food Service, Headquarters Administrative, POL, FAK, and others.[8]

Another deficiency encountered was in the system stenciling weights on boxes prior to delivery to the cargo assembly area. In a discussion between this headquarters Materiel Office and MATS control team representatives it was indicated that in 100 percent of all moves performed by MATS, incorrect weights are the rule rather than the exception. It is a case of responsibility being delegated too far down the scale. In large organizations, such as Field Maintenance and Armament and Electronics, each shop chief is responsible. In the event one shop fails to perform actual weighing immediately prior to shipment to the cargo control center, the MATS Control Team requires re-weighing of all items from that particular organization.[9]

8. History, 26th Materiel Sect. for Nos. of Sept & Oct 1954, and Interviews with WOCG Nelson, 26th Wg Logistic Off. by T/Sgt Watson, Hist Tech. November 1954.
9. Ibid.

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In order to provide a system giving centralized weight control, the Logistic Section recommended that a weighing and stenciling unit be established at the Cargo Control Center. This unit would be composed of three (3) teams equipped with appropriate scales and stencils As cargo is brought to the Control Center, it would be off-loaded onto the scales, weighed, stenciled, palleted and placed in the appropriate organizational area.[10]

Another recommendation made by Materiel was that all organizations study more carefully the phasing priority of their personnel. Refining these priorities is essential to accomplish the desired end-result, being adequate support at the forward station to provide an immediate flying schedule capability. It was pointed out that only the organization commanders can accurately evaluate this problem and forecast the work load against the personnel available.[11]

Before the Wing Supply Section deployed overseas instructions were furnished each unit supply activity on the care and safeguarding of unit property remaining at

10. History, 26th Materiel Sect. for Mos. of Sept & Oct 1954, and Interviews with WOCO Nelson, 26th Wg Logistic Off. by T/Sgt Watson, Hist Tech. November 1954.
11. Ibid.

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Lockbourne. These instructions were also furnished the 26th Wing Detachment Commander with the request to monitor this program. An authorized unit supply representative in each unit remained behind to discharge these supply responsibilities.

The Wing Supply Office was established at Upper Heyford on X plus four days, consisting of the Wing Supply Officer and one (1) airman. During their first ten days in England the Wing Supply Officer and airman assisted in the aircraft supply part program until complete arrival of the Supply Liaison Section.

Although wing supply effectiveness increased upon full deployment, optimum utilization of wing's fly-away Kits was not realized, since authorized in this supply source. Local supply of those parts, included within the 40 percent factor, was effective for items available in the United Kingdom. In some instances excessive delivery time, on United Kingdom available items, was experienced. This was attributed to difficulties of local supply units in ascertaining the avail-

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ability of priority items. Another factor in the delay was transportation to ascertain the item after it has been located. In general, however, overall flying committments were not adversely affected by the local supply support for items available locally. It was pointed out that tactical units would initiate Fly-away Kit change request, based on consumption data compiled during TDY period.[12]

The 26th Wing's maintenance activities, in general, experienced no major difficulties in operating as prescribed in governing directives, while TDY to Upper Heyford and Lajes. Station support in assigned building, equipment, communication, and transportation was adequate towards maintenance efforts. However, the low in-commission rate of assigned JP-P-6 refueling units consistently handicapped the ground refueling of jet aircraft. Of the thirteen (13) JP P-6 units utilized for refueling, at least nine (9) of them were in-commission during the TDY period. Refueling periods of twelve (12) to eighteen (18) hours were required to refuel twenty-

12. Ltr fr Cmdr 26th SRW thru Cmdr 801st AD to Cmdr 2nd AF. Cite-26DO. Subj: "Final Unit TDY Mission Report". 15 November 1954. CL: CONFIDENTIAL. Exhibit No. 14.

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one (21) aircraft. While the mechanics of actual refueling the aircraft operated smoothly, it was not possible to meet the requirements of SAC Regulation 66-27.[13]

Recommendation for future maintenance support of the wing while TDY to Upper Heyford consisted of one (1) K-1 mock-up, one (1) L1A inverter test stand, and forty-five (45) B-4 or similar stands. If available as station assets, these items would partially alleviate initial airlift requirements and would materially increase maintenance capabilities during the early days of deployment. This is particularly important if support airlift by MATS is to continue to cover fourteen day periods.[14]

In summary, although no difficulties were experience in effecting the internal wing controlled phases of the Unit Mobility Plan; it was evident however, that the lack of concentrated MATS airlift during the initial phases of the deployment severly

13. Ltr fr Cmdr 26th SRW thru Cmdr 801st AD to Cmdr 2nd AF. Cite-26DO. Subj: "Final Unit TDY Mission Report". 15 November 1954. CL: CONFIDENTIAL. Exhibit No. 14.
14. Ibid.

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hampered wing effectiveness at the forward station during the first week of operation. It was pointed out that a similar condition was prevalent on redeployment of the wing to the ZI. At the end of the third day of deployment to the United Kingdom only 250 personnel and 16 tons of cargo were in place at the forward station. The minimum support for initial wing operations in deployment of 405 personnel and 52 tons of cargo. Maintenance and supply capabilities of the wing were particularly affected by lack of concentrated airlift. Personnel wise, both Field Maintenance and A & E Specialists were critically short at the forward station. Critical test equipment was also delayed and hampered the effective execution of planned maintenance operations. These factors initially created abnormal parts requirements and since a complete Fly-away Kit was not in place by the third day, effective support from normal expected wing resources could not be furnished.[15]

In closing, this has been a very valuable experience

15. Ltr fr Cmdr 26th SRW thru Cmdr 801st AD to Cmdr 2nd AF. Cite-26DO. Subj: "Final Unit TDY Mission Report". 15 November 1954. CL: CONFIDENTIAL. Exhibit No. 14.

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for the 26th Strategic Reconnaissance Wing in development for future deployments as higher headquarters may so direct.

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CHAPTER V

MISCELLANEOUS

TDY housing for wing personnel at both Upper Heyford and Lajes consisted of permanent type buildings and Quonset huts. In addition, a Nofine hut was utilized for housing. A Nofine hut is a concrete rectangular open-bay building using space heaters. Latrine facilities were attached to the huts, and proved adequate. Squadron areas were designated in advance and these designations were made available prior to deployment. All reconnaissance combat crew personnel were housed in Nofine huts with twelve (12) officers assigned each hut. The balance of officer personnel were housed in the main BOQ and another building designated as a BOQ. In general, the housing was considered adequate, also additional space was made available after the departure of the 43rd Bomb Squadron, which was scheduled for a ten day operation at Upper Heyford during this wing's TDY period.

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Airmen were messed at large consolidated mess halls at both Upper Heyford and Lajes. There were two consolidated mess halls utilized at Upper Heyford. Snack Bars were available in the Service Clubs, NCO Clubs, and Officers' Clubs at both stations.

Uniform regulations at Upper Heyford as of 15 September 1954, required blues. Uniforms were required at all times on the base, however, personnel could wear civilian clothes, departing to and from the base. Class A uniform was required at all base recreational facilities; however, fatigues were authorized in the airmen's dining hall. At Lajes, the summer uniform is optional from 1 October through 31 May. Conservative civilian dress was authorized while visiting towns near the air base.

No more than $50.00 in U.S. currency was permitted for entry into the United Kingdom. An unlimited amount of traveler's checks could be taken. U. S. Military Payment Certificate (Script) was used on the base. Currency was converted by the Base Finance Office.

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American Express facilities were located on the base. The U.S. dollar is the medium of exchange on the station at Lajes; however, in dealing with the natives the "Escudos" must be used.

It was extremely important before deployment that all personnel be throughly counseled on the serious consequences that may result in violation of British law. Recently the Visiting Forces Act agreed upon in the initial formation of the NATO was approved by the British Parliament. In their revision of this act, American personnel violating any British law or regulation are tried by a British Court. In the event personnel desired counsel, a British Counsel must be hired at the individual's expense. No provisions for American Counsel have been made.

The service clubs at Upper Heyford and Lajes were completely adequate and of the finest. Officer's and NCO Clubs also measured up in the higher degrees. Complete recreational facilities were provided for. Practically every sport participated in by the United States Armed Forces personnel were provided for. At Lajes,

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swimming facilities are confined to ocean bathing and generally terminates due to weather in the early part of September. Equipment for hunting and deep sea fishing was made available through Special Service activities. Other base facilities offered at Lajes and Upper Heyford included a well equipped library, theater, hobby craft shop and sightseeing tours made available by Special Services. Lajes also boasted an Armed Forces Radio Station, broadcasting 17 hours a day.

The Island of Terceira on which Lajes Air Force Base is located is roughly 11 by 20 miles in size and is composed of volcanic orgin. The island has been owned by the Portuguese since 1432. The people are predominately of the Catholic faith and are extremely conservative and modest. Many things which are accepted as a matter of fact by the Americans can be direct affront to the Portuguese. All personnel prior to deployment were throughly briefed on their dealing and treatment of the natives. It was vigorously emphasized particularly to the younger airmen, that the Azores are not occupied by the USAF, but rather we enjoy, through

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a continuation of good will with the Portuguese, contractual rights to maintain an air base. Since the island is of great strategic value to the USAF, the necessity for maintaining the most cautious relations with the natives could not be over emphasized.

The British people in the Upper Heyford area were polite, kind, and thoughtful to American personnel. The city of London is located 60 miles from the base and can be reached within two hours by train from the town of Bicester, approximately seven miles from the base. Again, it was emphasized that each individual was an emissary of this country (USA) and British opinion would be formed according to the behavior of American personnel.

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ROSTER OF KEY PERSONNEL FOR THE MONTHS OF SEPT & OCT 1954

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director Of Personnel	SAMSON, GEORGE D.	Major
Director Of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director Of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., Jr.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wing	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all

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Abbreviations Used in Aircraft Operations (Continued)

types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

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Abbreviations Used in Aircraft Operations (Continued)

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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BIBLIOGRAPHY

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Special Order File, 26th SR Wing

Correspondence File, 26th SR Wing

Comptroller File, 26th SR Wing

801st Air Base Group Statistical Service Office

Regulation File, 26th SR Wing

Staff Section Files, 26th SR Wing

TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Personnel, 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observation of the Historian.

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2. TWX, fr Cmdr 2AF to Cmdr 26th SRW. Cite C 2464. Subj: "Congradulation On 26th SRWg Deployment." UNCLASSIFIED. 15 Sept 1954.

3. TWX, fr Cmdr 26th SRW to Cmdr 509th AREFS. Radnote. Subj: "Appreciation For Excellent Air Refueling Support". 20 Sept 1954. CL: UNCLASSIFIED.

4. TWX, fr Cmdr 2AF to Cmdr 7AD. Cite ODP 9838. Subj: "Support Of 308BW USCM." 9 Sept 1954. CL: CONFIDENTIAL.

5. TWX, fr Cmdr 2AF to Cmdr 5AD. Cite ODP 9816. Subj: "USCM for 308BW." 8 Sept 1954. CL: SECRET.

6. TWX, fr Cmdr 26th ARS to Cmdr 2AF. Cite Zippo. 25T-27. Subj: "Mission Report Ops Order 134-54." 23 Oct 1954. CL: SECRET.

7. TWX, fr Cmdr 801st AD to Cmdr 26th SRWg. Cite DDO 1596. Subj: "Flying Hours Allocation for 2nd Quarter Fiscal Year 1954." 8 Oct 1954. CL: SECRET.

8. Ltr, fr Cmdr 26th SRWg to Cmdr 2AF. Cite-26CR, 14 Oct 1954. Subj: "SAC Management Control System Score (RCS: 2AF-CO-C2)." CL: SECRET. Note: For 26th ARS.

9. Ltr, fr Cmdr 26th SRWg to Cmdr 2AF. Cite-26CR. 12 Oct 1954. Subj: "SAC Management Control System Score (RCS: 2AF-CO-C2)." CL: SECRET. Note: For 26th SRWg Tech Sqdns.

10. Ltr, fr Cmdr 801st AD to Cmdr 2AF. Cite-26CR. 10 Nov 1954. Subj: "SAC Management Control System Score (RCS: 2AF-CO-C2)." CL: SECRET.

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LIST OF EXHIBITS (Continued)

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12. Rpt fr Lt Robert H. Hamilton, USCM Vulnerability Test, Team Leader, UK to Cmdr 26th SRWg. 6 Oct 1954. CL: CONFIDENTIAL.

13. Ltr fr Cmdr 26th SRWg to Cmdr 3918th Air Base Group. Cite-26CO. Subj: "Support of 26th SRW by 3918th Air Base Gp." 25 Oct 1954. UNCLASSIFIED.

14. Ltr fr Cmdr 26th SRW thru Cmdr 801st to Cmdr 2nd AF. Cite-26DO. Subj: "Final Unit TDY Mission Report." 15 Nov 1954. CL: CONFIDENTIAL.

15. Ltr fr Cmdr 2AF to Cmdr 801st AD. Cite KBS. Subj: "Air Training Report, (RCS: SAC-T12) 28 Sept 1954. CL: CONFIDENTIAL.

16. Ltr fr Cmdr 2AF to Cmdr 2AF to Cmdr 801st AD. Cite-KBS. Subj: "Air Training Report, (RCS: SAC-T12)" 29 Oct 1954. CL: CONFIDENTIAL.

17. Rpt, Critique - 26th Air Refueling Squadron, Lajes Field, Azores. 21 Oct 1954. CL: SECRET.

18. Ltr to Cmdr 5th AD thru Cmdr 26th ARS. Subj: "Report of USCM Vulnerability Test (RCS: 2-SAC-Y1)." 19 Oct 1954. CL: CONFIDENTIAL.

19. Ltr fr 26th ARS Cmdr to Cmdr 5th AD. Cite-26AR. 1st Ind. Subj: "Report of USCM Vulnerbility Test (RCS: 3-SAC-T1)" dtd 19 Oct 1954." 25 Oct 1954. CL: CONFIDENTIAL.

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LIST OF EXHIBITS (Continued)

20. Rpt, USCM Vulnerability Test by Lt. Mike M. Bearden, OIC Security, to Cmdr, 26th ARS. 19 October 1954. CL: CONFIDENTIAL.

21. 26th ARSq Cmdr's Remarks to Section II of Air Training Report for Month of September 1954. (RCS:3-SAC-T12). CL: CONFIDENTIAL.

22. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for the Month of September 1954. (RCS:3-SAC-T 12) CL: CONFIDENTIAL.

23. 26th ARSq Cmdr's Remarks to Section II of Air Training Report for Month of October 1954. (RCS:4-SAC-T12) CL: CONFIDENTIAL.

24. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of October 1954. (RCS:3-SAC-T12). CL: CONFIDENTIAL.

25. 26th SRWg Cmdr's Remarks to Section I of Air Training Report for Month of October 1954. (RCS:4-SAC-T12). CL: CONFIDENTIAL.

26. TWX, Radnote, fr 26th SRW Cmdr to 26th ARS Cmdr, 24 September 1954. Subj: "Refueling of 2nd Bomb Wing". CL: CONFIDENTIAL.

27. Operations Order No. 33-54, 3 September 1954, 26th Strategic Reconnaissance Wing, and Amendment No. 1 Ops Order 33-54, 3 October 1954. CL: CONFIDENTIAL.

28. Operations Order No. 132-54, 9 September 1954, 26th Strategic Reconnaissance Wing. UNCLASSIFIED.

29. Operations Order No. 133-54, 27 September 1954, 26th Strategic Reconnaissance Wing. CL: SECRET.

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LIST OF EXHIBITS (Continued)

30. Operations Order No. 140-54, 29 September 1954, 26th Strategic Reconnaissance Wing, CL: SECRET.

31. Operations Order No. 142-54, 11 October 1954, 26th Strategic Reconnaissance Wing, CL: SECRET.

32. Operations Order No. 143-54, 11 October 1954, 26th Strategic Reconnaissance Wing, CL: SECRET.

33. Operations Order No. 144-54, 12 October 1954, 26th Strategic Reconnaissance Wing, CL: CONFIDENTIAL.

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COMDR ADIV 801 LOCKBOURNE AFB, OHIO

COMDR SAC OFFUT AFB NEBR

COMDR ADIV 5 SIDI SLIMAINE FRENCH MORROCO
COMDR ADIV 7 HIGH WYCOMBE UK
COMDR ADIV 7 SOUTH RUISLIP UK
COMDR 2AF BARKSDALE AFB LA

CONFIDENTIAL/ 26DO_____.

ATTN DO. THIS MESSAGE IN 6 PARTS.

PART I. FOLG IS A PRELIMINART REPORT IAW PAR 2, INCL 8 SAC REG 55-11 COVERING TDY PERF BY 26SRW IN COMPLIANCE WITH 2AF OPORD 33-54.

PART II. THE 26SRW DEPLOYED 44, RB-47 ACFT TO UPPER HEYFORD ENGLAND AND 21 KC-97 ACFT TO LAJES ON 13-14-14 SEP 54. THE DEPLOYMENT WAS CONDUCTED IAW THE OPORD.

PART III. ACCOMPLISHMENT OF THE 26AREFS INCL RFLG THE 2d BW ON ROTATION FROM NO AFRICA ON 20-21-22 SEP., 26SRW USCM ON 5-6-7 OCT AND THE 308 BW USCM ON 20 OCT. ADDITIONAL HOURS WERE FLOW FROM LAJES CONSISTING MAINLY OF 51-19 AND 50-8 SORTIES. DURING THIS TDY THE 26 AREFS FLEW APPROX 1600 HRS INCL 123 AREF SORTIES AND TRANS 3,331,970 POUNDS OF JP-4.

CONFIDENTIAL

CONFIDENTIAL 26 OCT-751

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(PRELIM RPT OF TDY CONT'D)

PART IV. WHILE AT THE TDY STA, UPPER HEYFORD, THE 26SRW RB-47's FLEW VERY CLOSE TO THE SCHEDULE WHICH HAD BEEN LAID ON BY THE WING PRIOR TO THE DEPLOYMENT.

THE FIRST 3 FLYING DAYS WERE USE TO GIVE EA CREW AN ORIENTATION MISSION IN THE UK. ONE USCM WAS ACC ON THE 5-6-7 OCT. 29 SORTIES FOR A TOTAL TIME OF 239 HRS WERE FLOWN ON PROJECTS 54MP-7 AND 53 AFR-21. THE RESULTS OF THESE MISSIONS HAVE BEEN PREVIOUSLY REPT IN RECON MISSION REPTS. THE REMAINING 2341 HOURS FLYING TIME WAS EXPENDED TOWARD ACCOMP 50-8 RQR. THE TOTAL TIME FLOW IN SONJUNCTION WITH OPORD 2354 AND WHILE TDY WAS APPROX 3144 HRS.

PART V. THE REDEPLOYMENT WAS ACCOMP ACD TO PLAN WITH THE EXCEPTION OF DELAYS TO WX IN ONE OR MORE OF THE CRITICAL AREAS. THE LAST RP-47 LANDED AT LOCKBOURNE ON 3 NOV 54. ONE KC-97 REMAINED AT LAJES DUE TO AN ENGINE CHANGE.

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(PRELIM RPT OF TDY CONT'D)

PART VI. NO MAJOR DIFFICULTIES WERE ENCOUNTERED AT EITHER TDY STA.

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Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

s/ ROBERT T. HALL JR
t/ ROBERT T. HALL JR. LT. COL USAF t/CHARLES A. WRIGHT, MAJOR, USAF
Adjutant

26DO/ 5/1900Z/NOV 54 244 260CT-751

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''& 16
JFL A530
FLB∅37
TJA∅96
WTA∅83
WDC∅74
JWFKL 108
MM JEDBO JFLGO 222
DE JWFKL 343
M 152230Z
FM COMAF 2 BARKSDALE AFB LA
TO JFLGO/COMSTRATRECONWG 26 UPPER HEYFORD UK
INFO JEDBO/COMADIV 8∅1 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/C 2464. PERSONNEL FROM ARMSTRONG TO SULLIVAN
I WISH TO CONGRATULATE YOU AND YOUR MEN ON ONE OF THE MOST
SUCCESSFUL DEPLOYMENTS THAT I HAVE OBSERVED. THE CLOSE ADHERENCE TO
THE PLANNED TIMIMG AND SCHEDULE INDICATES THAT YOU, YOUR STAFF AND
MEN DID AN OUTSTADING JOB OF PREPARING AND PLANNING FOR THIS MANEUVER
IT FURTHER INDICATES A HIGH DEGREE OF READINESS WITHIN THE 26TH STRAT
RECON WING. REQUEST YOU CONVEY MY CONGRATULATIONS TO YOUR OFFICERS
AND MEN.
15/2343Z SEP JWFKL

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Major, USAF

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20/141172Z UNCLASSIFIED

COMDR 26SRW SAC UPPER HEYFORD ENGLAND R

COMDR 509TH AREFS WALKER AFB NEW MEXICO X

3

26CO 18 PD

RADNOTE/PERSONAL FR COL SULLIVAN TO 509TH AREFS COMDR PD I WISH TO EXPRESS MY APPRECIATION FOR THE EXCELLENT AIR RFLG SUPPORT RENDERED TO THE 26TH SRW ON 13, 14, & 15 SEPT 1954 PD THE EFFICIENCY AND PROFICIENCY OF UR CREWS AND FLT COMDRS CONTRIBUTED DISTINCTLY TO OUR SUCCESSFUL DEPLOYMENT PD REQ YOU CONVEY MY APPRECIATION FOR A JOB WELL DONE TO ALL CONCERNED IN THE 509TH AREFS PD

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Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

UNCLASSIFIED 1 1

t/H.R. SULLIVAN, Colonel, USAF
26CO/1400 hrs, 20 Sep 54/pv 299

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JWFKL D 62
PP/MM JEDBO JESHN JFLGB JFRHD JFYQH 555
DE JWFKL 65
P/M 091805Z
FM COMAF 2 BARKSDALE AFB LA
TO JFLGB/COMADIV 7 SOUTH RUISLIP ENG
INFO JFRHD/COMADIV 5 SIDI SLIMANE FR MOROCCO
JESHN/COMADIV 38 HUNTER AFB GA
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
JFYQH/COMARFLRON 26 LAJES AB AZORES
/C O N F I D E N T I A L/ODP 9838. FOR: 308BW. WE PLAN TO USE THE 26TH AIR REFUELING SQUADRON TO SUPPORT THE [redacted] 308TH BW USCM, THEREFORE, REQUEST DATES OF 26TH SRW USCM SO THAT DATES OF 308TH BOMB WING USCM MAY BE ESTABLISHED. DESIRED DATES FOR 308TH BW USCM ARE 19, 20 AND 21 OCT 54.
09/1814Z SEP JWFKL

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ST-1453

JWFKL D57
MM JEDBO JEDMH JESHN JFLGB JFRHD 555
DE JWFKL 94
M 082013Z
FM COMAF 2 BARKSDALE AFB LA
TO JFRHD/COMADIV 5 SIDI SLIMANE FR MOROCCO
INFO JEDMH/COM SAC OFFUTT AFB NEBR
JFLGB/COMADIV 7 SOUTH RUISLIP ENGLAND
JESHN/COMADIV 38 HUNTER AFB GA
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
/S E C R E T / ODP 9816. FOR C 26SRW REURMSG DOD 5-1637, 31 AUG 54 (SECRET). THE USCM FOR 308TH BW WILL NOT BE RUN IN CONJUNCTION WITH DEPLOYMENT, BUT WILL BE RUN AT A LATER DATE PRIOR TO REDEPLOYMENT TO THE ZI. A 2AF OPERATIONS ORDER W/B PUBLISHED COVERING STRIKE DETAILS M PRELIMINARY PLANNING INDICATES 26TH ARS AT LAJES W/B USED TO PRE STRIKE REFUEL APPROX 17 ACFT AND 308TH ARS W?B USED TO POST STRIKE REMAINING ACFT.
08/2015Z SEP JWFKL

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CHARLEAS A. WRIGHT
Major ,USAF

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FLG 39
JFYCR 3
OO JFLGO ZOY
OO JWFKL JFRHD JFLGO 333
DE JFYCR 556
O 231615Z
FM COMDR 26 ARS LAJES FLD AZORES
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
JFRHD/COMDRAIRDIV 5 SIDI SLIMANE FM
JFRHD/COMDR 308 BW DET 1 SIDI SLIMANE FM
INFO JFLGO COMDRSRW 26 UPPER HEYFORD ENG
//S E C R E T//1. ZIPPO/25T-27/YT 134 B/SMOKY STROVER
2. 134-54/2 AF/26 ARS
3. MISSION WAS 100 PERCENT SUCCESSFUL FROM STAND POINT OF PRE STRIKE REFUELING. 19 ACFT OUT OF 20 POSSESSED ON THIS STA WERE AIRBORNE (15 JVRIMARY TANKERS, 3 AIR SPARES AND 1 CONTROL ACFT) 14 PRIMARY TANKERS OFF LOADED TO 14 RECEIVERS. NO AIR SPARES WERE REQUIRES FOR ACTUAL [redacted] CGMPLETION OF MSN. ONE RECEIVER ON LOADED 39000 LBS FROM HIS PRIMARY TANKER AND THEN RECEIVED AN ADDITIONAL 60001)? 'FROM THE SPARE. THE MOST IMPORTANT LESSON LEARNED FROM THIS MSN IS THAT AN OPERATIONS ORDER SHOULD NOT BE WRITTEN WITHOUT AN ALTERNATE REFUELING PLAN [redacted] AND/OR ORBIT AREA. WEATHER DELAYED TH E MISSION TWO DAYS. ONLY ONE DAYS DELAYD WOULD HAVE BEEN NECESSARY IF THISUNIT COULD HAVE REFUELD THE RECEIVERS

PAGE TWO JFYCR 556

ON A HEADING 180 DEGREES OPPOSITE TO THAT BRIEFED. RECOMMEND THAT ONLY ONE COMMON FREQUENCY BE USED FOR EACH FLIGTH OF TANKERS AND RECEIVERS. WITH EACH TANKER, RECEIVER PAIR ON A SEPERATE FREQUENCY DIFFICULTY IS EXPERIENCED BY THE CONTROL SHIP IN ACTUALLY CONTROLLING THE REFUELING APN 12-76 RENDEZVOUS SETTINGST. ALL SUPPORT ITEMS WERE ADEQUATE WITH THE EXCEPTION OF INTERNAL SECURITY. IT IS IMPOSSIBEL TO PROPERLY SECURE THE FLIGHT LINE AT THIS STATION. NO PERIMETER FENCE IS AVAILABLE. PORTUGUESE NATIONALS AND ALL STATION PERSONNEL HAVE EASY ACCESS TO THE FLIGHT LINE.
23/1626Z OCT JFYCR

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Major, USAF

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JFLG 30
JEDMH A035
JWFKL AA251
JEDBO 020
P JFLGO JFYQH 222
DE JEDBO 70
P 082134Z
FM COMDR ADIV 801 LOCKBOURNE AFB OHIO
TO JFLGO/COMDR SRW 26 UPPER HEYFORD ENG
INFO JFYQH/COMDARS 26 LAJES AZORES
/ S E C R E T/ DDO 1596.
THE FOL MSG FR 2 AF IS QUOTED: "ODC 10180, TRANSMISSION ONE OF TWO
TRANSMISSIONS, SUBJ IS ELYING HR ALLOC FOR 2B QTR FY 1955, FLY HRS INDICA
-ATED FOR YOU UNITS COMPRISE TOTAL ALLOC FOR 2D WTR FY 1955, THE EXPEN
DITURES OF FLYING HRS FOR ACFT IN ALL CATEGORIES W/B AT A RATE SO AS NOT
TO EXCEED THE TIME ALLOC FOR EACH MON W/O PRIOR APVL OF THIS HQ, FLY
HRS WILL NOT BE INTERCHANGED BWN WGS OR TYPE, MODLE, SERIES, AND CATEGORY
OF ACFT W/C PRIOR APVL OF THIS HQ, FLY HR ALLOC IS DIRECTIVE IN NATURE
AND IT IS NC TTT A CLOSE CHECK BE MAINT TO INSURE THAT ACTUAL

PAGE TWO JEDBO 70

PERFROMANCE CONFORMS WITHIN ONE PERCENT OF FLY HRS PROVIDED, ALLOC OF
C-124 FLY HRS IS FOR LOC MSNS ONLY (60-2 STAND TEST HOPS, ETC,)
AND FLY HRS FOR SPEC MSN W/B PROV DY HQ SAC, INSOFAR AS POSS ALY HRS
ALLOC HEREIN ARE BASED ON RQRMTS SUBMITTED BY USING AGENCIES CONSIS
-TENT WITH HRS AVAIL TO THIS HQ, IN VIEW OF THE ABV, REQ THAT AN ALLOC
MTG BWM MAINT AND OPR PERS BE SKED UPON REC OF 2D QTR FY 1955 ALLOC
AND FLY HRS BE PROGRAMMED FOR THE ENTIRE QTR, ADVISE THIS HQ NTL 12
OCT 54 0 ANY ADD FLY HRS RQR OR AVAIL FOR RET TO SAC, HQ USAF HAS
DIRECTED THAT ALL REQ FOR CHANGES OF PROGRAMMED HRS MUST BE SUBMITTED
AT LEAST 30 DAY IN ADV OF THE PERIOD FOR WHICH THE CHANGE IS REQUESTED,
REQ FOR CHANGES WILL INCL ACFT TYPE, MODEL, SERIES, ASG CODE, USING
AGENCY, AND MON FOR WHICH CHANGE IS REQ W/B ACCEPTED AFTTHAT DATE, ALL
TIMES LISTED ARE CATEGORY CODE CC, PRIMARY TACTICAL, UNLESS OTHERWISE
IDICATE ,,,,,,801ST ADIV, 26 STRATRECON WG

ACFT	OCT	NOV	DEC
RB-47	1539	1539	972
YRB-47	25	25	20
KC-97F	500	450	300
KC-97G	376	376	238,,,,,,,,,.

08/2140Z OCT JEDBO

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SECRET
AUTH: COMDR 26 SRW
DATE: 15 Oct 54
NAME: s/John W. Ogan

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (SAC)
APO 194 US AIR FORCE

26CR 14 October 1954

SUBJECT: SAC management Control System Scores
(RCS: 2AF-CO-C2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Reference our letter dated 12 October 1954, same subject as above. The 26th Air Refueling 4SAC T-12 report has been received by this office and the SAC Management System Scores for tankers are forwarded for your information.

A. TANKERS:

ITEM	REQD	ACCOMP	ACCEPT	SHORT
(1) Navigation:				
(a) Night Celestial	64	22	CEA 83	42
(b) Day Celestial	64	45		24
(c) Grid	16	6		10
(d) Radar	32	20		13
(2) Air Refueling:				
(a) Rendevous	144	54	54	90
(b) Wet Hookups	288	265	265	68
(c) Radio Silence	64	225		4
(d) Darkness	64	19		46
(e) High Altitude	64	259		4
(f) Heavy Gross Wt.	64	55		18
(3) Misc. Pilot & Crew Prof:				
(a) Pilot Prof	48	13		35
(b) Radar Approaches	60	59		14
(b) Emdrg. Proc. Drill	·20	102		0
(d) Formation Flying Hrs	64	72		12

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26CR, Subject, SAC Management Control System Scores (RCS: 2AF-CO-C2)

ITEM	REQD	ACCOMP	ACCEPT	SHORT
(c) Sim. Loading, Unloading and Briefing				
Cargo	16	54		0
Passenger	16	51		0
(f) Emerg. Proc. Drill Max. Passenger load.	48	62		5
(g) Standardization Check	20	19		1
(4) Cruise Control				
(a) Long Range Missions	48	27	(Raw Score	21
(b) Supervised Missions	16	7	30%)	9
(5) Flying Time (NCR Crews)	360	187		173

FOR THE COMMANDER:

s/Charles A. Wright
t/CHARLES A.WRIGHT
Major., USAF
Adjutant

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CHARLES A. WRIGHT
Major, USAF

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SECRET

SECRET
AUTH: COMDR 26 SR WG
DATE: 11 Oct 1954
NAME: s/Wright

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (SAC)
APO 194 US AIR FORCE

26CR

12 October 1954

SUBJECT: SAC management Control System Scores
(RCS: 2AF-CO-C2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with Second Air Force Regulation 170-2. 16 March 1954, the following estimated scores as of 30 September 1954 are submitted for the 26th Strategic Reconnaissance Wing (M).

A. PERSONNEL

1. Manning in Required Specialties:

* Figures not available this station.

2. AWOL RATE:

	August	September	Total	% of Max. Score
No. AWOLS	3	1	4	
Strength	2160	2164	4324	100

3. Ground Safety:

* Figures not available this station.

4. Reenlistment Rate:

	Disch.	Reenlistments	Rate	% of Max. Score
August	41	8		
September	28	11		
Total	69	19	27.9	30

5. MTD Utilization:

* Figures not available this station.

260SL-24

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-CO-C2)

B. MATERIEL

1. Flying Hours Del. as a per cent if required.

	Utilized	Required	% of Max. Score
September	2291	2409	95.1

2. Reports of Survey:

	No. of Surveys	$ Cost	Civ Strength	Mil Strength	Avg $ Cost	Rate Per 1000	% of Max. Score
Aug.	4	395.23	3	2147	98.80		
Sep.	8	440.27	3	2164	55.03		
Total	12	835.50	6	4311	69.62	2.78	90

3. Tech Order Compliance:

* Figures not available this station.

C. UNIT SIMULATED COMBAT MISSION

None.

D. FLYING SAFETY

	No. of Accid.	Hours Eln	Accid Rate	% of Max Score
Aug	1	2055		
Sep	1	2291		
Total	2	4346	46.01	5

E. PHYSICAL CONDITIONING

* Figures not available this station

* Due to administrative difficulties resulting from the 26th SR Wing operating in three locations correct figures are not available. The correct figures will be shown in the next quarterly report.

2. Reason for Points Lost:

A. REENLISTMENT RATE: Sixty-nine airmen were eligible to reenlist, of whom nineteen reenlisted, producing a rate of 27.9 or 30% of maximum score.

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26CR, Subj: SAC Management Control System Scores, RCS: 2AF-CO-C2)

B. FLYING HOURS AS A % OF REQUIRED: Of 2409 hours required 2291 were utilized, producing 95.1% of maximum score. Eighteen sorties cancelled in September due to weather was the major cause for not utilizing the total requirement.

C. REPORT OF SURVEY: An incidence rate of 2.78 (12 surveys -4317 population) and an average cost of $69.62 ($835.50 ÷ 12) produced 90% of maximum score.

D. FLYING SAFETY: Two accidents as compared to 4346 flying hours produces a rate of 46.01 or 5% of maximum score.

3. OPERATIONS

A. RECONNAISSANCE:

ITEM	REQD	ACCOMP	ACCEPTED	SHORT
(1) High Alt. Day Photo				
(a) Large Scale	219	99	93	136
(b) Tri Metrogen	116	50	41	78
(c) Forward Oblique	116	29	59	71
(2) Low Alt Day Photo	116	29	28	88
(3) High Alt. Night Photo				
(a) Actual Photo Flash	84	0	0	84
(b) Sim. Photo Flash	155	34	31	124
(c) Photo Flash RBS	229	60	33	170
(4) Low Alt. Night Photo				
(a) Actual Photo Flash	187	0	0	187
(b) Sim. Photo Flash	155	14	14	144
(5) Radar Scope Photo				
(a) I.P. Target Runs	339	221	221	139
(6) Navigation				
(a) Night Celestial	148	24	(OEA 281)	124
(b) Day Celestial	145	83		64
(c) Grid	120	24		96
(7) Cruise Control	113	96		31
(8) Air Refueling				
(a) Rendevous	168	64	64	86

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26CR, Subj: SAC Management Control System Scores, (RCS: 2AF-CO-C2)

ITEM	REQD	ACCOMP	ACCEPTED	SHORT
(b) Wet Hookups	296	273	273	144
Darkness	76	36		60
Radio Silence	76	144		11
Ext. Gross	42	0		42
Int. Gross	42	22		23
High Altitude	84	195		0
(9) Gunnery				
(a) Max. Load Practice	42	18		24
(b) 30M and above	39	18		22
(10) Misc. Pilot & Crew Prof				
(a) Depress Flying Hrs	126	127		19
(b) Emer Drill Pract	45	123		3
(c) Pilot Prof Mission	123	20		103
(d) Airborne Radar App.	113	211		8
(e) Standardization Check Ride	45	42		3
(11) Flying Time				
(a) NCR Crews	225	71		154
(b) S/L Crews	420	241		179

B. TANKERS

26th Air Refueling, 4 SAC T-12 report not available at time scores were computed.

FOR THE COMMANDER:

s/ Charles A. Wright
t/CHARLES A.WRIGHT
Major, USAF
Adjutant

"A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26CR

10 November 1954

SUBJECT: SAC Management Control System Scores
(RCS: 2AF-U2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with Second Air Force Regulation 170-2, 16 March 1954, the following estimated scores as of 31 October 1954 are submitted for the 26th Strategic Reconnaissance Wing (M):

A. PERSONNEL

1. Manning in Required Specialties:

* Figures not available this station

2. AWOL Rate:

	Aug	Sep	Oct	Total	% of Max. Score
No. AWOLS	3	2	4	9	100
Strength	2160	2188	2150	6498	

3. Ground Safety;

	Aug	Sep	Oct	Total	% of M
Mil. Lost Time Acdt	3	0	1	4	
Mil Man Days	66960	65640	66774	199374	
Civ. Lost Time Acdt	0	0	0	0	
Civ. Man Hours	528	504	504	1536	
Gov't Veh Acdt	0	0	0	0	
Gov't Veh Mileage	17868	8099	29166	55133	
Ground Safety Index.				2	
Accid Cost Index:					
Acdt Cost	1843	0	240	2083	
Mean Strength	2160	2188	2150	6498	
Acdt. Cost Index.				.32	100

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#10

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2)

4. Reenlistment Rate

	Disch	Reenlistments	Rate	% of Max.
Aug.	41	8		
Sep.	36	8		
Oct.	19	1		
Total.	96	17	17.7	20

5. MTD Utilization

	Aug	Sep	Oct	Mo. Awg	% of Max.
B/RB-47 Mech	1764	1282	366	1137	
KC-97	2317	2010	1970	1584	56.4

B. MATERIEL

1. Flying Hours Del. as a per cent of Req.

	Utilized	Required	% of Max. Score
Sep.	2291	2430	
Oct.	2830	2822	
Total.	5121	5252	97.5

2. Reports of Survey:

	No. Surveys	$ Cost	Civ Strength	Mil Strength	Avg $ Cost	Rate Per 1000	% of Max Score
Aug.	4	395.23	3	2147	98.80		
Sep.	8	440.27	3	2205	69.62		
Oct.	0	0	3	2160	69.62		
Total	12	835.50	9	6512	69.62	1.8	90

3. Tech Order Compliance YRB/RB-47

	Aug	Sep	Oct	Total	Points
No. of Acft Possessed	47	47	44	138	
Standard M/H Required	1404	691	840	2935	
Score for Item A:				21.2	15
TO Unit Comp. Outstanding	141	84	78	303	
Score for Item B:				2.19	20
Standard M/H W/Load Accomp	1906	2788	103	4797	
Score for Item C:				.61	15
TO's NCW w/in 180 days rec	1+	1+	1+	1+	
Score for Item D:					0
Total Scores:					50

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26CR, Subj: SAC Management Control System Score (RCS: 2AF-U2)

Tech Order Compliance KC-97	Aug	Sep	Oct	Total	Points
No. of acft Possessed	20	21	21	62	
Standard M/R Required	282	305	437	1024	
Score for Item A:				16.5	15
TO Unit Comp. Outstanding	28	49	148	225	
Score for Item B				3.63	20
Standard M/M W/Load Accomp	461	178	176	815	
Score for Item C				1.26	10
TO's NCW w/in 180 days rec	1+	1+	1+	1+	
Score for Item D:					0
Total Score					45

$$\frac{(138 \times 50) + (62 \times 45)}{200} = 48.45 \text{ Points or } 80.7\%$$

C

C. UNIT SIMULATED COMBAT MISSION
86.4% of Max. Score obtained. Detailed data submitted in inclosure #1.

D. FLYING SAFETY

	No. of Acdt	Hrs Fln	Acdt Rate	% of Max. Score
Aug	1	2055		
Sep	1	2291		
Oct	0	2837		
Total	2	7183	27.8	50

E. PHYSICAL CONDITIONING

	No. Combat Crew Pers Asgd.	No of Combat Crew Pers Completing Cum. Hrs Req.	% of Crew Completed	% of Max.
Sep	324	207	63.8	20
Oct	Figures not available. Will be forwarded in the quarterly report.			

2. OPERATIONS

A. RECONNAISSANCE:

ITEM	REQD	ACCOMP	ACCEPT	SHORT
(1) High Alt. day Photo				
(a) Large Scale	217	273	256	43

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2)

ITEM	REQD	ACCOMP	ACCEPT	SHORT
(b) Tri Metrogen	114	168	140	23
(b) Forward Oblique	114	166	160	20
(2) Low Alt Day Photo	114	75	75	53
(3) High Alt. Night Photo				
(a) Actual Photo Flash	82	-	-	82
(b) Sim. Photo Flash	143	101	88	66
(c) Photo Flash RBS	228	126	70	107
(4) Low Alt. Night Photo				
(a) Actual Photo Flash	185	0	0	185
(b) Sim. Photo Flash	153	46	50	111
(5) Radar Scope Photo				
(a) I. P. Target Runs	335	494	457	16
(6) Navigation				
(a) Night Celeestial	146	70		78
(b) Day Celestial	144	163		11
(c) Grid	119	86		33
(7) Cruise Control	112	185		4
(8) Air Refueling				
(a) Refueling	146	123	123	39
(b) Wet Hookups	292	545	545	97
Darkness	76	64		44
Radio Silence	76	302		0
Ext. Gross Wt	41	0		41
Int. Gross Wt	41	44		8
High Altitude	82	342		0
(9) Gunnery				
(a) Max. Load Practice	54	62		10
(b) 30M and Above	54	62		10
(10) Misc. Pilot & Crew Prof.				
(a) Depress Flying Hours	123	253		0
(b) Emer. DrillPract	47	388		3
(c) Pilot Prof. Missions	121	64		57
(d) Airborne Radar App.	112	393		1
(e) Standaardization Check Ride	47	41		6
(11) Flying Time				
(a) NCR Crews	300	192		108
(b) S/L Crews	420	575		0

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26CR, Subj: SAC Management Control System Score (RCS: 2AF-U2)

B. TANKERS:

ITEM	REQD	ACCOMP	ACCEPT	SHORT
(1) Navigation:				
(a) Night Celestial	76	64		20
(b) Day Celeestial	76	64		13
(c) Grid	19	14		6
(d) Radar	38	37		4
(2) Air Refueling:				
(a) Rendevous	171	154	154	28
(b) Wet Hookups	342	505	505	67
(c) Radion Silence	76	394		8
(d) Darkness	76	65		33
(e) High Altitude	76	480		8
(f) Heavy Gross Weight	76	95		16
(3) Misc. Pilot & Crew Prof				
(a) Pilot Prof	57	26		31
(b) Radar Approaches	63	71		8
(c) Emerg. Proc. Drill	21	163		0
(d) Formation Fly Hrs	16	152		2
(e) Sim. Loading & unloading ' Briefing				
Cargo	19	84		0
Passenger	19	79		1
(f) Emer. Proc. Drill Max. Pas Load	57	99		7
(g) Standardization Ck.	21	18		3
(4) Cruise Control				
(a) Long Range Missions	57	48		10
(b) Supervised Missions	19	12		7
(5) Flying Time (NCR Crews)	180	163		17

3. Reason for points lost:

A. MIRS - OFFICERS - AIRMEN: Figures were not available at time score were computed.

B. AWOL RATE: No comment.

C. GROUND SAFETY: No comment.

D. REENLISTMENT RATE: There were 96 discharge eligible to reenlist of whom 17 reenlisted for a rate of 17.7 per 1000 strength.

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26CR, Subj: SAC Mangament Control System Score (RCS: 2AF-U2)

E. MTD UTILIZATION: Utilization was low for October due to the 26th S. R. Wing being TDY to United Kingdom.

F. FLYING HOURS DEL. AS A % OF REQUIRED: No comment.

G. REPORT OF SURVEY: No comment.

H. TECH ORDER COMPLIANCE: Points were lost for Tech Orders NCW within 180 days after receipt.

I. USCM: There were 25 aircraft 100% effective over the target of the 32 flown. One of the 7 non-effective missions was non-effective due to the handling of the film after mission was complete.

J. PHYSICAL CONDITIONING: Figures were not available at time scores were computed.

K. FLYING SAFETY: There were no accidents in October. There were two for the previous two months and 7,183 flying hours for the three months giving the Wing a rate of 27.8

FOR THE COMMANDER

1 Incl
a/s

"A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLE A. WRIGHT
Major, USAF

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USCM * B-47s

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COMPUTATIONS	1ST DAY	2ND DAY	3RD DAY
1. a. Sum of Effect Percentages / No. of Acft Airborne	$\frac{(8 \times 100)+(3 \times 0)}{11} = 72.7\%$	$\frac{(8 \times 100)+(3 \times 0)}{11} = 72.7\%$	$\frac{(9 \times 100)+(1 \times 0)}{10} = 90\%$
b. Points	11	11	20
2. a. Sum of eff %s of acft comp.miss.	$\frac{(8 \times 100)+(3 \times 0)}{11} = 72.7\%$	$\frac{(8 \times 100)+(3 \times 0)}{11} = 72.7\%$	$\frac{(9 \times 100)+(1 \times 0)}{10} = 90\%$
b. Points	42	42	20
3. a. % of Required Acft Airborne	$\frac{11}{11} = 100\%$	$\frac{11}{11} = 100\%$	$\frac{10}{10} = 100\%$
b. Adjustment factor	1.00	1.00	1.00

4. Mission effectiveness Score:

a.

RB-47	KC97
1st Day (11 + 42) x 1.00 = 53	1st Day (20 + 60) x 1.00 = 80
2nd Day (11 + 42) x 1.00 = 53	2nd Day (20 + 60) x 1.00 = 80
3rd Day (20 + 60) x 1.00 = 80	3rd Day (20 + 60) x 1.00 = 80
$3/\overline{186} = 62.0$	$3/\overline{240} = 80$

$$\frac{(32 \times 62) + (21 \times 80)}{53} = \frac{3664}{53} = 69.1 \text{ points or } 86.4\%$$

Incl #1

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any): SECRET

FILE NO. 26DOT

SUBJECT: Flying Training Projections

TO: Comdr 26SRW
DM, 26SRW
Comdr, 3rd SRS
Comdr, 4th SRS
Comdr, 10th SRS
Comdr, 26th ARS

FROM: 26DO

DATE: 1 Sept 54

COMMENT NO. 1
Capt Giraudo/sws
B/S-820/456

1. The attached 26SRW flying training projection is presented for your information and preliminary planning purposes prior to overseas rotation.

2. Revisions to this schedule may be forthcoming pending concurrence from 5th Air Division and 7th Air Division.

n/ A. F. A
t/ ADAM F. ADAMS, Colonel, USAF
Director of Operations

A CERTIFIED TRUE COPY
Charles A. Wright

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#11

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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DRAFT: GIRAUDO

AIR TRAINING

30 August 1954

1. SUBJECT: Flying training projection for combat crews of the 26th SRW for the period of 1 September 1954 to 31 October 1954.

2. PURPOSE: To establish mission requirements aimed toward maximum possible accomplishment of 50-8 training minimums for the training quarter commencing on 1 September 1954.

3. GENERAL INFORMATION AND ASSUMPTIONS: The training schedule projected herein is planned on the following premises:

a. During the period of 1 September 1954 to 31 October 1954:

(1) Each Jet Reconnaissance crew will be allocated approximately seventy-three (73) flying hours of which sixteen (16) hours will be expended on deployment from and return to Lockbourne AF

(2) Each Air Refueling crew will be allocated approximately eighty (80) flying hours of which twenty-six (26) hours will be expended on deployment from and return to Lockbourne AFB.

b. Operational committments imposed on the 26th SRW by the 7th Air Division will be compatible with the requirements for 50-8 minimums. In the event that they are not, first priority in flight scheduling will be given to 50-8 training items.

4. MISSION OUTLINES FOR RB-47 CREWS:

Mission #1 8:00 Hours day-night
(Deployment from Lockbourne AFB

1 electronic rendezvous

3 wet hookups

a. 2 in radio silence
b. 2 above 20,000 feet

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1 day celestial leg with Plop

1 long range cruise control

1 airborne radar letdown

Mission #2 4:00 hour day

1 pilot proficiency mission (UK Orientattion)

Mission #3 7:00 hour day

1 grid leg

1 gunnery mission (max. load)

3 0-15 IP target runs

6 large scale photo runs

2 low altitude day photo runs

1 hour combat oxygen

Mission #4 7:00 hour day-night

1 night celestial leg

1 electronic rendezvous (darkness)

5 wet hookups

a. 2 in darkness
b. 1 to 180,000#

3. RBS runs

1 long range cruise control

1 hour combat oxygen

1 airborne radar letdown

Mission #5 7:00 hour night

2 night celestial legs

3 RBS runs

1 long range cruise control

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Mission #6 7:00 hour day

1 day celestial leg

3 0-15 IP to target runs

4 simulated photoflash runs (high alt.)

4 simulated photoflash runs (low alt)

1 hour combat oxygen

Mission #7 7:00 hour night

1 night celestial navigation leg

1 grid navigation leg

Additional training items will be assigned as required.

Mission #8 8:00 hour day

1 Unit Simulated Combat Mission

Mission #9 7:00 hour day

1 grid leg w/celestial

1 gunnery mission (200 rd. fire out)

3 0-15 IP to target runs

3 forward oblique photo runs

3 trimet photo runs

1 low altitude day photo run

Mission #10 3:00 hour day

1 pilot proficiency mission

Mission #11 8:00 hours day-night
(Return to Lockbourne AFB)

1 electoronic rendezvous

3 wet hookups

1 day celestial with Plop

1 day celestial leg

1 long range cruise control

1 airborne radar letdown

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a. All of the 50-8 quarterly requirements for one (1) RB-47 combat ready crew are included in the above mission except one (1) pilot proficiency mission, one (1) night electronic rendezvous, one (1) wet hookup to 190,000# and one (1) crew emergency drill. In addition, since the air refueling support projected from the 26ARS dose not include sufficient sorties to accomodate each RB-47 crew, there will be delinquencies in air refueling for some receiver crews with corresponding overages for other receiver crews.

b. A recap of projected RB-47 crew mission follows:

	3. 8:00 hour missions	24:00 hours
	6 7:00 Hour missions	42:00 hours
	1 4:00 hour mission	4:00 hours
	1 3:00 hour mission	3:00 hours
TOTALS	11 Missions	73:00 hours

c. A recap of photography projected in the above mission follows:

405 0-15 IP-Target radar runs

270 Large scale photo runs

135 Trimetregon photo runs

135 Forward oblique photo runs

135 Low altitude day photo runs

180 Simulated photoflash runs (high alt.)

180 Simulated photoflash runs (low alt.)

5. MISSIONS OUTLINES FOR KC-97 CREWS:

Mission #1 13:00 hour day-night
(Deployment from Lockbourne AFB)

1 night celestial leg

1 radar navigation leg

1 day celestial leg w/Flop

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1 long range cruise control (unsupervised)

1 a airborne radar letdown and approach

Mission #2 6:00 hour day
(Support of 2nd Bomb Wing)

2 electronic rendezvous

5 wet hookups

Mission #3 4:00 hour day

1 pilot proficiency mission (Lajes Orientation)

Mission #4 7:00 hour day
(Lajes AFB to UK)

4 hours formation flying

1 day celestial leg

1 electronic rendezvous

5 wet hookups

a. 2 radio silence
b. 4 above 15,000 feet
c. 2 heavy gross weight

1 airborne radar letdown and approach

Mission #5 7:00 hour night
(UK to Lajes AFB)

1 electronic rendezvous

5 wet hookups

a. 2 radio silence
4 in darkness
2 heavy gross weight

1 night celestial leg

Mission #6 6:00 hour day
(USCM or support of 2nd Bomb Wing)

1 electronic rendezvous

4 wet hookups

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Mission #7 8:00 hour day

1 long range cruise control (supervised)

1 day celestial w/Plop

1 day celestial

Mission #8 8:00 hour day

1 grid navigation leg

1 pilot proficiency mission

Mission #9 8:00 hour day

Training items will be assigned as required.

Mission #10 13:00 hour day-night
(Return to Lockbourne AFB)

2 night celestial legs

1 radar navigation leg

1 long range cruise control (unsupervised)
1 airborne radar letdown and approach

a.1 The requirement for simulated passenger and cargo loadings, crew and passenger emergency drills, and loading precomputations have not been included in the above mission outlines as they do not require flying for accomplishment. One pilot proficiency mission is not projected during this period.

b. A recap of mission outlines follows:

2	13:00 hour missions	26:00 hours
3	8:00 hour missions	24:00 hours
2	7:00 hour missions	14:00 hours
2	6:00 hour missions	12:00 hours
1	4:00 hour missions	4:00 hours
TOTALS: 10	Missions	80:00 hours

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6. The attached schedules reflect projected sorties and flying hours for all tactical units of the 26th Startaegic Reconnaissance Wing.

a. Attachment #1: RB-47 schedule for September and October 1954.

b. Attachment #2: KC-97 schedule for September 1954.

c. Attachment #3: KC-97 schedule for October 1954.

d. Attachment #4: Flying Hour Recap (Classified).

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RB-47 FLYING PROJECTION: 1 SEPTEMBER 1954 TO 31 OCTOBER 1954

DATE	TYPE MISSION	No. SORTIES	TIME/SORTIES	TOTAL TIME
SEPTEMBER				
1	50-8 (LKN)	21	8	168
3	50-8 (LKN)	21	8	168
7	50-8 (LKN)	21	8	168
13	Deployment	16	8	128
14	Deployment	16	8	128
15	Deployment	12	8	96
20-21-22	UK Orientation	44	4	176
24	50-8 (UK)	21	7	147
27 thru 30	50-8 (UK)	63	7	441
SUB-TOTAL	SORTIES	235	TIME	1620
OCTOBER				
4 thru 8	50-8 (UK)	63	7	441
11 thru 16	USCM (UK)	44	8	352
18 thru 22	50-8 (UK)	63	7	441
28	Return LKN	16	8	128
29	Return LKN	16	8	128
30	Return LKN	12	8	96
SUB-TOTAL	SORTIES	214	Time	1586
GRAND TOTAL (SEP & OCT)	SORTIES	449	TIME	3206 HOURS

Attachment #1

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KC-97 FLYING PROJECTION: 1 thru 30 Sept 1954

DATE (SEP)	TYPE MISSION	NO. SORTIES	TIME/SORTIES	TOTAL TIME
1	50-8 (LKN)	6	6	36
2	Ops Ord 126-54	1	3	3
3	50-8 (LKN)	6	6	36
4-5-6	Ops Ord 126-54	3	3	9
5	ADVON to UK	2	15	30
8	ADVON: UK to Lajes	2	6	12
13	Deployment	6	13	78
14	Deployment	6	13	78
15	Deployment	4	13	52
15	Deploy via UK	2	15	30
18	UK to Lajes	2	6	12
19-20-21	A/R 2nd Bwg	27	6	162
23 - 24 27 - 28	Lajes Orientation	20	4	80
23	5 acft to UK	5	7	35
27	5 acft UK to Lajes	5	7	35
29	50-8 Lajes	4	8	32
30	5 acft to UK	5	7	35
TOTAL	SORTIES	106	TIME	755 hours

Attachment #2

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KC-97 FLYING PROJECTION; 1 thru 31 Oct 1954

DATE (OCT)	TYPE MISSION	NO. SORTIES		TIME/SORTIES	TOTAL TIME
1 - 5 - 6 - 8 19- 20 - 21	4 acft daily 50-8 Lajes	28	28	8	224
4	5 acft UK to Lajes		5	7	35
7	5 acft to UK		5	7	35
11	5 acft UK to Lajes		5	7	35
11 - 15	USCM		14	7	98
11 - 15	50-8 Lajes		6	7	42
18	5 acft to UK		5	7	35
19	1 acft to UK 26SRW ADVON pickup		1	6	6
21	26ARS ADVON to LKN via Harmon		2	12/6	18
21	26ARS ADVON to LKN		1	13	13
22	5 acft UK to Lajes		5	7	35
28	Return LKN		6	13	78
29	Return LKN		6	13	78
30	Return LKN		6	13	78
TOTAL		SORTIE	95	TIME	810 hours

Attachment #3

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FLYING HOUR RECAP

1. RB-47 Flying Hours

September normal allocation	1350 hours
September special allocation	300 hours
October normal allocation	1350 hours
TOTAL	3000 hours

Projected time (Attachment #1)	3206 hours
Minus total allocation	3000 hours
Projected overage	206 hours

2. KC-97 Flying Hours

September normal allocation	600 hours
September special allocation	200 hours
October normal allocation	600 hours
TOTAL	1400 hours

Projected time (Attachments #2 & #3)	1565 hours
Minus total allocation	1400 hours
Projected overage	165 hours

Attachment #4

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CONFIDENTIAL

6 October 1954

SUBJECT: USCM Vulnerability Test (1 - 6 October 1954)

TO: Commander
26th Strategic Reconnaissance Wing
APO 194, US Air Force

GENERAL:

1. USCM Vulnerability Testing Team arrived in the Upper Heyford area during the evening of 1 October. The Team leader reported to Lt Col DuPont at approximately 1000 hours 2 October. During the six day period of this test no aircraft or category I elements were penetrated or destroyed. Some informations of a classified nature was obtained. However, this was held to a minimum because of the early apprehension of three (3) team members. The test was terminated on the morning of 6 October with the apprehension of the two remaining team members who were at that time participating in a penetration attempt.

SUMMARY:

1. At approximately 1800 hours, 1 October, team members Williams and Dade arrived in the city of Oxford in the automobile of the team leader. These team members remained in Oxford until the actual penetration attempt.

2. At approximately 2000 hours, 1 October, team member 1st Lt. Robert H. Hamilton, M/Sgt Dell Benson, and T/Sgt Jasper Sizemore, arrived in the town of Woodstock where they remained until the morning of 2 October.

3. At approximately 1000 hours the team leader, 1st Lt Robert H. Hamilton reported to Lt Col. Rene G. DuPont, and informed him of the presence of the team.

4. At approximately 1100 hours M/Sgt Benson and T/Sgt Sizemore entered the snack bar and by talking to several airmen who were drinking coffee obtained the following information:

a. The 26th SRW arrived in its entirety Monday 26th September.

b. The remainder of the ground crews arrived in C-124's and MATS aircraft out of Westover on Monday 27 September.

c. The route utilized was Westover, Newfoundland, Azores, Upper Heyford.

12

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d. The wing is due to leave permanently the last of October and will be completely departed by 1 November.

e. One password per squadron system is currently in use on the flight line.

5. M/Sgt Benson and T/Sgt Sizemore departed the snack bar at 1120 walked over by the PX and asked a passing T/Sgt wherethe fire station was located. The T/Sgt told them and they departed. The T/Sgt was an Air Policeman who was off duty and who in turn reported that he had been questioned in the above manner. The tow team members were soon apprehended while standing in front of the PX.

6. Lt Hamliton was apprehended by two Air Police officers in the officers club at approximately 1215 hours.

7. On prior instructions from the team leader, team members Williams and Dade remained in Oxford until the night of 5 October when the penetration attempt was to take place.

8. The Penetration Team arrived on base by riding base bus at approximately 11 P.M. 5 October. There is no gate or air police check point at the entrance of the cantonment area, therefore no identification was required to enter the base. Team members toured the base looking over the fligth line area and becoming familiar with the cantoment area during the night of 5 October.

9. At approximately 0530 hours, 6 October, Airman Williams attempted to enter gate #7, by asking the gate guard, a corporal, if he knew an Airman Chapman. He said yes, he knew him but would not allow Airman Williams to enter the gate.

10. Airman Williams then attempted to enter the next gate (gate #1) which had two A/2Cs on duty, by statting he lost his pass and was late for work. The gate guards were sympathetic with Airman Williams but would not allow him to enter the gate.

11. Airman Williams next tried to enter gate #6 and turned the same story about the lost pass and his being late for work. A S/Sgt and an A/2C were on duty and would not allow Airman Williams to proceed.

12. Airman Williams then reported to the team leader at 0800 hours in front of Wing Headquarters. He was seen talking to the team leader and was immediately apprehended.

13. At approximately 0600 hours Airman Dade attempted to enter gate #6 by telling the S/Sgt and A/2C on duty that he did not have his pass. He was not allowed to enter and was told to get his pass before trying to enter.

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14. Airman Dade contacted an airman at the motor pool stated that he was TDY at Upper Heyford, and that he left Lockbourne on the 16th of September in a KC-97 and was due to return on the 26th of October.

15. Airman Dade contacted another airman in the motor pool who consented to give him a ride out to the flight line in his carryall.

16. Airman Deda then went to the Snack Bar to wait for the airman to take him to the flight line when he was apprehended by a M/Sgt of the Air Police Squadron.

FINDINGS AND RECOMMENDATION:

1. The security at Upper Heyford is considered good. Personnel utilized in security work appeared to be well trained and were operating efficently. This is supported by the fact that no successful penetration of the fligth line area or of any restricted area were made. The only fault in the physical security of the station was that the penetrators were not held after trying to enter the gate without passes, but were allowed to leave.

2. There was a certain degree of "loose talk" about the mission taking place at Upper Heyford. Some informations of a classified nature was obtained from personnel not primarily concerned with security. If this talk about classified information could be eliminated the degree of security could be raised still higher.

3. The physical safeguard of the station are also considered adequate. While it might have been possible to climb the fligth line fence, this was not considered practical because of the security present around the aircraft parking areas.

s/Robert H. Hamilton
t/ROBERT H. HAMILTON
1st Lt, USAF
Team Leader

"A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major , USAF

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, US Air Force

25 October 1954

26CO

SUBJECT: Support of 26th SRW by 3918th Air Base Group

TO: Commander
3918th Air Base Group
RAF Station
Upper Heyford

1. I wish to express my appreciation for the whole hearted and effective support rendered to the 26th Strategic Reconnaissance Wing during oursoon-to-be completed period of TDY.

2. Without exception my unit commanders have reported that the support which they received from the 3918 Air Base Group has been excellent. My staff has also reported that the working relations which existed were most favorable to the accomplishment of the mission of the 26th SRW while TDY at this station. For your information the training program which was formulated prior to deployment to Upper Heyford was completed in all respects and exceeded in some areas. This program was originally considered some what ambitious; the fact that it was attained while maintaining a basic 5-day work week reflects much credit to both the 26th SRW and the 3918th ABG.

3. It is requested that my appreciation be relayed to the officers, non-commissioned officers, and airmen of your command.

t/ H. R. SULLIVAN
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

15 November 1954

26DO

SUBJECT: Final Unit TDY Mission Report

THRU: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

TO: Commander
Second Air Force
Barksdale Air Force Base
Shreveport, Louisiana

1. The following TDY Mission Report is submitted for the 26th Strategic Reconnaissance Wing (M) in accordance with the provisions of Paragraph 4, Inclosure 8 to SAC Regulation 55-11, 3 November 1953;

A. GENERAL: Forty-two (42) RB-47E and (2) YRB-47B aircraft were deployed to Upper Heyford, England and twenty-one (21) KC-97 aircraft were deployed to Lajes, Azores on 13, 14, and 15 September 1954 as per Second Air Force Operations Order 33-54. The purpose of this TDY was to provide training and familiarization with operating conditions in forward areas. Redeployment of the B-47's was accomplished on 28 and 29 October and 3 November 1954. The KC-97's redeployed on 28, 29, and 30 October 1954. Delays were caused by marginal weather in the takeoff, refueling, or landing areas.

B. PERSONNEL AND ADMINISTRATION: The organzation and procedural handling of routine personnel and administration matters was efficient and effective at both Upper Heyford and Lajes. The support and cooperation rendered by both the 3918th Air Base Group, Upper Heyford and the 1605th Air Base Group, Lajes was commendable.

C. OPERATIONS AND TRAINING:

(1) Difficulties in the United Kingdom:

a. An initial difficulty was encountered in obtaining Eurppean Radio Facility Charts. Although requisitioned in July and follow-up action taken, none had been received by 5 September 1954. Fifty (50) copies were obtained just prior to deployment following submission of an emergency requisition.

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b. Definite limitation exist in B-47 visual photography reconnaissance flights from the United Kingdom. Weather, the limited land area that can be overflown without diplomatic clearance, and the time required to obtain diplomatic clearances were the major factors. To obtain a diplomatic clearance it was necessary to submit complete flight plans, including coordinates and turing points, as much as sixty (60) hours prior to a proposed flight. This requirement precluded the use of any reliable weather forecast in the selection of photo areas and targets.

c. The overall requirements for time on the Heston RBS site by all units in the area limited the amount of time available to this wing and reduced training in this category below that desired. In addition, RBS proficiency was adversely affected during September because of inadequate target materials available for study. This proficiency improved considerably after our crews photographed the site and target folders were augmented.

d. There was a continuing requirement to establish contact with the 26th Air Refueling Squadron at Lajes. This need was particularly serious during the wing USCM when joint flying operations had to be coordinated and execution orders sent expeditiously. Existing channels were found to be either saturated or out of commission for lengthy periods. The lack of reliable communications could seriously hamper if not endanger the accomplishment of joint missions as were required.

(2) Difficulties Encountered at Lajes:

a. An adequate briefing room was not available at Lajes. It was necessary to use the Base Theater or the BOQ Lobby for briefings. The lack of adequate facilities reduced the effectiveness of the briefings.

b. The present radio range installation is unreliable and is to be used for homing only. For continual operations, a reliable range facility should be installed.

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c. This organization was unable to obtain up to date Europpeans Radio Facility Charts.

D. LOGISTICS:

(1) Difficulties in the United Kingdom:

a. Logistics: No difficulties were experienced in effecting the internal wing controlled phases of the Unit Mobility Plan; however, the lack of concentrated MATS airlift during the initial phases of deployment severely hampered wing effectiveness at the forward station during the first week of operation. A similar condition was prevalent on redeployment of the wing to the ZI. At the end of the third day of deployment only 250 personnel and 16 tons of cargo were in place at the forward station. The minimum support for initial wing operation is deployment of 405 personnel and 52 tons of cargo. Maintenance and supply capabilities of the wing were particularly affected by lack of concentrated airlift. Personnel wise, both Field Maintenance and A&E Specialists were critically short at the forward station. Critical test equipment was also delayed and hampered the effective execution of planned maintenance operations. These factors initially created abnormal parts requirements and since a complete FAK was not in place by the third day, effective support from normal expected wing resources could not be furnished.

b. Maintenance: Maintenance, in general experienced no major difficulties in operating as prescribed in governing directives. Station support in assigned buildings, equipment, communications, and transportation was adequate. However, the low in-commission rate of assigned refueling units consistently handicapped refueling of aircraft. Refueling periods of twelve to eighteen hours were required to refuel twenty-one (21) aircraft. While the mechanics of actuallt refueling the aircraft operated smoothly, it was not possible to meet the requirements of SAC Regulation 66-27.

c. Gunnery: Difficulties were encountered in maintaining the A-5 gunnery system in an operational status. Failure of resistors, S/N 3350-383600-5191, in the antenna control amplifier was experienced. This condition was attributable to high humidity

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prevalent in the UK area. These resistors are critical items in the ZI and are not available through normal supply channels in the UK. Numerous functional failures of right hand gun chargers, P/N JFB-05902 (TO 11-10B-27) were also experienced. These malfunctions also appeared to be attributable to general area climatic conditions. A satisfactory temporary fix was effected for these malfunctions and submitted on UR number 26 SRW 54-178, 18 October 1954. These difficulties adversely affected the gunnery portion of flying training requirements.

d. Supply: Although wing supply effectiveness increased upon full deployment, optimum utilization of wing FAK's was not realized since authorized in this supply source. Local supply of those parts included within the 40% factor was effective for items available in the UK. In some instances excessive delivery time on UK available items was experienced. This was attributed to difficulties of local supply units in acertaining the availability of priority items. Transportation, after the items had been located was also a factor in the delay. In general, however, overall flying committments were not adversely affected by the local supply support for items available locally. Tactical units will initiate FAK change requests based on consumption data compiled during the TDY period.

e. Transportation: Vehicles and ancilliary equipment in place at Upper Heyford was adequate in all respects.

f. Base Instations and Facilities: Buildings and space allocated for wing use were adequate in number, type, and designed usage. Messing and billeting facilities furnished the officers and airmen of this wing were adequate.

(3) Difficulties at Lajes:

a. No significant logistics, maintenance, supply, or transportation problems were encountered.

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b. Base installations and facilities were adequate except for the briefing room as mentioned in Section 3 above.

E. INTELLIGENCE:

(1) Activities in the United Kingdom:

a. The Intelligence Section briefed and debriefed all training missions, conducted 75 hours RBS target study, briefed and debriefed all crews flying the USCM, prepared USCM target and route folders and conducted and supervised all combat reporting. In addition, target folders for two reconnaissance projects 54-MP-7 and 53 AFR-21 were prepared. All crews flying the project missions were briefed and debriefed. A control on targets covered by acceptable or rejected photography was maintained and weekly reconnaissance mission reports on both projects were prepared and submitted.

(2) Activities at Lajes:

a. The only significant problems encountered was in the transmission of reports and messages. Atmos pheric interference with communications media frequently delayed messages making it impossible to meet required deadlines.

F. SECURITY:

(1) United Kingdom:

a. Internal and external defense plans at Upper Heyford were considered adequate. Overall security was excellent as evidenced by the inability of the penetration team to accomplish any simulated sabotage during the USCM.

(2) Lajes:

a. Internal and external defense plans were considered adequated; however, the capability of the command to withstand infiltration, guerilla warfare or other local surface attach for any extent of time is doubtful. The tactical security of the airbase is weak because of lack of trained grounding force and adequate weapons.

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G. MISCELLANEOUS ACTIVITIES: On 16 October 1954, one (1) 26th Air Refueling Squadron KC-97 was given a mission to refuel five (5) F-84 aircraft of the Norwegian Air Force. One (1) of the fighter aircraft was flown by a USAF pilot acting as an instructor. The refueling was accomplished over the United Kingdom with an off-load of 24,000 pounds of JP-4 in forty-nine (49) hookups. Informal informations indicated that this was the first air refueling accomplished by Norwegian Air Force pilots.

H. RECOMMENDATIONS:

(1) It is recommended that:

a. Units ordered TDY to overseas areas be placed on automatic distribution for Radio Facility Charts of that area at least forty-five (45) days prior to deployment. Automatic distribution should continue for the TDY period.

b. Considerations be given to establishing another RBS site in France or the United Kingdom. It is further recommended that the RBS Target Materials available on Heston be improved in quality and augmented by more material on different headings to the targets. It would be beneficial if this material could be made available to the TDY unit at least forty-five (45) days prior to deployment.

c. On the assumption that Lajes will continue to be utilized as a forward base for SAC Units, it is recommended that:

1. An adequate briefing room be constructed.

2. A reliable range facility be installed.

3. A reliable means of communications be established between Lajes and 5th and 7th Air Divisions.

d. One each K-1 mock-up, one each 1A inverter test stand, and forty-five (45) each B-4 or similar stands be prepositioned at Upper Heyford. If available as station assets, these items would partially alleviate initial airlift requirements and would materially increase maintenance capabilities during the early days of deployment. This is particularly important if support airlift by MATS is to continue to cover fourteen day periods.

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e. Applicable defense emergency evacuattion plans be supplied the TDY unit at least forty-five (45) days prior to deployment.

s/ Alan F. Adams
t/ ALAN F. ADAMS
Colonel, USAF
Commander

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Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE. LA.

KBS

28 SEP 1954

SUBJECT: Air Training Report, RCS: SAC-T12

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio
ATTN; 26th Strat Recon Wing

The Attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

s/ E.E.Hanna
t/ E. E. HANNA
Major, USAF
Acting Deputy Comptroller

1 Incl
Rept of Staff Act
(2 cys)

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Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC- T12

Wing 26th Strat Recon Wg SAC - T12 dated August 1954

ITEM FROM SAC - T12 AND STAFF ACTION:

Part V, Para 9 - The shortage of skilled maintenance personnel is command-wide. This shortage can be alleviated only through a vigorous upgrade training program. A more equitable distribution of skill between the two wings at Lockbourne would assist in alleviating the shortage of skilled K-System personnel.

Directorate Staff Agency
D/Personnel

Date
23 Sep 54

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th SRW SAC-T12 dated August 1954

ITEM FROM SAC -T12 AND STAFF ACTION:

Para 9:

Recommend compliance with 2AF message 2AFMSQ 2267, 19 January 1954, for all A-5 gunnery system shortages. This message requested that Mr. Allen, WRAMA, be notified of all such shortages in order that expeditious supply action may be effected. If adequate supply action is not provided, supply difficulty letters should be submitted to this headquarters for command assistance. Supply status on the other items listed is as follows;

Tester, S/N 7CAC-806025. Item scheduled for delivery to Lockbourne in September, as outlined in 1st Indorsement, this headquarters, 18 August 1954, to you your supply difficulty letter, file BMA , 6 August 1954.

Voltmeter, S/N 7CAC-936160. Latest information available indicates that this item will be available from the depot within the next 30 days.

Dated
24 Sep 54

Directorate Staff Agency
Directorate of Materiel

Signed
s/William E. Ruark, Jr., Colonel USAF
WILLIAM E. RUARK
Deputy Director of Materiel

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC -T12

Wing 26th ARS SAC-T12 dated August 1954

ITEM FROM SAC-T12 AND STAFF ACTION:

Para h:

Aircraft 52-2760. ANFE for one each 3360-212-8T2 Switch. Supply difficulty letter has been received and depothas been requested to expedite action to supply.

Aircraft 52-262 and 52-263. ANFE for 4841-AA25503 Gear Box. Item is in critical status and this headquarters and Headquarters SAC have been attempting to obtain minimum levels for the past 5 months. AMC is expediting MRS deliveries for ANFE's, but has not furnished information relative to dates contractors will effect deliveries.

Aircraft 52-243 and 52-264. A review of the weekly RCS: AF-S52 Report for the month of August dose not indicate that items affecting combat status of these aircraft were coded as dollar sign items. The dollar sign ($) indicates those items affecting the combat equipped status of aircraft in accordance with instructions contained in SAC message DM3A3A7, 27 April 1954, and DM3A3A5 214280, 25 August 1954. This headquarters takes automatic follow-ups action on all items coded with dollar sign. It is realized that ANFE items reported on the S-52 Report which are not coded with a dollar sign may affect the training capability of the unit concerned. For example,an item may be available in the flyaway kit to meet EWP requirements, but is not available for use in meeting training requirements. Such items should be reported to this headquarters for assistance in accordance with provisions fo SAC Regu lations 67-3 (Supply Difficulty Letters

Directorate Staff Agency	Sign	Date
Directorate of Materiel	s/ William E. Ruark Jr t/WILLIAM E.RUARK,JR., Colonel,USAF Deputy Director of Materiel	24 Sep 54

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE, LA.

SECRET

KBS

29 OCT 1954

SUBJECT: Air Training Report, RCS: SAC-T12

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio
ATTN: 26th Strategic Reconnaissance Wing

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training if your organization.

BY ORDER OF THE COMMANDER:

1 Incl
Rept of Staff Act
(2 cys)

t/ H. B. REEDER
Lt. Colonel, USAF
Acting Director of Comptroller

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Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC - T12

Wing 26th Start Recon Wg SAC - T12 dated SEPTEMBER 1954

ITEM FROM SAC-T12 AND STAFF ACTION:

PART III. Para 9a.

Shortage are command-wide. 2AF has no available resources for skilled electronics personnel. Records this headquarters indicate an input of one 30171 to 801st Air Division.

Action will be taken to reassign personnel (30230/50/70) to 801st Air Division concurrent with ECM equipping dates.

K-Systems personnel - Reference comments to SAC T-12 Report, dated August 1954.

A-5 Fire Control Technicians (32371C) are critical within 2AF. No skilled personnel resource is available within 2AF. Inputs will be furnished as they become available.

Shortages of camera repair technicians (40370) are command-wide. 801st Air Division is comparatively manned with other 2AF units. Projected inputs to include one 7-level and ten 3-level personnel should raise manning above authorized level.

Electrical instrument repairman shortages are command-wide. Personnel will be furnished as they become available.

801st Air Division is manned on a level with other 2AF units in radio repairmen (301-0)

Directorate Staff Agency D/Personnel SIGNED s/R L Jones ,Lt Col. Date 22 October 1954

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC - T12

Wing 26th Strat Recon Wg SAC-T12 dated September 1954

ITEM FROM SAC-T12 AND STAFF ACTION:

Para 9b :

Compass Type N-1, S/N 7CAC-806025. Your station was advised that Gentile AF indicated subject item was to be delivered in September 1954. Reference 2AF 1st Ind, DM3B1, 18 August 1954, to your request for supply assistance letter, BMA, 8 Aug 1954. Further, youwere advised that in the event item was not received at your station prior to 20 September 1954, re-submission of above cited letter was to be made for further follow-up action by this headquarters. Since this headquarters has not received a request for further follow-up action, it is assumed subject item has been supplied by depot.

Wrench, pneumatic, S/N 8100-945166. Your station was advised by WRAMA that two each subject item were to be shipped your station 4 August 1954 on AF-907 shipping ticket 15-97570. Reference WRAMA's 2d Indorsement, 4 August 1954, to your request for supply assistance letter, BMA, dated 25 June 1954. In the event remaining shortage is causing difficulty at your station, recommend your base supply officer be instructed to resubmit request for supply assistance.

Rectifier, S/N 8100-629550. This headquarters is not in receipt of request for supply assistance. Recommend your station supply officer forward follow-up action in accordance with Headquarters SAC Regulation 67-3, 15 July 1953.

Drill, pneumatic, S/N 8100-244864. In reply to your letter, BMA, dated 25 June 1954, subject, Supply Difficulty, this headquarters advised in my 1st Indorsement, DM 3B1, dated 8 July 1954, to your above referenced letter, that Headquarters SAC was taking necessary follow-up action for subject, Difficulty in Obtaining Pneumatic Equipment, which was sent to your station, contains information pertinent to this item. This headquarters will forward any future information upon request.

Tester, 7CAD-806350. Reference Gentile AFD's 5th Indorsement to your letter, dated 7 May 1954, subject, Request for Supply Assistance, forwarded to your station by my 7th Indorsement, DM3B1, 1 October 1954, in which Gentile AFD advises Form 249 was received from your station requesting item be cancelled. Recommend requisition be submitted for recorder of subject item.

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC - T12

Wing 26th SRW (Continued) SAC-T12 dated September 1954

ITEM FROM SAC -T12 AND STAFF ACTION:

SECRET
AUTH: C G SECOND AF
Date: 28 Oct 54
Init: MC Crery/ Col/ s

Para 9c:

26th SRW message, 26AE 138, 6 October 1954 reported this condition to 7th Air Air Division, SAC, and this headquarters, and explained a temporary local fix being utilized by 26th Strategic Reconnaissance Wing.

SAC message DM6D 5842, 9 October 1954, to 7th Air Division, WRAMA, and this headquarters, requested UR action by 26th Strategic Reconnaissance Wing and explained the entire problem to WRAMA.

SAC message DM6D 6102, 18 October 1954, to WRAMA and this headquarters, stated that 26th Strategic Reconnaissance Wing had flown 15 missions with the temporary fix and had no failures.

Our message DM6D2 10353, 11 October 1954, to SAC and all our organizations, explained the problem, requested UR action where applicable, and requested WADC action be initiated by SAC.

This Headquarters is maintaining follow-up action with SAC and WRAMA to establish a permanent solution to this problem.

Para 14a.:

This headquarters has not received a supply diffculty report on aerial film. If supply action on this item is unsatisfactory this fact should be reported to this headquarters in the form of a supply difficulty letter in accordance with SAC Regulation 67-3.

26SL-231

Directorate Staff Agency
Directorate of Materiel

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Signed
s/ Robert R. MC Crery
t/ ROBERT R. MC CRERY, Colonel, USAF
Director of Materiel

Dated
25 Oct 54

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CRITIQUE - 26TH AIR REFUELING SQ

LAJES FIELD, AZORES

21 October 1954

Colonel Smith said he wanted the SAC personnel coming thru to feel that they belong here. He continued -

"As we have intimated before, we think we are fairly good - at least on paper - but it takes the operational units to come thru and point out the mistakes we possibly don't know about ourselves, and which perhaps can be remedied by us.

This last operation, I believe, has been fairly successful, and one from which we have learned a lot; of course we will continue to learn as the units come thru.

I appreciate very much the support of the SAC people here; they have entered into the spirit of things; they show good team-work. We are all members of the same team. As a matter of fact, I consider General LeMay one of my big bosses."

Colonel Lyle: I have just a word to say to the people who are not familiar with the report which the Wing Commander submits after a TDY operation in an overseas area. The Squadron here will submit a report. This report will go into SAC Headquarters, and contains deficiencies noted or problem areas that were brought up as a result of the TDY. General LeMay puts a lot of pressure on eliminating these difficulties.

Sometimes it takes a report a long time to be fully processed. For instance, on a problem that might have been reported here you might not get a question on it for several months. Many times errors can be ironed out on the spot, and many times it can be corrected before it is reported officially. We feel this is the best way to process a report. You get what they intend to put in the report; you get a chance to explain anything that they don't understand about the difficulty they had here; or you may flatly deny that the situation exists which they intend to report. If you do, when it is reported here you should discuss it and they may decide not to put it in the report. If they do, you will be expecting it when you are queried on it later.

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Critique (Contd.)

This report will come back to the 5th Air Division and will be coordinated thru the liaison with you people here. We will try to iron out any difficulties you may have here.

The 26th Air Refueling Squadron is the one briefing us here today, and I am sure they have something to say.

Colonel Hutchinson: We have prepared a rough draft of this report we are going to submit. All of the things have not been included in this draft. I have just had a meeting and there are about eight other items which I will include after I read the report. This is made up on SAC Form 5511.

(Col Hutchison reads draft of report)

In addition to these items, I have about eight items I think are relatively major in nature. First of all, there is no station kit in SEAWEED for office equipment such as desks. The desks we used were adequate; they were received from Base Supply, consisting of housing-type desks.

Colonel Lyle: I wonder if we couldn't get some kind of reaction on this as we go along? It might save time.

Mr. Gutman: The kit authorized by AFR 62-97 has no office equipment in it whatsoever. There were typewriters originally, but these were deleted. In the housekeeping sets there are those old Army type desks - like a trunk.

Colonel Hutchison: They are in the kit now?

Mr. Gutman: They are authorized - they are of no use.

Colonel Hutchison: We could recommend that they be included in the SEAWEED kit.

Colonel Diehl: Action has been taken on this.

Colonel Hutchison: It wasn't the fault of the Base. I will indicate that the equipment you furnished was adequate, but I don't think these very nice housing secretary-type desks should be used in view of the way they are kicked around.

Mr. Gutman: They are much cheaper than the steel desks.

Colonel Lyle: The question is whether they would stand up.

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Critique (Contd.)

Colonel Hutchison: First of all, you cannot put anything in them. Normal publications won't fit in the drawers. But they are adequate.

Secondly, I think a Control Team should be assigned to Lajes to handle the amount of SAC traffic coming in here. Major Coomes and I worked it out so we could handle the traffic, but when we first got here we received all kinds of messages addressed to the "Senior SAC Controller." They wanted to know where the tire was on the C-124, etc. etc. I think a Control Team is definitely in order.

Colonel Lyle: At all times?

Colonel Hutchison: Well, during a movement -- I would almost say at all times, considering the amount of SAC traffic thru here.

Colonel Lyle: Any thoughts on the size of the team?

Colonel Hutchison: I don't know exactly, but I think similar to the control teams for X-ray or something like that.

Colonel Lyle: I think they run in the neighborhood of 70 people.

Colonel Hutchison: They wouldn't need that many.

Colonel Diehl: This is an Operations Control Team?

Colonel Hutchison: Yes, Operations Control. Colonel Smith, how would that fit in with your troop ceiling here?

Colonel Smith: Would these people be on a permanent basis? If they stayed here for a year they would be considered permanent.

Colonel Smith asked Capt Echwald what he thought about it.

Capt Echwald: I think possibly it could be worked out. It would give us a liaison officer and have a man to take care of in-between trips as well.

Colonel Lyle: Probably one officer and a clerk or two.

Colonel Diehl: I think that is more realistic - a small liaison team.

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Critique (Contd.)

Colonel Hutchison: What is the Base's reaction to having that team, Colonel Smith?

Colonel Smith: I would consider it favorably; but I have to remind the people here, on rotational forces thru here - there is a restriction on that.

Colonel Hutchison: I will indicate that a Control Team is needed on a permanent basis, consisting of one officer and a couple of men to handle SAC traffic.

Colonel Smith: Permanently - how long?

Colonel Hutchison: You could rotate them three to six months.

Colonel Smith: If you send married men, it is not too good for morale.

Colonel Lyle: Under EWP they might favorably consider having somebody out here all the time.

Colonel Hutchison: Next item. We need a Control Room equipped with UHF and VHF radios. We have no Control Room; we use the Base facilities in the Tower, and while they have been most cooperative we realize it conflicted with their operations. We need a separate Control Room.

Colonel Diehl: As I understand it, the Wing Headquarters building is under way?

Colonel Smith: The foundation is under way now.

NOTE: This was a misunderstanding. Col Diehl was thinking of the programmed SAC Opns Bldg in the Triangle.

Colonel Hutchison: We need Maintenance Radio jeeps for specialist dispatch. Do you have those on requisition?

Mr. Gutman: They are on requisition. We have a couple of URC-1 and URC-2's on hand, which are out of date, but can be used. They are easily assembled; as a matter of fact they are made to be stuck in the back of a jeep. We have authority to retain anything that would be required to support the Base D-Day deployment until the required equipment is in place.

Colonel Hutchison: I still think we should have one.

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Critique (Contd.)

Colonel Johnson: That sounds like poor equipment. Let's get some up-to-date equipment here. If the requirement is firm, let's requisition it.

Colonel Hutchison: I will recommend that we get the proper equipment.

* * *

Commendatory Remarks:

Colonel Hutchison: I would like to commend the Finance Officer and the Finance Office. They have given us superior support - much more than we have ever dreamed of. One instance was an anticipated trip to England. They arranged for partial payment of my men so they might have some money to spend in London. The mission was pushed up one day, and the Finance Officer called me and said, "I would like to pay your men at 7:30 this evening" which he did. I thought it was a very commendable gesture.

Colonel Mills: Is Lt Miller here?

Lt Miller: Yes, sir.

Colonel Mills: First of all, I want to thank you. I would like to ask one question: Normally, in a movement of this nature we send along a certain number of finance personnel. Have you been able to take care of 500 additional people here without any additional support? How much of a burden has it put on you, and are you normally staffed to handle this?

Lt Miller: We can handle anything up to 500 or 600 additional. On 1000 we would have to ask for additional help.

Colonel Hutchison: I would also like to commend Major Coomes. He has been most cooperative. He wears about five different hats around here, but he always had time to lend us a hand - at any time of the day or night. In fact, I got him out of bed at midnight - he has been most helpful.

Next is the Supply Section. This section has been very cooperative. Anything that we needed and they had it, they offered it to us.

And the Base Shops cooperated in the same manner. The reparable rate has gone up about 100 per cent over what it was on our home base. Where the home base turned something down as nonreparable, the Base Shops here said they could fix it.

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Critique (Contd.)

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Colonel Hutchison (continuing): One thing that was lacking was support in loading and unloading detail. On other movements we have made with our KC's to other bases, there has always been a loading detail provided by the base, with flatbeds and forklifts and personnel qualified to handle them. When you come in from a 12 to 14 hour flight, everyone is tired after flying all night, and they don't exactly know where the equipment is. The equipment was here for us to use but the people were not here. We didn't anticipate the need of people and didn't set up our own load crews. Could they be set up on a base like this?

Colonel Diehl: The Base is supposed to operate until the unit can take over. The Base takes over the first day and after that the unit handles it.

Colonel Hutchison: As a result of this we didn't start to unload until we have been here approximately 20 hours. We arrived about 8 to 11 o'clock on Tuesday and didn't start to unload until Wednesday, and as a result lost a whole day's operation.

Colonel Diehl: That is normally included in the Base Reception Plan. The Base has the detail of taking care of it the first day.

Colonel Johnson: What is the disadvantage of having an advance echelon that will receive you, from your unit?

Colonel Diehl: It is not at all realistic under EWP. You will have the operating unit in here, and we try to get these things as realistic EWP-wise as possible.

Colonel Johnson: Under EWP aren't there some people who come in on the first aircraft as support people?

Major Lamb: Not from the unit.

Colonel Hutchison: It has created a problem. The bases usually supply a detail of 20 people; they close down other details - they have cross-trained personnel.

Colonel Lyle: The main problem is you need people to operate the unloading equipment?

Colonel Hutchison: Yes, to drive the flatbeds. Our people don't know exactly where things are. If we had to run the

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Critique (Contd.)

mission the first day, we could have done it, but we didn't unload it and it sat there one day. Part of this can be solved by the Base. If they will help us the first day we will take over after that.

Colonel Smith: You say it takes 20 people?

Colonel Mills. I think a detail of approximately 20 men, including the drivers and forklift people.

Capt Echwald: Do they have to be military? We can purchase-hire Natives on advance notice to do the job; that is, we can take care of our own job with the purchase-hire Natives and pull the military off for this detail.

Colonel Smith: In your recommendation, you can be specific as to the types; give us a better identification.

Colonel Diehl: The Base has their readiness plan to solve all of these problems. Other units utilizing Lajes from here on out will use this readiness plan.

Colonel Lyle: The survey teams will work out better utilization of space; that's something that will be brought up to date.

Colonel Hutchison: Does the Base have anything that they would like to shoot at us, Colonel Smith?

Colonel Smith: Major Lamb has a few notes.

Major Lamb: Everything I was going to say has been said. I think this has been very valuable experience for us in preparing for the reception of units similar to yours. I would like to give each activity on the Base that was primarily concerned with the operation a chance to comment and discuss any problem that they may have encountered. Major Coomes, the Project Officer.

Major Coomes: I would like to ask for comments on our parking situation.

Colonel Hutchison: I was going to include in here that the parking was a little bit too close, but there is nothing you can do about it; you have only got so many ramp spaces. The first week we had a lot of trouble, because the people had not been trained.

Major Coomes: Would you consider it dangerous?

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Critique (Contd.)

Colonel Hutchison: No, I don't think it was dangerous. We couldn't wheel them around there. The only bad part was when we had the big winds. Actually, the wind was never high enough that they should have had to move them.

Major Coomes: How much additional workload was it to park in that way instead of taxiing into a spot?

Colonel Hutchison: Quite a bit, but it wasn't unsurmountable.

Colonel Diehl: It doesn't afford the best fire protection to stack them right next to each other.

Colonel Hutchison: Between Major Coomes' cooperation and the Fire Department we maintained a fair alert protection.

Colonel Lyle: You have an additional parking apron that will be in the program in the future. About all you could do now is recommend better utilization, and apparently you have worked that out, using the space you have to the best advantage. How about having markers?

Colonel Hutchison: We have the markers there.

Col Dean (MSS): I have only one comment: On any of the SAC movements of 30 days duration or longer, could they afford me the use of two supply men for our priority section?

Colonel Hutchison: We were supposed to have brought these. That was a known deficiency when we got on the aircraft. They didn't send them. It won't happen with us again.

Capt Eggett: I have one comment from the Medical angle: We are running low on antibiotics at the Hospital. Dr. ---- generously offered us a supply from the flyaway kits, but when they were opened we found there were none there. I would suggest that the medical flyaway kits be complete when they leave the home station.

Colonel Hutchison: I would call that a deficiency.

Capt Reilly: Personnel should be indoctrinated in connection with the speed limit of 15 mph on the Base.

Capt Jackson: I would like to raise the question with Colonel Hutchison and Capt Reilly, for our benefit in future support of this type. Do either of you feel it would be better

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Critique (Contd.)

to integrate your Air Police unit into ours and give them primary details of security of your own aircraft?

Colonel Hutchison: I definitely think they should be integrated.

Colonel Lyle: That's a SAC directive - that we will add to whatever force you have.

Major Mudge: Nothing from Air Rescue except to say it is the first time an organization has come in the size of yours and hasn't given us any business.

Major Thompson: I wonder if I could have mention of the cryptographers brought up again - regarding bringing them with you on your next mission?

Colonel Hutchison: Right. We feel we placed a heavy burden on you with the amount of messages that went out. Your people are working 12 hour shifts. If we have these people back on the base they are not being used for our mission, and I will try to bring them out.

Major Thompson: I would rather have my T/D filled. If those people are not busy at all times, we have other uses for them, and we can integrate them into one smoothly functioning unit. We can compensate for longer hours. It would be difficult to welcome the strangers and make them a part of our activity on short notice.

Colonel Hutchison: You don't think my recommendation is sound; you feel if your T/D were filled you would be able to handle the additional burden?

Major Thompson: Yes; I have recommended this previously, and I would like your recommendation to help.

Colonel Lyle: That's one thing I would like to make clear: That the recommendations that come in here could very well go to USAF from SAC to try to get something done about it, so you are not out of line at all in asking for that.

Colonel Hutchison: Your people have given us wonderful service and good support: they don't have any gripes, but they are working long hours. If you don't get your T/D filled, would it help if we brought along two or three cryptographers?

Major Thompson: You mentioned a UHF-VHF Control Room. If I might make a suggestion, it would be wise to sit down and

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Critique (Contd.)

talk over some of the angles in this connection. I don't think you want to wait for project action to get this in. You want emergency action. You have a valid requirement. Something could be worked out. My people have told me your men are in the cockpit; they know what they are doing.

Colonel Hutchison: Thank you.

Major Lamb: This has been a very valuable experience for us in developing our Reception Plan. I am sure we can all take a look at that plan and tie it down better than it is right now. It will be published within the next week or two. Everything now is in stencil form. Before we publish the plan those who have prepared the SOP's should get them out and see if there is anything that you haven't covered. We will go to press with the SOP's in another three to four days.

Colonel Lyle: I would like to express the appreciation of the 5th Air Division to the Base here - to Colonel Smith and all of his people - for the fine support we have received. This is the first time we have worked on a MATS base. When General Dougher returned from his trip sometime ago he said the people were geared - they had the right attitude toward rendering support; and this critique goes to show that he was right - that you would do a good job. All we need now is additional facilities. We are anxious to help in any way we can with problems that you may have; for instance, your security problem. It is your problem, but it is ours, too, and we are in position sometimes to help. We will try to effect close liaison, and any time you want the 5th Air Division to help in any manner we will do all we can to get them out here. I certainly appreciate the fine way this has been handled.

The classification of this report is SECRET in accordance with par 23.c., AFR 205-1.

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HEADQUARTERS
5TH AIR DIVISION (SAC)
APO 117, USAF

19 October 1954

SUBJECT: Report of USCM Vulnerability Test (RCS: 2-SAC-YI)

THRU : Commander
26th Air Refueling Squadron
Lages Field
Azores

TO : Commander
5th Air Division
APO 117, USAF
ATTENTION: Provost Marshal

Transmitted herewith is Report of Vulnerability Test conducted by USCM Vulverability Team from Side Slimane Air Base, APO 117, in accordance with SAC Regulation 205-4, dated 15 June 1954.

18

s/ Stephen J. Ledet

t/ STEPHEN J. LEDET
2nd Lt., USAF
Team Captain

1 Incl:
Rpt of Vulnerability Test

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REPORT OF USGM VULNERABILITY TEST

PART I. GENERAL

1. Official designation of unit tested: 26th Air Refueling Squadron.

2. Base name and location: Lockbourne Air Force Base, Ohio, TDY to Lages Field, Azores.

3. Designation of separate Air Division directing test: 5th Air Division, Sidi Slimane Air Base, APO 117.

4. Date USGM was actually conducted by combat unit being tested: 11 October 1954 to 21 October 1954.

5. Date of arrival of team in target base area: 1530 hours, 14 October 1954.

6. Date test was terminated: 0100 hours, 17 October 1954.

PART II. SYNOPSIS

7. This test was conducted by the following Test Team from Sidi Slimane Air Base, APO 117:

a. 2nd Lt. Stephen J. LEDET AO 3007971

b. M/Sgt. John J. NODOREK AF 68108821

c. T/Sgt. Douglas H. DICKERSON AF 16042458

d. S/Sgt. Inez J. LOPEZ AF 19258188

e. S/Sgt. Donald A. LUNT AF 11197166

8. Summary of information obtained from espionage activities:

a. At approximately 0830 hours, 15 October 1954 two team members, observing activities on the flight line, discovered the location of the Flyaway Kits in building # T-122. They observed further that one guard was posted at each aircraft and that flight line passes were not being used. Personal recognition was employed and no perimeter fence or flight line access points existed.

It was also noted that the center of the flight line was a freeway and accessable to everyone. The only security evident was one guard per aircraft and Air Police patrols.

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b. At approximately 1130 hours, 15 October 1954 two team members approached the perimeter of the flight line and were able to obtain tail numbers and location of KC-97 aircraft. The following tail numbers were obtained: 1243, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 22760, 22761, 22763, 22764, 22766, 22767, 22768, 22769, 22770, and 22805.

c. At approximately 1300 hours, 15 October 154 one team member approached A/1C SCHULTZ, 26th Periodic Maintenance Squadron, while he was observing the flight line from the top of a hill near the control tower. A/1C SCHULTZ was engaged in conversation and the following information was obtained: The 26th ARS, from Lockbourne Air Force Base, Ohio had arrived at Lages Field on 13 September 1954 and were due to depart 27 October 1954. The TDY unit consisted of twenty (20) KC-97's which were refueling B-47's flying simulated missions from England to North Africa. The KC-97's usually took off on missions at 0400 hours on days scheduled. The majority of Air Police security forces were in England with another unit and security forces on the flight line consisted mainly of crew members and squadron personnel. Personal recognition instead of SAC badges was employed on the flight line.

d. At approximately 2200 hours, 15 October 1954 having stolen a jeep near the BOQ, two team members proceeded to the flight line. The vehicle was driven up and down the flight line without being stopped or approached by anyone. Patrols were in evidence and a guard was posted at each aircraft. It was obvious that any attempt to sabotage the aircraft during hours of darkness would be very difficult.

e. At approximately 2030 hours, 16 October 1954 S/Sgt. SUTTES, 26th ARS Supply, was approached by one team member who was acquainted with SUTTES prior to testing period. This member asked SUTTES if he would exchange a flying suit for him. SUTTES, whose supply room is located in the building containing the flyaway kits, told the team member to see him Monday morning, 18 October 1954 and that the exchange would be made. This exchange of flying suits was a potential access to the flyaway kits.

f. Throughout the espionage period, various persons were engaged in conversation by team members concerning the mission of the 26th ARS with negative results. Personnel were apparently well indoctrinated and security conscious.

9. Summary of successful penetration of restricted areas:

a. At approximately 1500 hours, 16 October 1954 two team members stole a jeep near the Officers BOQ and proceeded to the flight line where they drove around parking ramps and

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observed aircraft and guards. It was discovered that some aircraft lacked fire extinguishers. The team members then proceeded to the North side of the flight line and stole one (1) fire extinguisher from a refueling truck. A simulated explosive was attached underneath the carrying handle of the fire extinguisher and the explosive was timed to explode at 1600 hours, 16 October 1954. At approximately 1525 hours, 16 October 1954 the team members approached the guard at KC-97 aircraft #1268 and instructed this guard to place the extinguisher at the nose wheel of the aircraft. The guard seemed confused and reluctant to accept the extinguisher. When asked by the team member if he knew where to place the extinguisher, the guard accepted the extinguisher and replied that he worked at that aircraft and knew where it belonged and placed it at the nose wheel of the aircraft. The two members then drove their vehicle to KC-97 aircraft #1269 and told the guard that they would bring an extinguisher to him. He replied "OK". Having stolentwo (2) more extinguishers from refueling trucks the team members placed a simulated explosive, timed to explode at 1600 hours, 16 October 1954, in each fire extinguisher. The fire extinguishers were then taken to KC-97 aircraft #1269 at approximately 1530 hours, 16 October 1954. One team member dismounted from the vehicle and walked toward aircraft #1269 where he was approached by two guards. One guard asked why a fire extinguisher was brought to the aircraft. The team member replied that every aircraft required a fire extinguisher and that the aircraft commander had instructed that a fire extinguisher be placed on his aircraft. The guard, when asked by the team member, if he desired identification, replied "No", and carried the extinguisher to the aircraft. The team members then drove from the flight line without being challenged.

10. Summary of successful simulated acts of sabotage:

a. Reference Part II, paragraph 9, this report, it was later learned that the attempt at sabotage was discovered at approximately 1545 hours, 16 October 1954. The early capture of the team members prevented any further attempts at sabotage.

11. Number of agents apprehended and circumstances of apprehension:

a. At approximately 1600 hours, 16 October 1954 in an effort to contact Lt. Col. Jacob A. HUTCHISON, Commander, 26th ARS, Lt. LEDET, team captain, 'phoned number 14 which was given to him by Col. HUTCHISON as his off duty phone, to inform Col. HUTCHISON of probable sabotage of two (2) of his aircraft. (Reference Part II paragraph 9). Not realizing that number called was Air

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Police Headquarters on the flight line, Lt. LEDET asked to speak with Colonel HUTCHISON and gave his correct name. He was given another number to call but was unable to contact Col. HUTCHISON. Lt. LEDET's name was immediately recognized by Lt. BEARDEN, who, being a personal friend of Lt. LEDET, and realizing the significance of such a call, immediately traced Lt. LEDET as being quartered at the BOQ and then called Lt. LEDET by phone asking him to meet him at the club. Lt. LEDET met Lt. BEARDEN at the club at approximately 1630 hours, 16 October 1954. Lt. LEDET attempted to convince Lt. BEARDEN that he was here on official business from Barksdale AFB. After friendly conversation, Lt. BEARDEN suggested that they tour the base in his jeep. After a short tour around the contonement area, Lt. BEARDEN drove to the flight line and stopped at SAC Headquarters, suggesting to Lt. LEDET that he (Lt. LEDET) could make a call previously talked about. The two officers entered the building together where they were immediately apprehended by security police for entering a restricted area without proper authority. Lt. LEDET was asked for his ID card and additional identification such as organization, commanding officer, Etc. Having been told by Lt. LEDET that he was TDY from Barksdale, they requested a copy of his orders. Lt. LEDET stated that his orders were in his room. The Air Police then escorted Lt. LEDET to the back room where he was further questioned and thoroughly searched. At approximately 1930 hours, 16 October 1954, not wishing a search of his room where the identity of ther other members of the team might be ascertained, Lt. LEDET confessed to being team captain of a USCM vulnerability test team and requested to be allowed to speak to Col. HUTCHISON, who was then contacted and established the identity of Lt. LEDET. Lt. LEDET was then released to furthere supervise the activity of the team.

b. At approximately 2130 hours, 16 October 1954, having obtained the names of the other members of the team from the manifest list on which they traveled to Lages, the Air Police, led by T/Sgt. ENGLISH, proceeded to the NCO Club in an effort to apprehend the team members at large. M/Sgt. NODOREZK and S/Sgt. LOPEZ, team members, were at the club when the Air Police arrived. At this time the Sergeant at Arms paged T/Sgt. DICKERSON (team member). Upon hearing Sgt. DICKERSON being paged, M/Sgt. NODOREK proceeded to the bar to get a drink. Passing the desk, Sgt. NODOREK observed that the telephone receiver was not disengaged, therefor he became suspicious. After entering the lounge, Sgt. NODOREK was stopped by an Air Policeman who asked him for his ID card. He was then apprehended. S/Sgt. LOPEZ, team member, who was standing in the background, was asked for his identification and upon producing it was apprehended. Both team members were then escorted to SAC Headquarters on the flight line for

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interrogation. The Air Police, having previously obtained the building and room numbers of team members from the billetting office, drove Sgt. NODOREK and Sgt. LOPEZ to their quarters to conduct a search. Upon searching said quarters, the Air Police found false orders and additional information which was sufficient to establish the fact that these two men were members of a vulnerability test team. After coordination with Col. HUTCHISON, they were released to the custody of Lt. LEDET, team captain.

c. At approximately 1800 hours, 16 October 1954 T/Sgt. DICKERSON and S/Sgt. LUNT, team members, fearing possible detection after having penetrated the flight line and sabotaging two (2) aircraft (reference Part II par 9) proceeded to the small town of Praia to escape detection. Upon returning to the main gate at approximately 2345 hours, 16 October 1954 the Air Policeman on duty at the gate asked to see Sgt. DICKERSON and Sgt. LUNT'S class "A" pass. Upon producing the passes, which were false, the two team members were apprehended. Sgt. DICKERSON and Sgt. LUNT's names had been previously given to the Air Police at the gate and they were checking all personnel leaving and entering the gate. The two team members were then escorted to SAC Headquarters where they were searched and interrogated. Upon completion of interrogation, the two team members were driven to their quarters, location of which the Air Police had already discovered, and a search of the quarters conducted. Erroneous orders and other material which was sufficient to establish the fact that Sgt. DICKERSON and Sgt. LUNT were members of a vulnerability test team, were found. The two team members were then placed in the custody of Lt. LEDET, team captain.

PART III. DETAILS

12. The termination of the mission by the early capture of the team members, makes it all but impossible to determine accurately the value of the security system employed by the 26th ARS during their mission at Lages Field. The use of personal recognition and the system of one guard per aircraft are excellent in themselves, but the lack of other security safeguards, such as perimeter fences, control points of entry, and a proper pass system, renders them less effective. The absence of personnel sufficiently trained in the performance of security guard duty is another obstacle in the employment of the above system. This is evidenced by the one and only penetration the team was able to accomplish before being detected. Whereas personal recognition was employed, and one guard posted on each aircraft, team members were able to enter the restricted area and to place, with the help of said guards, destructive devices within the

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immediate proximity of these aircraft and to escape without detection. Had these guards been alert these "saboteurs" would have been apprehended immediately and their identity discovered with no possible danger to the aircraft. The area in which the aircraft were parked was too easily accessable. In spite of such an excellent system of security, personal recognition and one guard per aircraft, trained saboteurs could easily have destroyed several aircraft had they wished to endanger their own lives and position.

PART IV. FINDINGS

13. A summary of the reasons for failure of team's mission:

a. Necessity of arriving at tested station by means of military aircraft.

b. Necessity of residing on base in government quarters. Off base residence was prevented by location of tested station.

c. Personal recognition of Lt. LEDET, team captain, by Lt. BEARDEN, Air Police Officer in charge of security.

d. Lack of proper coordination between team captain and Squadron Commander in establishing twenty four (24 hour liason.

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Bse ltr fr 2d Lt Stephen J Ledet, subj: Report of USCM Vulnerability Test (RCS: 3-SAC-T1), dtd 19 Oct 54

26AR (19 Oct 54) 1st Ind

26TH AIR REFUELING SQUADRON (M), APO 406 USAF, 25 October 1954

TO: Commander, Fifth Air Division, APO 117 USAF

1. Contents of basic communication have been noted. In accordance with paragraph 7 (2) (5), SAC Regulation 205-4, the following comments are submitted:

a. The simulated sabotage in this case would have no effect upon the combat capability of the 26th Air Refueling Squadron had it been hostile in nature.

b. Action is being taken to more thoroughly indoctrinate all personnel in the squadron in defensive security measures.

2. Paragraph 12 of basic letter makes reference to lack of certain security measures such as perimeter fences, control points of entry, etc. The lack of separate aircraft parking areas and corresponding proximity to other aircraft and personnel in the area, who were not involved in the test, will continue to be a problem at this base as long as the civilian and military functions are commingled.

3. Exception is taken to paragraph 13d of basic communcation. The team captain reported to me by telephone upon arrival and explained his mission as outlined in paragraph 5 (b) (2) of inclosure 1 to SAC Regulation 205-4. At all times I knew where he could be located. At no time until his apprehension did I know his identity other than his name. In my opinion, the liason established was satisfactory.

19

1 Incl
n/c

t/ JACOB A HUTCHISON
Lt Col, USAF
Commander

A TRUE COPY

George W. Collins

George W. Collins
1/Lt., USAF

#19

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26TH AIR REFUELING SQ. (S)
APO 406, N.Y., N.Y.

19 October 1954

SUBJECT: USCM Vulnerability Test

TO: : Commander
26th Air Refueling Sq.
APO 406, N.Y., N.Y.

1. Approximately 1530 hours 16 October 1954, two (2) airmen (T/Sgt and S/Sgt) approached aircraft # 269 and 268, in a 4x4 type vehicle. One or both of the airmen convinced (temporarily) aircraft guards A/1c Cross, Richard A., and A/3c Funicello, Frank T. that they were fire department personnel, delivering fire extinguishers to aircraft that did not have one available. Two (2) fire extinguishers were accepted by the above mentioned aircraft guards and placed, one each, at the nose wheel of the afore mentioned aircraft.

2. At approximately 1535 hours 16 October 1954, the afore mentioned aircraft guards realized a possibility of compromising security existed and immediately notified security patrolman, A/2c Dukas, James E., who in turn removed both extinguishers and placed them at a safe distance (approximately 250 feet) from any aircraft or other vital equipment.

3. After being notified by patrolman Dukas, James; 2nd Lt Bearden, Mike (OIC Security), T/Sgt English, Raymond (NCOIC of Security), S/Sgt Galloy, Joseph (Flight Commander on Duty) and A/1c Flannery, Edward, (Desk Sgt. on Duty) conducted an investi tion to ascertain the authenticity of the fire department delive,. 20

4. At approximately 1550 hours 16 October 1954, the investigation was completed, revealing that no delivery of fire extinguishers had been made by the fire department nor the maintenance section. At this time the extinguishers were regarded as instruments used to conceal "explosives" being placed near aircraft by an unidentified SAC, USCMVT, and retained for examination. Close examination revealed simulated explosives concealed under the handles of the fire extinguishers. The device employed to simulated an explosive was a piece of paper 5" x 8", which is about half the size required in AFR 205-4, rolled and twisted to measure approximately 1/8" x 1 1/2".

5. At approximately 1555 hours 16 October 1954, a party called EX. 14. The phone was answered by T/Sgt. English as

#20

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follows: "SAC Control, Sgt. English, Sir." The party then asked to speak to L/Col. Hutchison. Persuant to security requirements in the above mentioned details, (Ref. Paragraph I, this report) T/Sgt English lingered in his reply as it was immediately suspected that anyone wishing to speak to the Commander so near the time the bombs were set might be in some way connected with the USCMVT, and requested the party's identity. The party identified himself as Lt. Ledet, Stephen, a security service officer, from Barksdale AFB. The party was then told to call Ex. 31. The above information was related to 2nd Lt. Bearden (OIC Security) as it was being received.

6. At the conclusion of the above conversation, approximately 1600 hours 16 October 1954, Lt. Bearden remembered a Lt. Ledet with whom he had attended security school at Parks AFB, California. It was then decided by Lt. Bearden and T/Sgt. English that Lt. Ledet might be the USCMVT captain, and plans were drawn up to get him into the custody of security personnel. Lt. Bearden then called Lt. Ledet and requested they have a drink and talk over old times. In the course of conversation Lt. Ledet gave reason for suspicion. At 1645 hours 16 October 1954, 2nd Lt. Ledet, Stephen J. jr., AO 3007997, was apprehended by A/2c Dukas, James E. for entering a restricted area without proper authority. Interrogation of 2nd Lt. Ledet revealed him to be the captain as suspected.

7. At approximately 2000 hours 16 October 1954, a check was conducted of passenger manifests at base operations to obtain names of other individuals possibly working in conjunction with Lt. Ledet, after BOQ billeting related his time of arrival at Lages. The check revealed four (4) airmen traveling with the Lt. Further investigation revealed the quarters of the suspected airmen.

8. At approximately 2130 hours 16 October 1954, plans were completed for the "capture" of the remaining "saboteurs". T/Sgt English, with S/Sgt Valentine, A/1c Flannery and S/Sgt Duke (1605th Air Policeman) were dispatched to the NCO Club. M/Sgt. Nodorek was paged in the NCO Club and told he had a visitor at the desk. As he approached the desk, the visitor (A/1c Flannery) began a conversation. At that time T/Sgt. English and S/Sgt. Duke approached M/Sgt. Nodorek and he was requested to indentify himself. After being identified he stated that he knew his other two (2) "comrades" had failed in their assignment (Ref Par. I) and the security personnel would get him sooner or later. On those grounds he and a suspicious spectator were escorted to SAC Control for questioning. During the trip from the NCO Club to SAC Control, M/Sgt Nodorek attempted to place a simulated explosive in the top of the 4x4 type vehicle directly over the head of T/Sgt English. The device was detected and disposed of in ample time to avoid

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Subject: USCM vulnerability test (Cont.)

"destruction". At the same time as M/Sgt. Nodorek was attempting his heroic act, the other suspect was observed tearing paper into bits. At the arrival at SAC Control, a thorough search of the interior of the vehicle was conducted, which revealed that the paper being torn by ther other suspect was paper on which he had made notes of tail numbers of SAC aircraft and a sketch of the parking area and a blank liberty pass. Interrogation of the two (2) suspects revealed their true identity as M/Sgt. Nodorek, John J. Af 6810821 and S/Sgt. Lopez, Inez J. AF 19258188, both members of the USCMVT and having non-valid traveling orders in their possession.

9. At approximately 2345 hours 16 October 1954, a T/Sgt. Dickerson, Douglas AF 16042458 and a S/Sgt. Lunt, Donald A. AF 11197166 were apprehended entering the main gate under false pretense. Interrogation revealed their true identity to be the two (2) "saboteurs" who attempted the afore mentioned penetration. (Ref. Par. I)

10. The commander was informed immediately after each apprehension, and 2nd Lt. Ledet, the USCMVT captain, identified each apprehended team member.

s/ Mike M. Bearden

t/ MIKE M. BEARDEN
2nd Lt. USAF
OIC Security

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George W. Collins
George W. Collins
1/Lt., USAF

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
SECTION H OF
AIR TRAINING REPORT FOR MONTH SEPTEMBER 1954
(RCS: 4-SAC-T12)

a. Hours flown on missions ordered by Higher Headquarters: Ferrying Aircraft and crews to and from Boeing Airplane Co. 27:50. Ferrying passengers to and from Ernest Harmon AFB, 11:35. Movement of Unit to Lajes Field, Azores, 284:25. Refueling support of 2nd Bomb Wing (SAD Ops Order 34-54) 112:40. Dayton Air Show, 25:45. Total 462:15.

b. Weather and local conditions which precludes or affects Training: None

c. Restrictions imposed by ANC or this Headquarters: None

d. Remarks on excessive crew changes and/or substitutions: None

e. A list of crews by number formed after 0001 hours 1 Sept 54: None

f. A list of crews whose status has changed during Sept 1954:

M32BO to T32FO	15 Sept 54
M34BO to T34BO	15 Sept 54
T27CO to M27DO	22 Sept 54

g. The crew number of the Standardization Board Crew: T03FO, 26SRW Standardization Board Crew (KC-97). Any other crews the Commander considers should not be rated against training minimums: None

h. Remarks on material and personnel problems which adversly affect training accomplishments: None

i. If SAC training requirements were not met: No remarks

j. Comments or recommendations of the Squadron Commander: Increase in the aircraft in-commission rate was largely due to the availability of parts from flyaway kits used during the period of TDY at Lajes.

Reference SAC message DOTRF 10713 dated 23 July 53, 795:45 flying hours were accomplished in KC-97 aircraft of which 5:30 hours were flown on test flights.

Reference SAC message DM3 35806 dated 29 May 54, a negative report is submitted for KC-97 aircraft.

Reference 2AF Letter 51-1 dated 4 May 54, credit for a long range cruise control mission and a pilot proficiency mission has been awarded crews T26CO and T33BO, which sucessfully completed the KC-97 Flight Simulator Course during August 54.

Although the Air Refueling of the 2nd Bomb Wing took only 112:40 hours, valuable training and experience was gained. A total of a million and a quarter pounds of JP-4 was transferred without a hitch during the three day period by this squadron. A quarter of a million additional pounds were transferred by 2nd Air Refueling Squadron, supporting us on this mission. During this exercise a new technique in the positioning of the spare tanker out in front of the formation was tried, upon the request of the 2nd Bomb Wing Commander. It works so well that this squadron is recommending through channels that a change be made in the TAC doctrine.

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26TH AIR REFUELING SQUADRON (H)
SQUADRON COMMANDERS REMARKS
SECTION H OF
AIR TRAINING REPORT FOR MONTH SEPTEMBER 1954

FOR THE MONTH OF SEPTEMBER 1954

K. List by crew number all those crews, including noncombat crews, which have participated in any of the following categories of training.

Crew Number	1	2	3	4	5	6	7	8	9	10
T01D0	X	X	X	X	X	X	X	X	X	X
T03F0	X	X	X	X	X	X	X	X	X	X
T08C0	X	X	X	X	X	X	X	X	X	X
T09F0	X	X	X	X	X	X	X	X	X	X
T10A0	X	X	X	X	X	X	X	X	X	X
T11D0	X	X	X	X	X	X	X	X	X	X
T12C0	X	X	X	X	X	X	X	X	X	X
T13F0	X	X	X	X	X	X	X	X	X	X
T17G0	X	X	X	X	X	X	X	X	X	X
T19C0	X	X	X	X	X	X	X	X	X	X
T20E0	X	X	X	X	X	X	X	X	X	X
T25G0	X	X	X	X	X	X	X	X	X	-
T26C0	X	X	X	X	X	X	X	X	X	-
T29C0	X	X	-	-	-	-	X	X	X	-
T30E0	X	X	X	-	-	-	X	X	X	X
T31D0	X	X	-	-	-	-	X	X	X	-
T32E0	X	X	X	-	X	-	X	X	X	-
T33D0	X	X	X	-	-	-	X	X	X	-
T34E0	X	X	X	-	-	-	X	X	X	-
M27D0	X	X	X	X	-	X	X	X	X	-
M35E0	X	-	X	-	-	-	X	X	X	-

JACOB A HUTCHISON
Lt Colonel, USAF
Commander

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26th Strategic Reconnaissance Wing (M) CONFIDENTIAL
Wing Commander's Remarks
Part V f
Air Training Report for Month of September 1954
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	Dayton Air Show	29:55 hours
b.	Deployment to England	351:30 hours
c.	U. K. Orientation Missions	228:35 hours
d.	WADC Project Q56-700 (XQ-56 Radar)	10:10 hours
		620:10 hours

2. Weather or local conditions which effect training: Sixteen (16) sorties and one hundred and one (101) flying hours were lost due to adverse weather conditions. In addition, nineteen (19) sorties were recalled to base due to adverse weather.

3. Directives imposed by AMC or SAC headquarters which restricted flight altitude or interfered with normal training: None.

4. Combat Crew Member Gains and Losses:

a. Crew members gained:

3 acft comdrs

3 pilots

3 observers

b. Crew members lost:

1 observer to wing staff

5. Crew member changes:

1 observer

1 pilot

6. New crews which were formed after 0001 hours of the first day of the month:

Three non-ready crews were formed:

N23AO 20 Sep 54
N56AO 20 Sep 54
N85AO 20 Sep 54

7. Crew Status Changes:

N56BO disbanded 20 Sep 54. Observer to Wing Staff.

8. Standardization Crews:

Wing Standardization Board Crew: L08CO
3rd SRS Standardization Board Crew: L07CO
4th SRS Standardization Board Crew: R37AO

9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in (5), (6), (7) and (8) above:

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of September 1954
(RCS: 3-SAC-T12)

a. The critical shortage of qualified radar, electronics, camera, auto-pilot and gunlaying system personnel comprise the principal "soft-spot" in the manning of this Wing. As an illustration, the status in the following AFSC's is presented for consideration and necessary action:

AFSC	AUTH	ASGD
30250	9	0
30270	3	0
30171	9	2
32171E	32	2
32371C	12	0
40370	15	3
40453	17	5
30130	5	2
30150	25	21

b. Materiel shortages in the Field Maintenance and A & E Squadrons are hampering shop capabilities in those units in supporting RB-47 Aircraft of this wing. Shortages are: one (1) each Tester-assy, fuel flow, S/N 7CAD-806350; eighteen (18) each Drill, pneumatic, S/N 8100-244864; and three (3) each Wrench, pneumatic S/N 8100-945166. A&E Shortages are: one (1) each Rectifier, 1000 amp, S/N 8100-629550 and two (2) each tester, type N-1 Compass S/N 7CAC-806025.

c. The Wing A-5 gunnery system proficiency (percentage of fire-out) has declined since operations were commenced in England due to a type malfunction heretofore not experienced within this wing.

Approximately sixty percent of scheduled gunnery missions are returning with complete ammunition expenditure from the left gun and zero expenditure from the right gun. It has been determined that an inadequate insulation and sealant within the case containing the charger relays are causing these repeated malfunctions.

The bottom of the right hand charger case cover is sealed with a tar like compound. This tar seal has become cracked and has shrunk to an extent where it is no longer waterproof. Moisture seeping into the case through this cracked seal wets the fish paper insulation which is glued to the inside walls of the relay box. This causes the fish paper to warp and press against the contact armature of relay K50.

At operational altitudes this moisture freezes. The frozen fish paper insulation prevents the contact armature of the relay from completing its travel to the contact position, preventing the application of 3 phase power to charger motor.

A UR is being submitted recommending that the manufacturers discontinue the use of fish paper as an insulation medium, and/or the use of a more effective seal on the relay box.

10. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above: Not applicable.

11. At the conclusion of a special training month, include an analysis of accomplishments which do not fall into the routine categories of training: Not applicable.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of September 1954
(RCS: 3-SAC-T12)

12. List total number of non-combat ready crews assigned as of last day of the reporting period that, in the opinion of the wing commander, have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated: Seven.

13. Non-combat Ready Crew Training: When average flying time of non-combat ready crews that were available during the month does not compare favorable with average time flown by combat ready crews, indicate specific reasons therefor:
Not applicable.

14. Comments or Recommendations of the Wing Commander:

a. Due to a critical shortage of aerial film, only the vertical trimetrogon camera was used on those 50-8 missions requiring this type photography.

b. Reference SAC message DOTRFG 15327, dated 27 August 1954, the following practice trackings of fighter attacks were accomplished during the period by crews as indicated:

Crew Number	Attacks Accomplished
L01A0	3
L07C0	2
L08C0	3
L09B0	3
L15B0	3
L18A0	3
L19C0	3
L21C0	3
R02B0	5
R03E0	3
R11B0	3
R14A0	10
R17D0	6
R22B0	3
R36B0	4

c. Reference SAC message DOTRF 10713, dated 23 July 1953, 1513:50 flying hours were accomplished by RB/YRB-47 aircraft of which 17:00 hours were flown on test flights.

Attachments
Three month materiel forecast
Supplementary report of night celestial navigation

H. R. SULLIVAN
Colonel, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of September 1954
(RCS: 3-SAC-T12)

Reference SAC Msg DN 3 35006, dated 29 May 1954, the following forecast is submitted for the 26SR Wing:

CLASS	STOCK NUMBER	NOMENCLATURE	QUANTITY
17-A	7100-214861	Drill, pneumatic	18
17-A	8100-629550	Rectifier	1
17-A	8100-945166	Wrench, pneumatic	3
17-C	7CAC-806025	Tester, field type N-1	2
17-C	7CAD-806350	Tester assy; fuel flow	1

Attachment #1

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of September 1954
(RCS: 3-2AC-712)

Reference 2AF Msg OTM 3560, dated 21 August 1954, the following is submitted for the 26SR Wing:

CREW	VISUAL RELEASES	NIGHT CELESTIAL NAVIGATION
L01A0	N/A	1/06/
L07C0	N/A	1/25/
L0F00	N/A	1/11/
L15B0	N/A	1/09/
L18A0	N/A	1/17/
L19D0	N/A	2/11/31/
L21C0	N/A	1/05/
R02B0	N/A	1/09/
R03E0	N/A	2/05/08/
R11B0	N/A	1/08/
R14A0	N/A	1/21/
R17D0	N/A	1/19/
R35A0	N/A	1/05/
R36C0	N/A	2/21/23/
R37A0	N/A	1/05/
R52A0	N/A	1/25/
R53B0	N/A	1/18/
R70B0	N/A	2/07/11/
R74A0	N/A	1/28/
R76E0	N/A	1/10/

Attachment #2

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
SECTION M OF
AIR TRAINING REPORT FOR MONTH OCTOBER 1954
(RCS: 4-SAC-T-12)

a. Hours flown on missions ordered by Higher Headqurters: Support of 308th BW, 90:50. Refueling mission with Norwegian Air Force, 5:00. Support of 508th SRW, 8:00. Rotation of unit to ZI, 293:30. Total, 397:20

b. Weather and local conditions which precludes or affects Training: None

c. Restrictions imposed by ANC or this Headquarters: None

d. Remarks on excessive crew changes and/or substitutions: None

e. A list of crews formed after 0001 hours 1 October 54: None

f. A list of crews whose status has changed during October 54: None

g. The crew number of the Standardization Board Crew: T03F0 was 265MW Standardization Board Crew (KC-97). Any other crews the Commander considers should not be rated against training minimums: None

h. Remarks on materiel or personnel problems which adversely affect training accomplishments: None

i. If SAC minimum training requirements were not met: No remarks.

j. Comments or recommendations of the Squadron Commander: This unit flew 385:30 during October, of which 6:15 was flown on test hops. In addition, 7:05, previously un reported, was flown during September. During the month of October two USCMs were flown by this squadron. One was with the 26 SRW and the other with the 308th Bomb Wing. Both missions were 100% effective in aerial refueling. Valuable lessons were learned in meeting a group of B-47's over a set of coordinates in the middle of the Atlantic. The most important of these is that regardless of communications, the tanker squadron must take off on schedule, whether or not an execution order is received. A very important lesson learned from the refueling of the 308th Bomb Wing is that an alternate refueling plan should be written into every operations plan. Weather caused the delay of this mission for two days. With an alternate plan this delay could conceivably have been reduced by at least one day. Still another lesson learned is that the weather and control ship should be airborne at altitude in the orbit area at least one hour prior to the departure of the receivers. This is especially true when refueling over areas where limited weather and forecasting facilities exist.

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2ND AIR REFUELING SQUADRON (A)
SQUADRON CONFIDENTIAL REPORTS
SECTION H OF
AIR TRAINING REPORT FOR MONTH OCTOBER 1954

FOR THE MONTH OF OCTOBER 1954

H. List by crew number all those crews, including NCR crews, which have participated in any of the following categories of training.

Crew Number	1	2	3	4	5	6	7	8	9	10
T01J0	X	X	X	X	X	X	X	X	X	X
T03F0	X	X	X	X	X	X	X	X	X	X
T08C0	X	X	X	X	X	X	X	X	X	X
T09F0	X	X	X	X	X	X	X	X	X	X
T10A0	X	X	X	X	X	X	X	X	X	X
T11D0	X	X	X	X	X	X	X	X	X	X
T12C0	X	X	X	X	X	X	X	X	X	X
T13F0	X	X	X	X	X	X	X	X	X	X
T17G0	X	X	X	X	X	X	X	X	X	X
T19C0	X	X	X	X	X	X	X	X	X	X
T20B0	X	X	X	X	X	X	X	X	X	X
T25G0	X	X	X	X	X	X	X	X	X	X
T26C0	X	X	X	X	X	X	X	X	X	-
T29C0	X	X	-	-	-	-	X	X	X	-
T30B0	X	X	X	-	-	-	X	X	X	X
T31D0	X	X	X	X	X	X	X	X	X	X
T32E0	X	X	X	-	X	-	X	X	X	-
T33B0	X	X	X	-	-	-	X	X	X	-
T34B0	X	X	X	-	-	-	X	X	X	-
M27D0	X	X	X	X	-	X	X	X	X	-
M35B0	X	-	X	-	-	-	X	X	X	-

JACOB A HUTCHISON
Lt Colonel, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of October 1954
(RCS: [illegible]-12)

1. Hours flown performing missions ordered by higher headquarters:

a. Deployment from England to ZI — 317:10 hours

b. WADC Project 056-700 (XQ-56 Radar) — 16:00 hours

333:10 hours

c. In addition, records of flying hours expended on special photograph projects 54MP-7 and 53 APR-21 as directed by 7th Air Division Operations Orders 140-54 and 142-54 respectively, are not available at this time. However, subject flying time has been and will be reported by Weekly Reconnaissance Reports as required by the aforementioned Operations Orders.

2. Weather or local conditions which effect training: None

3. Directives imposed by AMC or SAC which restricted flight altitude or interfered with normal training: None

4. Combat crew member gains and losses:

a. Crew members gained: One observer

b. Crew members lost: One observer to squadron staff

5. Crew member changes:

Two Aircraft Commanders

Two Pilots

Two Observers

6. New crews which were formed after 0001 hours of the first day of the month:

One non-ready and two training pool crews were formed.

N24AO formed on 12 October 1954.

N57TP formed on 13 October 1954.

N86TP formed on 11 October 1954.

7. Crew status changes, indicating the effective date of change:

L07CO to X07CO effective 11 October 1954. Downgraded.

L21CO to R21CO effective 11 October 1954. Downgraded.

R14AO to N14BO effective 1 October 1954. NCR observer assigned.

N23AO dissolved effective 12 October 1954. Crew members reassigned to form training pool crews.

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26th Strategic Reconnaissance Wing (C)
Wing Commanders Remarks
Part 7 of
Air Training Report for Month of October 1954
(RCS: 3-SAC-C12)

N56AO dissolved effective 13 October 1954. Crew members reassigned to form training pool crews.

N85AO dissolved effective 11 October 1954. Crew members reassigned to form training pool crews.

8. Standardization board crews:

Wing standardization board crew: L08CO
3rd SRS standardization board crew: R07CO
4th SRS standardization board crew: R37AO
10th SRS standardization board crew: R68AO

9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in (5), (6), (7) and (8) above

a. The critical shortage of qualified radar, electronics, camera, autopilot and gunlaying system personnel comprise the principal "soft-spot" in the manning of this wing. As an illustration, the status in the following AFSC's is presented for consideration and necessary action:

AFSC	AUTH	ASGD
30250	9	0
30270	3	0
30171	9	2
32171E	32	2
32371C	12	0
40370	15	3
40453	17	5
30130	5	2
30150	25	21

b. Materiel shortages in the Field Maintenance and A&E Squadrons are hampering shop capabilities in those units in supporting RB-47 aircraft of this wing. Shortage are: one (1) each Tester-assy, fuel flow, S/N 7CAD-806350; eighteen (18) each Drill, pneumatic, S/N 8100-244864; and three (3) each Wrench, pneumatic S/N 8100-945166. A&E shortages are: one (1) each Rectifier, 1000 amp, S/N 8100-629550 and two (2) each tester, type N-1 compass S/N 7CAC-806025. In addition, the critical shortage of resistors S/N 3350-383600-5191, required for antenna control amplifiers on the A-5 gunnery systems, adversely affected the gunnery training requirement.

10. If SAC minimum training requirements were not accomplished, reasons why other than those mentioned above: Not applicable.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of October 1954
(RCS: 3 SAC-D12)

11. At the conclusion of a special training month, include an analysis of accomplishments which do not fall into the routine categoreis of training: Not applicable.

12. List total number of non-combat ready crews assigned as of last day of the reporting period that, in the opinion of the wing commander, have been train to a point where they could be deployed flying unit aircraft if an emergency so dictated: Six crews.

13. Non-combat Ready Crew Training. When average flying time of non-comba ready crews that were available during the month does not compare favorable with average time flown by combat ready crews, indicate specific reasons therefor: Not applicable.

14. Comments or Recommendations of the Wing Commander:

a. Reference SAC message DOTMPG 15327, dated 27 August 1954. The following practice tracking of fighter attacks were accomplished during the period as indicated:

Crew Number	Attacks Accomplished
L01AO	1
L07CO	1
R07CO	2
L09BO	4
L18AO	6
R21CO	4
R03EO	2
R11BO	9
R17DO	10
R22BO	6
R34BO	6
R35AO	7
R36BO	6
R37AO	5
R41BO	3
R52AO	3
R67CO	1
R68AO	3
R69AO	3
R70BO	5
R71BO	6
R72AO	2
R74AO	6
R75AO	9
R76BO	7
R77AO	5
R78AO	6
R79AO	5
R80BO	5
R84AO	4

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of October 1954
(RCS: 3-SAC-T12)

b. Reference SAC message DOTRF 10713, dated 23 July 1953, 1959:35 flying hours were accomplished by RB-WRB-47 aircraft of which 13:10 hours were flown on test flights.

2 Attachments:
1. Three month materiel forecast
2. Supplementary report of night celestial navigation

H. R. SULLIVAN
Brigadier General, USAF
Commanding

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of October 1954
(RCS: 3-SAC-T12)

Reference SAC Msg DN 3 35806, dated 29 May 1954, the following forecast is submitted for the 26SR Wing:

CLASS	STOCK NUMBER	NOMENCLATURE	QUANTITY
17-A	8100-241864	Drill, pneumatic	18
17-A	8100-629550	Rectifier	1
17-A	8100-945166	Wrench, pneumatic	3
17-C	7CAC-806025	Tester, field type N-1	2
17-C	7CAB-806350	Tester assy; fuel flow	1

Attachment #1

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of October 1954
(RCS: 3-AFO-712)

Reference 2AF Msg OTA 3560, dated 21 August 1954, the following is submitted for the 26SR Wing:

CREW	VISUAL RELEASES	NIGHT CELESTIAL NAVIGATION
R21C0	N/A	1/07/
R40B0	N/A	2/08/10/
R41A0	N/A	1/07/
R43C0	N/A	2/12/14/
R44A0	N/A	2/04/16/
R46B0	N/A	2/00/03/
R67C0	N/A	2/21/25/
R68A0	N/A	2/04/16/
R69A0	N/A	3/06/25/30/
R70B0	N/A	2/13/28/
R71B0	N/A	2/06/07/
R72A0	N/A	3/02/06/12/
R74A0	N/A	3/13/15/17/
R75A0	N/A	2/06/27/
R76B0	N/A	1/08/
R77A0	N/A	2/14/21/
R79A0	N/A	3/05/08/08/
R80B0	N/A	4/04/11/21/30/
R81A0	N/A	4/03/06/09/11/

Attachment #2

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Section I of
Air Training Report for Month of October 1954
(RCS: 4-[illegible]C-T12)

1. Reference SAC message DOTMF 10713, dated 23 July 1953, 885:30 flying hours were accomplished by KC-97 aircraft of which 6:15 hours were flown on test flights. This does not include flying hours flown late in the reporting period by two aircraft still OCIUS.

2. Reference SAC message DM 3 35806, dated 29 May 1954, a negative report is submitted for KC-97 aircraft.

H. R. SULLIVAN
Brigadier General, USAF
Commander

Page 1 of 1 Page

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COMDR 26SRW, UPPER HEYFORD, ENGLAND
COMDR 26ARS, LAGES AFB, AZORES

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CONFIDENTIAL/26CO 38

RADNOTE/HUTCHISON FROM SULLIVAN THIS MESSAGE IN 3 PARTS. PART ONE - YOUR REFUELING OF 2ND BOMB WING APPEARS TO HAVE BEEN HIGHLY SUCCESSFUL. PLEASE RELAY MY PERSONAL CONGRATULATIONS TO ALL YOUR OFFICERS AND MEN FOR ANOTHER FINE JOB BY THE 26ARS.

PART TWO - DELAY IN ANSWERING YOUR QUERIES REFERENCE FAMILIARIZATION FLIGHTS TO UK DUE TO 7TH ADIV NOT HAVING CONCURRENCE FROM 5TH ADIV ON DAY CONCURRENCE RECEIVED OUR MESSAGE DISPATCHED. REQUEST YOU ANTICIPATE CHANGES IN EXACT DATE AND TIME OF DEPLOYMENT AND RE-DEPLOYMENT OF REMAINING INCREMENTS TO UK TO BE BASED ON PROJECTED FLYING SCHEDULE HERE WHICH IN TURN WILL BE AFFECTED BY WEATHER. PRESENT PLAN IS TO RETURN FIRST INCREMENT ON MONDAY 27 SEPT. SECOND INCREMENT SHOULD BE PREPARED TO DEPART LAGES EITHER 29 OR 30 SEPT. WILL ADVISE YOU OF WHICH DATE AS SOON AS PRACTICAL. AS DATES FOR USCM HAVE BEEN REVISED TO PERIOD BEGINNING 5 OCT REQUEST YOU CAREFULLY EVALUATE YOUR CAPABILITY TO FULFILL USCM REQUIREMENTS AND ALSO SUPPORT UK TRAINING MISSIONS.

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#26

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YOU MAY PLAN THAT AIRCRAFT DISPATCH OF UK ON 29 OR 30 SEPT CAN BE RETURNED AT YOUR CONVENIENCE AS NO REFUELING ON THE OUT-BOUND LEG WILL BE PLANNED HERE. PART THREE - MET WITH YOUR AIRCRAFT COMMANDERS AT LAKENHEATH YESTERDAY. ALL PEOPLE SEEMED TIRED BUT HAPPY TO BE THERE. 43RD ARS DID GOOD JOB OF HELPING THEM OUT AND ALL YOUR PEOPLE WERE PLEASED WITH RECEPTION. I BELIEVE THAT SUPPORT THERE WILL BE BETTER THAN COULD BE PROVIDED HERE. ONLY PROBLEM WAS AVAILABILITY OF POUNDS STERLING FOR EXCHANGE. SUGGEST YOU REQUEST SAME OR ELSE LIMIT PEOPLE TO DEPARTING LAKENHEATH UNTIL DAY FOLLOWING ARRIVAL.

CONFIDENTIAL 2 2

H. R. SULLIVAN, COLONEL, USAF, COMDR

CHARLES A WRIGHT, MAJOR, USAF ADJ

2600/1145 Hrs, 24SEP54/jns 202

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

27

OPERATIONS ORDER

SERIAL NO. 33-54

26SRW
OPORD 33-54
3 Sep 54

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26 OCL-299

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

OPERATIONS ORDER

SERIAL NO. 33-54

TABLE OF CONTENTS

BASIC OPERATIONS ORDER

ANNEX A - Administration and Logistics

ANNEX B - Air Operations

APPENDIX 1 - Air Refueling

APPENDIX 2 - Flight Plans & Timing Schedule

ANNEX C - Communications

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

OPERATIONS ORDER

SERIAL NO. 33-54

CHARTS AND MAPS: As required.

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major H M Hennington
4th Strategic Reconnaissance Squadron	Major W H Edwards
10th Strategic Reconnaissance Squadron	Major L I Sunderland
26th Air Refueling Squadron	Lt Col J A Hutchison
26th Field Maintenance Squadron	Major J H Atkins, Jr
26th Armament & Electronics Squadron	Major J A Nicholson
26th Periodic Maintenance Squadron	Major K S Knowlton
26th Tactical Hospital	Lt Col H S Wendorf
Hq Section, 26th Strat Recon Wing (M)	Captain C R Marsh

1. GENERAL SITUATION: A requirement exists for the deployment of the 26th Strat Recon Wing (M) to the UK and the 26th Air Refueling Sq to LAJES for a period of TDY and return to ZI.

   a. Intelligence:

      (1) Enemy Forces: Reference Volume I, SAC BIPG, 1 Feb 54, as amended, and current SAC Consolidated Orders of Battle (ROB, AOB, AAA).

      (2) Maps and Target Materials: As required for navigation and planning purposes for deployment. Appropriate navigation and planning materials are in place at the TDY bases.

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(3) Prior to deployment, aircrew personnel and appropriate staff personnel will receive extensive briefings on Survival Intelligence procedures and SACR 200-8, "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Air Crew Personnel", 29 Oct 53; SACR 205-2, "Destruction of Aircraft Forced to Land in Enemy Territory, 23 Jan 53, as amended.

(4) Reports:

(a) In accordance with paragraph 6a, SAC Manual 55-8.

(b) In accordance with SAC Reg 55-11, 3 Nov 53, Incls 1 thru 6 and 8. B-47 position reports per procedure BRAVO, address "HOUSEBOY". Tanker and other support aircraft per procedure ALFA 4.

(c) Weather report: Tanker weather scout aircraft will transmit in clear language a weather report upon arrival in refueling area and one-half hourly thereafter. Report will be transmitted to communications control station or designated alternate, addressed to "HOUSEBOY". Other AACS stations may be used as alternate only. Report will contain information on present weather conditions at refueling altitude and any condition affecting refueling operation.

(d) Refueling report: After completion of each aerial refueling, tanker will transmit, in clear language, a refueling report to communications control station. Message will be addressed to "HOUSEBOY". Any AACS

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Air/Ground station may be used as alternate to communications control station, if required. Text of report: "(tanker SACDAL) off-loaded (number of lbs fuel) to (SACDAL of aircraft refuelled) at (time)." Add any pertinent remarks to explain status and intentions of unrefuelled aircraft.

(e) Reports pertinent to Project 54 MP-5 will be in accordance with instructions provided 7th Air Division in Annex A to SAC Operations Order 20-54.

(f) The R-51 and RY-65 reports will be submitted distribution "A" for missions flown under Project 53 AFR-21.

b. Friendly Forces:

(1) MATS:

(a) Provides airlift support as outlined in Administrative and Logistics Annex A.

(b) Provides search and rescue facilities.

(c) Provides necessary base facilities at LAJES to support this mission.

(2) NEAC, USAFE and Air Rescue Service: Provide search and rescue facilities over applicable portions of deployment routes. NEAC will also provide necessary base facilities at GOOSE AB.

(3) 1st Weather Group: Provides necessary weather information in support of the mission.

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(4) Det 5, 26th Weather Squadron: Provides necessary weather information in support of this mission, and weather personnel as outlined in Administrative and Logistics Annex A.

(5) 96th and 509th Air Refueling Squadrons: Provide air refueling for RB/YRB-47 aircraft as outlined in Air Operations Annex.

(6) 7th Air Division: Assumes operational control of the 26th Strat Recon Wing (M) during TDY period.

(7) 5th Air Division: Assumes operational control of the 26th Air Refueling Squadron during TDY period.

(8) 801st Air Division:

(a) Provides tanker task force commander to assume operational control of 509th and 96th Air Refueling Squadrons for RB/YRB-47 aircraft deploying to and returning from UK.

(b) Tanker task force commander will arrange for continuous weather scout aircraft over the air refueling points commencing not later than 2 hours prior to ETA of first RB/YRB-47, and until final air refueling is completed.

(c) Provides control tower officer at ERNEST HARMON AFB for air refueling purposes.

(d) Provides Class X Control Team at GOOSE AB during RB/YRB-47 deployment to UK.

(e) Provides Class X Control Team at LIMESTONE AFB during RB/YRB-47 return from UK.

(f) Provides a KC-97 aircraft to airlift the personnel in paragraphs (a), (c), (d) and (e) above so that in all cases they will be in place at least 24 hours prior to expected arrival of first RB/YRB-47 aircraft.

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(9) 801st Air Base Group: Provides support personnel and facilities as outlined in Administrative and Logistics Annex A.

2. MISSION: The 26th Strategic Reconnaissance Wing (M) will deploy to the UK and the 26th Air Refueling Squadron will deploy to LAJES, AZORES for approximately 45 days TDY for the purpose of training and familiarization with operating conditions in forward areas.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron:

(1) Deploy 15 RB-47 aircraft and crews to UPPER HEYFORD in accordance with schedule contained in Air Operations Annex B. Departure and route as specified in Air Operations Annex.

(2) Deploy necessary support personnel and equipment to UPPER HEYFORD in accordance with Administrative and Logistics Annex A.

(3) Prepare personnel and equipment for airlift as outlined in Administrative and Logistics Annex A.

b. 4th Strategic Reconnaissance Squadron:

(1) Deploy 14 RB/YRB-47 aircraft and crews to UPPER HEYFORD in accordance with schedule contained in Air Operations Annex B. Departure and route as specified in Air Operations Annex.

(2) Deploy necessary support personnel and equipment to UPPER HEYFORD in accordance with Administrative and Logistics Annex A.

(3) Prepare personnel and equipment for airlift as outlined in Administrative and Logistics Annex A.

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c. 10th Strategic Reconnaissance Squadron:

(1) Deploy 15 RB-47 aircraft and crews to UPPER HEYFORD in accordance with schedule contained in Air Operations Annex B. Departure and route as specified in Air Operations Annex.

(2) Deploy necessary support personnel and equipment to UPPER HEYFORD in accordance with Administrative and Logistics Annex A.

(3) Prepare personnel and equipment for airlift as outlined in Administrative and Logistics Annex A.

d. 26th Air Refueling Squadron:

(1) Deploy approximately 18 KC-97 aircraft and crews to LAJES in accordance with schedule contained in Air Operations Annex B. Departure and route as specified in Air Operations Annex.

(2) Provide 2 KC-97 aircraft for airlift of advance party to UPPER HEYFORD and LAJES on X minus 8. Also provide 2 KC-97 aircraft for airlift of advance party on return to LOCKBOURNE AFB on or about X plus 34.

(3) Deploy necessary support personnel and equipment to LAJES in accordance with schedule contained in Administrative and Logistics Annex A.

(4) Prepare personnel and equipment for airlift as outlined in Administrative and Logistics Annex A.

e. 26th Armament & Electronics Squadron:

26th Field Maintenance Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialist and maintenance support as required.

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(2) Provide necessary personnel and materiel as required.

(3) Prepare personnel and equipment for airlift as directed in Administrative and Logistics Annex A.

f. 26th Tactical Hospital:

(1) Provide necessary personnel and facilities as required.

(2) Prepare personnel and equipment for airlift as directed in Administrative and Logistics Annex A.

g. Headquarters Section, 26th Strategic Reconnaissance Wing (M):

(1) Prepare personnel and equipment for airlift as directed in Administrative and Logistics Annex A.

x. GENERAL INSTRUCTIONS:

(1) X-Day commences 0001Z, 13 September 1954. All times herein are Zulu times.

(2) An execution order will be dispatched by Second Air Force for each movement of RB/YRB-47 aircraft to reach this headquarters not later than 4 hours prior to scheduled departure times. Aircraft will not be dispatched prior to receipt of execution order. This restriction will not apply to deployment or redeployment of 26th AREFS tankers.

(3) Weather minima for clearances of RB/YRB-47 aircraft are as outlined in 2AF msg 2AFODD 6173, 14 Jan 54. (For deployment and redeployment, the destination must be at least 1500 ft ceiling and 3 miles visibility with an alternate that has at least a 3000 ft ceiling and 5 miles visibility. Take-off minima will be station minima or 500 ft ceiling and 1 mile visibility, whichever is higher.) Stations used as alternates

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in case of missed air refueling must have minima for alternate air fields prescribed by AFR 60-16.

(4) For clearance purposes, deploying RB/YRB-47 aircraft must be capable of minimum 22,000 lbs fuel reserve at altitude over UPPER HEYFORD. Aircraft commanders will be briefed to proceed to alternate landing field if insufficient fuel is onloaded to meet this minimum based on latest forecast winds.

(5) Clearance of KC-97 aircraft will be in accordance with AFR 60-16.

(6) RB/YRB-47 pilots will be briefed throroughly on letdown procedures at UPPER HEYFORD and enroute stations, and KC-97 pilots on letdown procedures at LAJES and enroute stations prior to departure from home station.

(7) For purposes of coordination with ATC and/or ICAO clearance and reporting procedures, essential elements of aircraft movements may be handled as unclassified information. However, such release of information will be held to an absolute minimum.

(8) Direct communication is authorized between TDY unit and TDY bases (when absolutely necessary), MATS and NEAC, for coordinating this mission. Second Air Force and SAC will be information addressees on all messages of coordination.

(9) No PIO release will be made from this headquarters concerning this mission.

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(10) Operational control of aircraft enroute:

(a) Second Air Force will maintain operational control of all aircraft while west of 35 degrees west longitude.

(b) 7th Air Division will assume operational control of 26th AREFS RB/YRB-47 aircraft and advance party KC-97 aircraft east of 35 degrees west longitude.

(c) 5th Air Division will assume operational control of KC-97 aircraft east of 35 degrees west longitude.

(11) No RB/YRB-47 aircraft will be deployed with external tanks.

(12) Deployment of home-made lunches is prohibited.

(13) The 43rd AREFS will be utilized by the 26th SRW while in UK.

(14) Routes for deployment and redeployment are included in Air Operations Annex B.

(15) RB/YRB-47 aircraft will be dispatched in accordance with schedule contained in Air Operations Annex B, so as to arrive at UPPER HEYFORD during better weather hours (0900Z-1830Z).

(16) The last RB/YRB-47 aircraft scheduled to depart each day will be HF equipped. Also, one aircraft of each flight will be HF equipped.

(17) Aircraft will fly no lower than 2,000 ft in UK, except during take-off and landing.

(18) The 26th AREFS will be utilized by the 43rd BW and 26th SRW while at LAJES.

(19) Two of the 26th AREFS KC-97 aircraft scheduled to depart home station on X plus 2 may be utilized as airlift support for

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the 26th SRW RB/YRB-47 movement to the UK. Upon completion of support mission, unit commander will dispatch aircraft from UK to LAJES.

(20) Special Projects:

(a) RB/YRB-47 aircraft will fly an orientation mission within the first week of TDY in accordance with 7th Air Division Operations Order 132-54.

(b) While in the UK, RB/YRB-47 aircraft will be directed by 7th Air Division to participate in photo mapping projects 54 PM-5 and 53 AFR-21.

(c) 26th SRW will be directed by 7th Air Division to fly a unit simulated combat mission during TDY period.

(21) For clearance purposes, upon departing UK at termination of TDY, RB/YRB-47 aircraft must have a minimum of 12,000 lbs fuel reserve at altitude over LOCKBOURNE AFB based on the latest forecast winds. In the event of missed air refueling, or if air refueling is not successful within twenty minutes after arrival at rendezvous point, RB/YRB-47 aircraft will proceed to LIMESTONE AFB, and be capable of arriving there at altitude with a minimum of 12,000 lbs.

(22) In event of missed air refueling or with less than 40,000 lbs fuel on-loaded at final disconnect, acft will land at LIMESTONE.

4. ADMINISTRATIVE AND LOGISTICS: See Annex A.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: See Annex C.

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ANNEXES:
A. Administrative & Logistics
App 1 - (will be fwd at a later date)
B. Air Operations
App 1 - Air Refueling
App 2 - Flight Plans & Timing Schedule
C. Communications

DISTRIBUTION:

Comdr 2AF	2 cys
Comdr 801AD	1 cy
Comdr 801ABG	2 cys
Comdr 26SRW	1 cy
Comdr 91SRW	1 cy
Comdr 3SRS	18 cys
Comdr 4SRS	18 cys
Comdr 10SRS	18 cys
Comdr 26AREFS	21 cys
Comdr 26FMS	1 cy
Comdr 26PMS	1 cy
Comdr 26A&E	1 cy
Comdr 26 Tac Hosp	1 cy
Comdr 509AREFS	1 cy
Comdr 96AREFS	1 cy
Comdr 43BW	1 cy
Comdr 7AD	2 cys
Comdr 5AD	2 cys
Comdr LAJES	1 cy
Comdr UPPER HEYFORD	1 cy
Comdr Det 5 26Wea Sq	1 cy
DM 26SRW	2 cys
DO 26SRW	5 cys
Comdr Hq Sec 26SRW	1 cy
Historian 26SRW	5 cys

OFFICIAL:

ALAN F. ADAMS
Colonel, USAF
Director of Operations

26SRW
OPORD 33-54
3 Sep 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

ANNEX A

OPERATIONS ORDER

SERIAL NO. 33-54

ADMINISTRATION AND LOGISTICS

1. SUPPLY:

a. Class I. To be furnished by Lockbourne AFB, enroute stations and TDY bases as required. Deployment of home-made lunches is prohibited.

b. Class II and IIA. To be provided deploying personnel by 26th SRW and task force units in accordance with applicable T/A's and ECL's.

c. Class IIIA. To be provided by Lockbourne AFB, enroute stations and TDY stations as required.

d. Class IVA. Flyaway kits will be deployed with the recon squadrons and AREF squadron. UEE equipment and materiel will be deployed as indicated in the Wing Mobility Plan and/or as determined essential by the Squadron Commander.

(1) Paragraph 5b, d(1), d(2), e and f; SAC Reg 400-3 will not apply to AREFS movement. Paragraph 5d(1), d(2), e and f, SAC Reg 400-3 will not apply to recon squadron(s) movement.

(2) Supply support for AREFS, during TDY period will be from Flyaway Kit and/or available local resources. Items issued from FAK and/or local resources will be reported to Hq 2AF and Hq SAC within ten days after return to Lockbourne AFB.

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(3) Supply support for RB-47's during TDY will be from Flyaway Kits with resupply in accordance with SAC Reg 67-28. Consumption data will be recorded and reported to Hq 2AF and Hq SAC within ten days after return to Lockbourne AFB.

(4) The FAK section will deploy nine each J-47 engines for support of the recon squadrons' TDY.

(5) Usage of Base Support Equipment at the rotational base will be limited to items and quantities authorized in AFR 67-97.

(6) 7th Air Division will monitor usage of ground power equipment as outlined in SAC msg DM2D 2106, 28 May 54.

(7) Paragraph 7a and 8, SAC Reg 400-3 will apply to movement and TDY of both the RB-47 units and the AREFS. Paragraph 7b, SAC Reg 400-3 will not apply to either movement or TDY.

(8) Radio crystals to be furnished by 26th ARS as required.

(9) 26th ARS will furnish adequate survival equipment for passengers on KC-97 aircraft. Survival and personal equipment items requiring replacement, due to age, will be exchanged prior to departure from Lockbourne AFB.

e. Class V. To be provided by 26th SRW and support task units, as required,

2. ARMAMENT AND ELECTRONICS:

a. Individuals will carry one "basic load" of ammunition, for authorized weapons, as defined in SAC Reg 136-9.

b. Paragraphs 11 and 12, SAC Reg 400-3 will apply for TDY of both elements.

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c. Weapons will not be displayed in the Azores except in accordance with SAC Reg 35-6.

3. MAINTENANCE:

a. Maintenance support, while TDY, will be provided by 26th SRW task unit personnel and local forces available.

b. Maintenance support required, which is beyond the combined capabilities of SAC and local forces at any point, will be reported to SAC Headquarters in accordance with SAC Reg 65-15. A similar report will be furnished the Commander 26th SRW, ATTN: Director of Materiel.

c. Paragraph 15, SAC Reg 400-3 will not apply to either TDY element.

d. Paragraphs 13, 14, 17, 18, 19, and 20, SAC Reg 400-3 will be complied with.

4. TRANSPORTATION:

a. 26th ARS and task units will deploy approximately 547 personnel.

b. 26th ARS and support task units will deploy a total of 159,800 lbs of cargo in unit and support aircraft. MATS will provide airlift for 0 personnel and 50,000 lbs of cargo. This cargo to consist of 5 each R-4360 engines.

(1) The 27th SRW recon squadrons and support task units will deploy approximately 1,788 personnel and a total of 390,000 lbs of cargo. MATS will provide airlift for 1,608 personnel and 390,000 lbs of cargo.

c. Number of personnel transported in unit aircraft will be limited by SAC Reg 60-19, as amended.

d. Paragraphs 24 and 25b, SAC Reg 400-3 will be complied with for both TDY movements.

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e. Paragraph 25a, SAC Reg 400-3 will not apply to this movement.

f. Cargo of both TDY elements will be prepared for shipment in accordance with SAC Reg 400-2.

5. MEDICAL:

a. Personnel involved in TDY movement will be immunized in accordance with AFR's 160-101 and 160-102 and SAC Reg 160-1.

b. Hospital and medical services will be furnished in accordance with prevailing procedures at TDY base, supplemented by deployed medical personnel.

c. The medical unit will deploy personnel and equipment one times Part IIAD and personnel one times Part IIAE, or equivalent under T.O. 1-9022 for support of the RB-47 element.

d. Medical unit will deploy personnel and equipment one times Part IIAD under T.O. 1-9022 for support of the KC-97 element.

6. PERSONNEL:

a. Detachment 5, 26th Weather Sq will deploy two weather officers (2425) with the RB-47 element and one weather officer (2425) with the KC-97 element.

b. Personnel will conform to uniform regulations of the theater to which deployed.

c. The provisions of paragraphs 29, 30, 31, 32, 33, 34, 35, 37, 38, and 39, SAC Reg 400-3, as applicable, will apply to TDY movement of both elements.

7. ADJUTANT:

a. Orders covering movement of individuals will indicate TDY and will include CIPAP. Orders will be unclassified.

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b. Paragraphs 41 and 43b, SAC Reg 400-3, as applicable, will apply to complete wing movement.

c. Paragraphs 42 and 43c, SAC Reg 400-3, will not apply to this movement.

8. COMPTROLLER:

a. Paragraphs 44, 45, 49 and 50, SAC Reg 400-3, as applicable, will apply to movement of both elements.

b. Reports will be submitted as specified in basic order and in accordance with provisions of paragraphs 46 and 47, SAC Reg 400-3.

c. SAC funding serial number RO-43 will apply.

9. JUDGE ADVOCATE:

a. Personnel, while TDY, will be under jurisdiction of Commander, TDY area for purposes of courts-martial and Article 15, UCMJ.

b. Paragraphs 51, 52, 53, 54 and 55, SAC Reg 400-3, as applicable, will apply to movement of both elements.

10. SECURITY:

a. SAC restricted area badges will be utilized by all personnel of this command participating in this exercise. Commanders of the 5th and 7th Air Divisions will honor SAC restricted area badges in accordance with paragraph 13a(2)(g), SAC Reg 205-14.

b. Provisions of paragraphs 56, 57, and 58, SAC Reg 400-3, as applicable, will apply to TDY movement of both elements.

c. Air Police will be integrated with prepositioned Air Police units at bases under SAC jurisdiction. However, deployed Air Police will be utilized to secure aircraft of the rotating unit to the maximum extent possible.

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11. MISCELLANEOUS:

a. Aircraft will carry a minimum of two aerosol bombs and will be completely sprayed thirty minutes prior to landing at the first stop subsequent to crossing the United States Boundary.

b. Necessary regulations, technical orders, stock lists, SAC forms, and any other directives required for effective operations while TDY will be carried as outlined in the wing mobility plan.

c. Paragraph 60, SAC Reg 400-3, as applicable, will apply to TDY of both elements.

d. Unit personnel who accompany each support aircraft, carrying cargo, will be briefed as to priority of equipment aboard in event off-loading is required enroute.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

APPENDIX 1

ANNEX A

1. The information contained in this Appendix is informative in nature and is derived from SAC OPORD 33-54, ATLD & MATS OPORD's, SAC Reg 400-3 and the 26th SRW Mobility Plan.

a. MATS:

(1) MATS flow plan is as follows:

TRIP #	OPERATOR	TYPE ACFT	DEPART LOCKBOURNE	GCT	PAX	POUNDS CARGO	DEST
1201	1600 ATG	C-124	A Day	1200	3	22000	LAJES
1203	1600 ATG	R6D	A Day	1400	50	12200	UK
1205	1607 ATW	C-124	A Day	1600	50	12200	UK
1207	1607 ATW	C-124	A Day	2200	50	12200	UK
1209	1600 ATG	C-124	A + 1	1200	3	21000	LAJES
1211	1600 ATG	R6D	A + 1	1400	50	0	UK
1213	1600 ATG	C-124	A + 2	1200	50	12200	UK
1215	1600 ATG	R6D	A + 2	1400	50	0	UK
1217	1600 ATG	C-124	A + 2	2200	50	12200	UK
1219	1600 ATG	C-124	A + 3	1200	50	12200	UK
1221	1607 ATW	C-124	A + 3	2200	25	19200	UK
1223	1600 ATG	C-124	A + 4	1200	50	12200	UK
1225	1600 ATG	R6D	A + 4	1400	50	0	UK
1227	1600 ATG	C-124	A + 4	2200	50	12200	UK
1229	1600 ATG	C-124	A + 5	1200	50	12200	UK

App 1
Annex A
26SRW
OPORD 33-54
3 Sep 54

CONFIDENTIAL

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TRIP #	OPERATOR	TYPE ACFT	DEPART LOCKBOURNE	GCT	PAX	POUNDS CARGO	DEST
1231	1607 ATW	C-124	A + 5	2200	25	19200	UK
1233	1600 ATG	C-124	A + 6	1200	50	12200	UK
1235	1600 ATG	R6D	A + 6	1400	50	0	UK
1237	1600 ATG	C-124	A + 6	2200	50	12200	UK
1239	1600 ATG	C-124	A + 7	1200	50	12200	UK
1241	1600 ATG	R6D	A + 7	1400	50	0	UK
1243	1607 ATW	C-124	A + 7	2200	25	19200	UK
1245	1600 ATG	R6D	A + 8	1400	50	0	UK
1247	1607 ATW	C-124	A + 8	2200	25	19200	UK
1249	1600 ATG	C-124	A + 9	1200	50	12200	UK
1251	1600 ATG	R6D	A + 9	1400	50	0	UK
1253	1607 ATW	C-124	A + 10	2200	25	19200	UK
1255	1600 ATG	C-124	A & A+11	1200	50	12200	UK
1257	1600 ATG	R6D	A + 11	1400	50	0	UK
1259	1607 ATW	C-124	A + 12	2200	25	19200	UK
1261	1600 ATG	C-124	A + 13	1200	50	12200	UK
1263	1600 ATG	R6D	A + 13	1400	50	0	UK
1265	1600 ATG	C-124	A + 13	2200	50	12200	UK
1267	1600 ATG	C-124	A + 14	1200	50	12200	UK
1269	1600 ATG	R6D	A + 14	1400	50	0	UK
1271	1600 ATG	C-124	A + 14	2200	50	12200	UK
1273	1600 ATG	R6D	A + 15	1400	50	0	UK

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b. Maintenance:

(1) 26th SRW aircraft commanders, or designated representatives, will perform a security check at enroute and operating stations to insure that fuel, oil and ADI fluid for servicing aircraft is clear of contamination and that fuel and oil are of a grade specified by applicable TO's. A clean glass, paper or metal container will be used to obtain a sample from each servicing unit prior to servicing each aircraft.

(2) Pre-positioned equipment will, in all cases, be given proper care and maintenance while in use by the 26th SRW. This is a special subject for inspections by 7AD staff. Equipment that is unservicable will not be accepted by units of the 26th SRW, but will be brought to the attention of the Director of Materiel, 26th SRW.

c. Personnel:

(1) All personnel will comply with the uniform regulations of the United Kingdom.

(2) All personnel will be briefed as to customs and courtesies of the United Kingdom.

(3) All personnel will be briefed as to prohibitions and penalties relative to illegal commercial and black market activities.

(4) Personnel records will be processed in accordance with procedures shown in the 26th SRW Mobility Plan.

d. Miscellaneous:

(1) Periodic Inspection of barracks, mess halls and other

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facilities in use by the 26th SRW will be made by 7AD representatives. The housekeeping discipline standards presently in force at Lockbourne will be maintained.

(2) The 7th Air Division have, in the past, held key personnel as long as six weeks after return of the wing to police buildings and place equipment in operating condition. Therefore, equipment and physical facilities will be cared for exactly as they would be at Lockbourne AFB.

(3) Civilian clothing may be worn in the UK. However, this clothing must conform to certain standards of conservatism to be worn off-base. Such items as tight blue jeans and cowboy boots are not authorized for wear. Air Police are instructed not to allow personnel off-base in such dress.

(4) APO Mailing address will be as follows:

NAME RANK AFSN

UNIT FOR UK. APO 194 c/o PM NY, NY

FOR AZORES. APO 406 c/o PM NY, NY

(5) Phone service: Excellent phone service between the United States and the UK exists. The following procedures will apply for personnel in the ZI making calls to the UK: No collect calls will be accepted to the UK. Rates are based on a minimum of 3 minutes at the rate of $2.80 per minute from 0600 to 2200 hours and $2.05 per minute from 2200 to 0600 hours. The person making the call will give the following information: NAME RANK EXT # RAF STATION UPPER HEYFORD OXON ENGLAND BANBURY TRUNK.

(6) Uniform: Fatigue uniform for all personnel going TDY to UK.

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26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

ANNEX B

OPERATIONS ORDER

SERIAL NO. 33-54

AIR OPERATIONS

1. GENERAL:

a. Approximately forty-four RB/YRB-47 aircraft will be deployed to UPPER HEYFORD, ENGLAND. Aircraft will be deployed over a period of three days in the following manner:

Deploy to UPPER HEYFORD:

	3rd SRS	4th SRS	10th SRS
X-Day	6	4	6
X plus 1	5	6	5
X plus 2	4	4	4
Return to LOCKBOURNE:			
X plus 42	6	4	6
X plus 43	5	6	5
X plus 44	4	4	4

b. RB/YRB-47 aircraft will fly in a loose formation of four ship flights with one minute separation between take-offs and forty minutes between flights.

c. Approximately twenty KC-97 aircraft will be deployed to LAJES. Aircraft will be deployed over a period of three days. Two KC-97

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aircraft will be utilized for airlifting the advance party to LAJES and UPPER HEYFORD.

Deploy advance party to LAJES and UPPER HEYFORD:

X minus 8	2

Deploy to LAJES:

X Day	6
X plus 1	6
X plus 2	6

Return advance party to LOCKBOURNE:

X plus 34	2 (approximately 8 days prior to end of TDY)

Return to LOCKBOURNE:

X plus 42	5
X plus 43	6
X plus 44	6

KC-97 take-offs will be spaced at fifteen minute intervals, single ship, six ships per day.

d. All flights will be made under Instrument Flight Rules.

e. All danger areas will be avoided.

f. Crews will make every effort to make good the five minute - twenty mile tolerances of normal ADIZ penetration. If the ETA and/or penetration point can not be made with the allowable tolerances, then a new ETA and penetration point will be given by VHF/UHF contact with a CAA facility prior to penetration.

g. No external wing fuel tanks will be carried by RB/YRB-47 aircraft.

h. No part of IRELAND will be overflown.

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2. TAKE-OFF AND ROUTE TACTICS:

a. RB/YRB-47 take-offs will be made at one minute intervals between aircraft, with approximately 40 minute intervals between flights during deployment and redeployment, climbing to assigned altitudes.

b. Aircraft will formate on the lead aircraft as soon as the visibility will allow, or upon the leader's command.

c. Flights will consist of four-ship elements in loose formation.

d. One eight-minute orbit has been provided at HOULTON RANGE, and will be used only if needed for formating.

e. Cruising altitude will not exceed 35,000 ft during the mission.

f. Control points will be provided up to the air refueling area to facilitate position reporting and also to maintain lateral separation between aircraft.

g. Aircraft will accomplish air refueling in accordance with SAC Manual 55-5.

h. After air refueling is accomplished, RB/YRB-47 aircraft will re-form on the lead aircraft and continue enroute to destination in loose formation.

i. Weather encountered enroute will be handled in accordance with Section D, SAC Manual 55-5.

3. REPORTING PROCEDURES:

a. Initial report will be made on 252.6 to each flight leader before taxiing aircraft.

b. Throughout the climb phase, the control tower frequency (236.6) will be monitored and used for reporting.

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c. At level-off, and upon flight leader's command, all aircraft will go to 252.6 and report to the flight leader.

d. Before formating, position reports will be made on 301.4 (CENTERS) on 255.4 (INSA) by each aircraft, giving the exact time over control points with ETA to next position so that succeeding aircraft in the flight may control their lateral separation. After formating, the lead aircraft will make the position report for the entire flight.

e. At refuel area, only the flight leader or deputy flight leader will make the initial contact with the tanker leader on 266.2 primary or 318.0 secondary.

f. Only upon receipt of the flight leader's report that he has the tankers in sight, and upon his command, will the aircraft go to their assigned refuel frequencies.

g. After air refueling is accomplished, all aircraft will go to 252.6 and the flight leader will make all further position reports.

4. ABORT PROCEDURES:

a. One spare aircraft and crew from each squadron will be on standby on X-Day and X plus 1. Check lists will be completed up to start engines, and the crews will be standing by on channel 1 (236.6). The spare aircraft, if used, must take off not later than four minutes after take-off time of the last aircraft in each flight.

b. Aircraft aborting up to the start of descent time during the deployment will attempt to return to LOCKBOURNE.

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c. Aircraft aborting after the start descent time will land at GOOSE AB during deployment.

d. Throughout the operation, aborting aircraft will make every attempt to advise the flight leader or deputy flight leader of the nature of his trouble and of his intentions.

e. Abort alternates are provided as a guide, and aircraft commanders will exercise their judgement in any course of action.

f. Mandatory ground aborts:

(1) Loss of nose wheel steering.

(2) Loss of main or emergency hydraulic pump.

(3) Flaperon malfunction.

(4) Loss of UHF radio.

(5) Inverter loss.

(6) Any other item that would constitute a dangerous condition.

g. Mandatory air aborts:

(1) Engine fire or explosion.

(2) Two-way communication loss before the refueling phase. (Loss of two-way communication after refueling, abort will be at aircraft commander's discretion.)

(3) High fuel consumption. (Deploy route ALFA must have 64,000# after refueling, route BRAVO 67,000# after refueling.)

(4) Loss of pressurization.

(5) Loss of one or more engines before refueling. (Loss of an engine after refueling, a bort will be at aircraft commander's discretion.)

h. Aircraft aborting up to the start of descent time during the redeployment phase will attempt to return to UPPER HEYFORD or

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LIMESTONE, whichever is the more suitable.

i. During redeployment, aircraft aborting after the start of descent time will land at LIMESTONE AFB.

5. ROUTES FOR DEPLOYMENT TO UPPER HEYFORD:

a. RB/YRB-47:

Depart LOCKBOURNE AFB		
to HOULTON RANGE	46-11N 67-48W	
to BATHURST RANGE	47-38N 65-42W	
to BRION ISLAND	47-47N 61-30W	Rend. Pt BRAVO
to STEPHENVILLE RADIO	48-33N 58-34W	Rend. Pt ALFA
to	51-51N 52-30W	
to Weather Ship COCA	52-45N 35-30W	
to Weather Ship JULIETT	52-30N 20-00W	
to	51-00N 09-00W	
to ST EVAL	50-29N 05-00W	Landfall
to UPPER HEYFORD	51-56N 01-15W	Penetration GCA and land.

b. KC-97:

Depart LOCKBOURNE AFB		
to YARMOUTH RADIO	43-54N 66-06W	
to LAJES AB	38-45N 27-05W	GCA and land.

5. ALTERNATES ENROUTE FOR DEPLOYMENT:

a. RB/YRB-47:

(1) Westover AFB

(2) Goose AB (to be used if 20,000# not onloaded in allotted time)

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(3) Limestone AFB

(4) Ernest Harmon AFB

(5) Gander AB

(6) Lakenheath AB

(7) Manston AB

(8) Prestwick AB

(9) Sidi Slimane AB

b. KC-97:

(1) Westover AFB

(2) Limestone AFB

(3) Ernest Harmon AFB

(4) Gander AB

(5) Santa Maria AB

(6) Sidi Slimane AB

6. RETURN ROUTES TO LOCKBOURNE AFB:

a. RB/YRB-47:

Depart UPPER HEYFORD

to PRESTWICK AB	55-31N 04-36W	
to QUIRPON ISLAND	51-38N 55-26W	Landfall
to LAKE MICHEL	50-15N 56-45W	Rend. Pt COCA
to STEPHENVILLE RADIO	48-33N 58-34W	Rend. Pt ALFA
to BATHURST	47-38N 65-42W	
to HOULTON RANGE	46-11N 67-48W	

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to COLUMBUS RANGE	40-00N 82-55W	Penetration
to LOCKBOURNE AFB		GCA and land.

b. KC-97:

Depart LAJES AB		
to YARMOUTH RADIO	43-54N 66-06W	
to LOCKBOURNE AFB		GCA and land

7. ALTERNATES FOR RETURN ROUTE:

a. RB/YRB-47:

(1) Lakenheath AB

(2) Prestwick AB

(3) Goose AB

(4) Ernest Harmon AFB

(5) Gander AB

(6) Limestone AFB (to be used if 18,000# not onloaded in allotted time)

(7) Westover AFB

(8) Wright-Patterson AFB

(9) Hunter AFB

b. KC-97:

(1) Santa Maria AB

(2) Sidi Slimane AB

(3) Ernest Harmon AFB

(4) Limestone AFB

(5) Westover AFB

(6) Wright-Patterson AFB

(7) Hunter AFB

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8. OPERATIONAL DATA:

a. Fuel Load:

(1) RB/YRB-47 deployment:

(a) Take-off fuel - 87,500 lbs.

(b) On-load - 20,000 lbs minimum.

(c) Minimum fuel reserve - 22,000 lbs over UPPER HEYFORD.

(d) In the event a minimum of 20,000 lbs is not on-loaded, aircraft will land at GOOSE AB.

(2) KC-97 deployment:

(a) Take-off fuel - 9,090 gals.

(b) Minimum fuel reserve - 2,700 gals over LAJES.

(3) RB/YRB-47 redeployment:

(a) Take-off fuel - 91,000 lbs.

(b) On-load - 18,000 lbs minimum.

(c) Minimum fuel reserve - 12,000 lbs over LOCKBOURNE, or if missed air refueling, 12,000 lbs over LIMESTONE AFB.

(d) In the event a minimum of 18,000 lbs is not on-loaded, aircraft will land at LIMESTONE AFB.

(4) KC-97 Return:

(a) Take-off fuel - 9,090 gals.

(b) Minimum fuel reserve - 1,440 gals over LOCKBOURNE AFB.

b. Altitudes:

(1) RB/YRB-47:

(a) Aircraft will not fly higher than 35,000 ft (SACR 60-10).

(b) Aircraft will not fly lower than 2,000 ft in UK, except during take-offs and landings.

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(2) KC-97:

(a) Best altitude as determined by predicted wind.

9. FLYING SAFETY:

a. Crews will make every effort consistent with flying safety to complete their missions.

b. In the event it is necessary to land at a base other than destination, the aircraft commander will contact CHALLENGE CONTROL, submit a 55-11 report and contact the SAC Control Team, if available.

c. Crews will flight plan using the latest forecast winds. Take-off times will be adjusted if necessary to make good rendezvous times and to assure landing in UK between the hours of 0900Z and 1830Z.

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26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

APPENDIX 1

ANNEX B

AIR REFUELING

1. DEPLOYMENT:

a. Applying latest forecast winds, RB/YRB-47 flights will depart LOCKBOURNE AFB to make good the following rendezvous times:

Flight No.	AR Point	AR Altitude	Rend. Time	Refuel True Course
1 (A)	BRAVO	20 M	1000Z	069
2 (B)	ALFA	20 M	1057Z	056
3 (C)	BRAVO	20 M	1120Z	069
4 (D)	ALFA	20 M	1217Z	056

b. There will be a weather scout aircraft in the refueling area two hours prior to ETA of the first RB-47, which will remain in the area to act as air refueling controller during air refueling operations each day.

c. Tanker aircraft will be in the orbit area 30 minutes prior to ETA of the first RB-47 flight scheduled to be refueled.

d. Initial radio contact will be established with the tanker controller as early as possible. The RB-47 flight leader will give the tanker controller his latest revised ETA of aircraft in his flight.

e. The air refueling controller will advise the RB-47 flight leader of the refueling altitude and altimeter setting to be used during refueling.

App 1
Annex B
26SRW
OPORD 33-54
3 Sep 54

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f. Communications and electronics settings are included in Appendix 2.

g. All rendezvous equipment will be turned on 200 miles from the orbit point, and will be left on until definite visual contact has been established. Only the lead and deputy lead tankers of each flight will have his APN-11 on, and only the lead and deputy lead RB-47 of each flight will operate search radar in the beacon position.

h. RB-47 flight leader will continue to relay refined ETA at the orbit to the tanker controller until actual arrival.

i. Tankers will depart the orbit point two minutes ahead of receivers' ETA at refueling airspeed if radar and radio contact has been established, if not tankers will hold over the orbit point until bisual contact has been established.

j. When RB-47's are within two miles of tankers, the tankers will spread to refueling formation and drop their booms.

k. Receivers will spread to refueling formation on the command of the RB-47 flight leader. Tankers and receivers will then switch to their air refueling frequencies.

l. At end of refueling tanker aircraft commander will be prepared to to give the RB-47 their position if requested. Tankers will also give in pounds the amount of fuel transferred by voice and by displaying a card in the boom operator's window.

m. RB-47 aircraft will have a minimum of 67,000 pounds of fuel on board at final disconnect from air refueling point BRAVO, 64,000 pounds on board at final disconnect from air refueling point ALFA.

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In case of missed air refueling or below minimum fuel requirement outlined above, alternate will be GOOSE AB. RB-47 aircraft will proceed to alternate if air refueling is not successful within 20 minutes after arrival at air refueling point.

n. Should weather preclude use of one of the air refueling points, the air refueling point remaining open will be used as the alternate air refueling point. In this event, first flight of four tankers will air refuel RB-47 flights 1 and 3, the second wave will air refuel RB-47 flights 2 and 4.

o. In the event radio contact cannot be made on refueling frequency, tanker and receiver will switch to the initial contact frequency.

p. Voice tactical call signs:

(1) 26th SRW CHALLENGE

(2) 509th AREFS GAMBLER

q. In the event of an emergency during refueling, the word BREAKAWAY will be repeated three times by the initiator and each aircraft will execute breakaway procedure as outlined in SAC Tactical Doctrine.

r. Refueling speed for all legs is 220 MPH IAS.

s. All off-loads will be 20,000 pounds.

t. After refueling is completed, RB-47's will drop back, switch to channel 11 (252.6), and re-form prior to climb.

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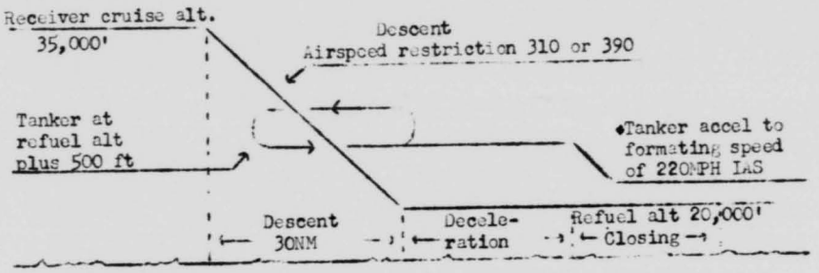
u. Rendezvous profile information:



2. REDEPLOYMENT:

a. Applying latest forecast winds, RB-47 flights will depart UPPER HEYFORD to make good the following rendezvous times:

Flight No.	AR Point	AR Altitude	Rend. Time	Refuel True Course
1 (A)	COCA	20 M	1500Z	210
2 (B)	ALFA	20 M	1600Z	259
3 (C)	COCA	20 M	1620Z	210
4 (D)	ALFA	20 M	1720Z	259

b. There will be a weather scout aircraft in the refueling area two hours prior to ETA of the first RB-47, which will remain in the area to act as air refueling controller during air refueling operations each day.

c. Tanker aircraft will be in the orbit area 30 minutes prior to ETA of the first RB-47 flight scheduled to be refueled.

d. Initial radio contact will be established with the tanker controller as early as possible. The RB-47 flight leader will give the tanker controller his latest revised ETA of aircraft in his flight.

e. The air refueling controller will advise the RB-47 flight leader

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of the refueling altitude and altimeter setting to be used during refueling.

f. Communications and electronics are included in Appendix 2.

g. All rendezvous equipment will be turned on 200 miles from the orbit point, and will be left on until definite visual contact has been established. Only the lead and deupty lead tanker of each flight will have his AFN-11 on and only the lead and deputy lead RB-47 of each flight will operate search radar in the beacon position.

h. RB-47 flight leader will continue to relay refined ETA at the orbit to the tanker controller until actual arrival.

i. Tankers will depart the orbit point two minutes ahead of receivers' ETA at refueling airspeed if radar and radio contact has been established, if not tankers will hold over the orbit point until visual contact has been established.

j. When RB-47's are within two miles of tankers, the tankers will spread to refueling formation and drop their booms.

k. Receivers will spread to refueling formation on the command of the RB-47 flight leader. Tankers and receivers will then switch to their air refueling frequencies.

l. At end of refueling, tanker aircraft commander will be prepared to give in pounds the amount of fuel transferred by voice and by displaying a card in the boom operator's window.

m. In case of missed air refueling, alternate will be LIMESTONE AFB. RB-47 aircraft will proceed to alternate if air refueling is not successful within 20 minutes after arrival at air refueling point.

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n. Should weather preclude use of one of the air refueling points, the air refueling point remaining open will be used as the alternate air refueling point. In this event, first flight of four tankers will air refuel RB-47 flights 1 and 3, the second wave will air refuel RB-47 flights 2 and 4.

o. In the event radio contact cannot be made on refueling frequency, tanker and receiver will switch to the initial contact frequency.

p. Voice tactical call signs:

(1) 26th SRW CHALLENGE

(2) 96th AREFS PICCARDY

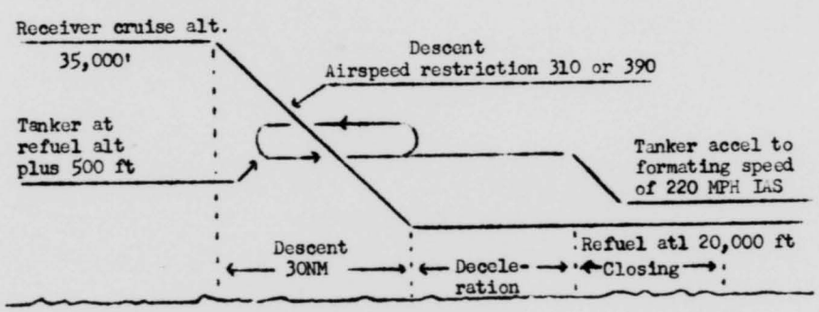
q. In the event of an emergency during refueling, the word BREAKAWAY will be repeated three times by the initiator and each aircraft will execute breakaway procedure as outlined in SAC Tactical Doctrine.

r. Refueling speed for all legs is 220 MPH IAS.

s. All off-loads will be 18,000 pounds.

t. After refueling is completed, RB-47's will drop back, switch to channel 11 (252.6) and re-form prior to climb.

u. Rendezvous profile information:



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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

ANNEX C

OPERATIONS ORDER

SERIAL NO. 33-54

COMMUNICATIONS

1. JANAPS, ACP'S, SAC CEI, SACDAL, AFSAL 5104( ), incl 6 to SAC Reg 55-11, ICAO procedure and current radio facility charts apply except as modified herein.

2. Identification Recognition IFF:

   a. B-47 recognition will be by UHF, channel 12, utilizing current AFSAL.

   b. KC-97 will be by Aldis Lamp utilizing extracts from JANAP 158. (pick up at base operations.)

   c. IFF will be operated in accordance with SAC Reg 55-23 and 7th Air Division CEI. IFF will not be operated while in UK. While in ZI, in formation, the flight leader will operate Mode 3, other aircraft will operate Mode 1.

   d. Authentication: AFSAL 5104( ).

3. Emergency Procedure: IAW ACP 130, 135, JANAP 300 and current radio facility charts.

4. Call Signs:

   a. 26th Strategic Reconnaissance Wing---CHALLENGE

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b. 26th Air Refueling Squadron-------ROOM SERVICE

c. 509th Air Refueling Squadron------GAMBLER

d. 96th Air Refueling Squadron-------PICCARDY

e. Weather Aircraft----------WEATHER SCOUT

f. AACS Airways-----as listed in current facility charts.

g. The above voice call signs are to be used for inter-aircraft and air refueling only.

h. SACDAL will be used for all aircraft when working AACS, ICAO, CAA and other ATC stations.

5. Communications Control Stations are:

a. 90 degrees west longitude to 60 degrees west longitude:

E. Harmon airways-------primary

Andrews airways---------secondary

b. 60 degrees west longitude to 20 degrees west longitude:

E. Harmon-------primary

Lajes----------secondary

c. 20 degrees west longitude to destination:

Croughton airways-------primary

Lajes----------secondary

d. If designated control stations cannot be contacted, any AACS airways stations may be used.

e. Squadron commanders will designate HF equipped aircraft and alternate aircraft in each cell to pass required ICAO and TAC position reports.

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6. Weather Information:

   a. Weather aircraft will pass weather data as required to one of the communications control stations listed in paragraph 5 above for relay by the Harmon SAC controller through SOCS to HQ SAC. HQ SAC controller will relay information to HQ 2AF control room who will pass to Lockbourne.

   b. Special arrangements have also been made by SAC HQ for Offutt and/or Andrews airways to relay weather aircraft information by SOCS to HQ SAC and 2AF for further relay to Lockbourne.

7. HQ 2AF will notify U.S. Coastguard to provide voice communications on 243 mc/s and homing beacon 385 kc/s while RB-47 aircraft are in range of ocean station vessel COCA. 7th Air Division will arrange for ocean station vessel JULIETT to provide homing beacon on 370 kc/s, monitor HF 3023.5 kc/s and transmit on 118.1 mc/s.

8. HQ SAC will activate the following circuits in support of this operation.

   a. Voice circuit from Offutt to UK.

   b. Radio teletype circuit from Offutt to Lajes, Offutt to E. Harmon and Offutt to UK.

9. HF channellization for RB-47 aircraft will be IAW SAC CEI Fig 11-13.

10. UHF channelization and frequencies for RB-47 aircraft will be in accordance with SAC CEI Fig 11-7, 11-9, 11-10 and 11-11 to include appropriate frequencies below:

   a. E. Harmon air refueling area frequencies:

Air refueling aircraft	266.2 mc/s(primary) 318.0 mc/s(secondary)

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GAMBLER/PICCARDY (1)	279.8 mc/s
GAMBLER/PICCARDY (2)	291.9 mc/s
GAMBLER/PICCARDY (3)	303.2 mc/s

11. HF back-up for UHF/VHF air to air communications will be in accordance with Fig 11-14 SAC CEI.

12. HF channellization and frequencies for KC-97 aircraft will be as prescribed in the wing communications flimsy.

13. VHF/UHF frequencies and channellization for KC-97 aircraft will be in accordance with SAC CEI Fig 11-1, 11-3, 11-4 and AWS specified by wing commander where choice of cha nnel and/or frequency is available.

14. Listed below are the standard UHF frequencies, their use and channellization for operation in the UK. These frequencies will be channellized after departure from your home base enroute to overseas station. Channels 14, 15 and 16 will be channellized as needed by reference to facility charts.

CHANNEL	USE	FREQUENCY
1	UK ATTCC's	353.8 mc/s
2	APPROACH CONTROL UHF/DF COMMON	344.0 mc/s
3	USAF TOWER-PRIMARY	257.8 mc/s
4	USAF-GCA COMMON PRIMARY	344.0 mc/s
5	USAF-GCA COMMON SECONDARY	385.4 mc/s
6	RECOM COMMON 26TH SRW	278.9 mc/s
7	SAC COMMON	311.0 mc/s
8	RBS COMMON UK PRIMARY	266.2 mc/s

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CHANNEL	USE	FREQUENCY
9	RBS COMMON UK SECONDARY	284.5 mc/s
10	GCI COMMON UK	236.6 mc/s
11	AIR/REFUEL COMMON	339.6 mc/s
12	FIGHTER/BOMBER	295.8 mc/s
13	USAF/RAF JOINT COMMON	240.4 mc/s
14	LOCAL APPROACH CONTROL	AS REQUIRED
15	LOCAL AIRDROME CONTROL	AS REQUIRED
16	LOCAL GCA COMMON	AS REQUIRED
17	USAF TOWERS SECONDARY	381.4 mc/s
18	PILOT TO FORECASTER	344.6 mc/s
19	MILITARY EMERGENCY	243.0 mc/s

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
3 September 1954

APPENDIX 2

ANNEX B

FLIGHT PLANS & TIMING SCHEDULE

App 2
Annex B
26SRW
OPORD 33-54
3 Sep 54

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ALPHA Deploy (20,000# On Load) (20,000' Refueling orbit point - Stephenville 48 33N 58 34W)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26th SRW	AIRCRAFT TYPE AND SERIAL NO. RB TRB - 47	CONFIDENTIAL	OBSERVER (Name and Grade)	COPILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE		T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS.	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS.	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Lockbourne AFB							- °				-	-			87,500	172,500
Lockbourne	Dest. Actual	-	2WF Wind Factor	-	-	-	- °	-	-	-	-	:03			4,800	4,800
41 08N 50 26W Level Off	Cru	055		055	+ 3	058	35,000	-	-	425	140	:23			82,700	167,700
Houlton NAB			+38				- °				-	:20			7,600	7,600
46 11N 67 48W	Cru	061	-	061	+13	074	35,000	.74	425	463	524	1:21			74,100	160,100
TP Bathurst			+38				- °				724	1:44			14,300	14,300
47 38N 65 47W	Cru	044	-	044	+23	067	35,000	.74	425	463	807	2:00			60,800	145,500
TP Brion Is.			+38				- °				123	:16			2,600	2,600
47 47N 64 30W	Cru	087	-	087	+25	112	35,000	.74	425	463	930	2:00			58,200	143,200
Start Descent			+38				- °				169	:22			3,500	3,500
48 23N 59 31W	Cru	068	-	068	+28	096	35,000	.74	425	463	1056	2:22			54,700	139,700
Rends(Stephenville)			+38				- °				98	:13			2,000	2,000
48 33N 58 34W	Des	068	-	068	+29	097	20,000	-	-	425	1154	2:35			52,700	137,700
End Refuel			-				- °				28	:04			250	250
49 35N 56 25W	AB	054	-	054	+30	084	20,000	-	250	250	1182	2:39			52,450	137,450
On Load	Ab		-				- °				104	:25			6,950	6,950
20,000#	Load	-	-	-	-	-	- °	-	-	-	1286	3:04			44,500	130,500
Level Off	Acc		-				- °				-	-		+	20,000	20,000
50 09N 55 05W	Cru	056	-	056	+31	087	35,000	-	-	425	1286	3:04			65,500	150,500
TP			+38				- °				69	:10			3,400	3,400
51 40N 52 30W	Cru	056	-	056	+32	088	35,000	.74	425	463	1355	3:14			62,100	147,100
Ship.Cooo			+38				- °				111	:15			2,500	2,500
52 45N 45 35W	Cru	082	-	082	+31	113	35,000	.74	425	463	1469	3:29			59,600	144,600
Ship.Juliett			+38				- °				634	1:22			12,600	12,600
52 30N 20 00W	Cru	091½	-	091½	+24	115½	35,000	.74	425	463	2103	4:51			47,000	132,000
T.P.			+38				- °				566	1:14			10,400	10,400
51 00N 09 00W	Cru	102	-	102	+17	119	35,000	.74	425	463	2671	6:05			36,600	121,600
St. Eval TP			+38				- °				445	:53½			7,200	7,200
50 29N 05 00W	Cru	101½	-	101½	+12½	114	35,000	.74	425	463	3066	6:58½			29,400	114,400
Upper Heyford			+38				- °				154	:20			2,600	2,600
51 56N 01 15W	Cru	058	-	058	+11	069	35,000	.74	425	463	3220	7:18½			26,800	111,800
							- °				166	:21½			2,600	2,600
							°								24,200	109,200
Upper Heyford							°									
51 56N 01 15W											3406	7:40			24,200	109,200
			+38				- °				72	:09			1,200	1,200
Lakenheath	Cru	066	-	066	+ 9	075	35,000	.74	425	463	3478	7:49			23,000	108,000
Upper Heyford																
51 56N 01 15W											3406	7:40			24,200	109,200
			+38				- °				104	:13			1,700	1,700
Manston	Cru	111	-	111	+ 9	120	35,000	.74	425	463	3508	7:53			22,500	107,500
Upper Heyford							°									
51 56N 01 15W											3406	7:40			24,200	109,200
			+38				- °				218	:32			4,100	4,100
Prestwick	Cru	131	-	131	+10	141	35,000	.74	425	463	3624	8:12			20,100	105,100
UPPER Heyford							°									
51 56N 01 15W											3406	7:40			24,200	109,200
			+38				- °				1073	2:19			16,800	16,800
Bidi Slisane	Cru	191	-	191	+10	201	35,000	.74	425	463	4479	9:59			7,400	92,400
							°									

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DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	53,000	
CREW WT	1,000	
OIL WT	423	
ATS BYL WEIGHT (Equip)	Misc. 577	
ELT TANKS WT (Equip)		
OPERATING WT		85,000
FUEL: CIM	18,500	
CIM	18,500	
AML	22,000	
FWD	6,113	
AMR	18,775	
R.R.	3,309	
ATO		
EXT.		
TOTAL		87,500
BOMBS WT		-
AMMO WT		-
ADD. FLUID WT		-
INITIAL GROSS WT		172,500
START, ENG AND TAXI		2,000
TAKE-OFF GROSS WT		170,500

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP
744	10,500'	60°/70°
CRITICAL FIELD LENGTH		
9,000'/9,500'		
TAKE-OFF		
DISTANCE	SPEED	
7,800'/8,300'	150	
SPEED		
CRITICAL ENG.	OWERS BEST	LINE
119/120	163	94/92

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: (Mission Planned 36,000' I.A.W. Sac Reg 50-10, Par 3,Dtd 15 Mar 54)

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Brave Jerley (CL/XXX on-1 wa) (20,000' refueling orbit point) (Silk Lidell 47-450 61-270)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | DATE: 26th 1956 | AIRCRAFT TYPE AND SERIAL NO.: XB/YRB-47 | CREW NUMBER: CONFIDENTIAL | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

1. PRE-FLIGHT PLAN

FROM / ROUTE	CODE	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
Lockbourne							0								37,500	172,500
Lockbourne			2.8									:03			34,400	169,400
			1.1				0					:20			34,400	169,400
			factor												34,400	169,400
Level Off	cl	055		055	+3	058	35,000			425	140	:23			34,400	169,400
			+30				0				140	:23			34,400	169,400
Ft Smilton Ang											704	1:14			34,400	169,400
41-11 57-0	crz	060		060	+13	073	35,000	.74	465	463					34,400	169,400
			+38				0				1,1	:16			9,500	2,500
Ft Smith Int											707	2:00			9,500	2,500
41-30 57-42W	crz	081		081	+23	067	35,000	.74	465	463					9,500	2,500
			+38				0				140	:13			9,500	2,500
Tam Lessert											1,52	3:13			9,500	2,500
41-40 57-00	crz	096		096	+21	111	35,000	.74	465	463					9,500	2,500
							0				23	:04			650	150
Ft Ft Irwin											1,52	3:17			9,150	1,400,000
41-40 61-30W	cza	066		066	+27	093	35,000	.74	465	465					7,050	
Ft Wefiel											165	:23			7,050	
41-20 57-17W	rez	068		068	+28	096	20,000	var	250	250	1,16	6:43			44,000	111,000
							0								24,000	24,000
On Load	on														68,000	151,000
41,000 fuel	load										1,16	6:43			1,150	1,150
							0				23	:03			66,850	151,150
Ft Hagerstville	ac1										1,18	6:50			2,150	2,150
41-10 58-34	cl1	068		060	-22	047	35,000	.74	465	425					64,500	149,500
Level Off							0				18	:03			2,000	2,000
49-02N 57-34W	cl1	060		060	+28	088	35,000	.74	425	425	1,33	6:53			62,500	149,500
							0				236	:30			2,000	2,000
Ft			+38								1,69	7:23			60,500	149,500
51-15N 52-30W	crz	056		056	+31	087	35,000	.74	465	463					1,800	1,800
Ship Cocky							0				2,13	8:20			58,700	147,700
52-15 [illegible]-30W	crz	082	+38	082	+31	113	35,000	.74	465	463					1,800	1,800
Ship Juliett							0				2,26	9:34			56,900	145,900
52-30N 24-00W	crz	091	+38	091	-24	115	35,000	.74	465	463	2,71	11:44			1,800	1,800
Ft							0				415	1:50			55,100	144,100
52-00N 09-00W	crz	102	+38	102	+16	118	35,000	.74	465	463	3,086	61:58			1,000	1,000
Ft St Eval							0				134	:20			54,100	143,100
50-29N 05-00W	crz	101	+38	101	+12	113	35,000	.74	465	463	3,220	7:18			1,000	1,000
Upper Heyford							0				166	:21			53,100	142,100
51-56N 01-15W	crz	058	+38	058	+11	069	35,000	.74	465	463	3,406	7:39			53,900	108,900
							0									
Upper Heyford											3,406	7:39			53,900	108,900
											72	:09			1,100	1,100
Lakenheath	crz	066	+38	066	+9	075	35,000	.74	465	463	3,478	7:48			52,800	107,800
							0									
							0									
Upper Heyford											3,406	7:39			53,900	108,900
							0				102	:13			1,800	1,800
Marston	crz	111	+38	111	+9	120	35,000	.74	465	463	3508	7:52			52,100	107,100
							0									
Upper Heyford											3406	7:39			53,900	108,900
			+38				0				208	:32			3,400	3,400
Prestwick	crz	331		331	+10	341	35,000	.74	465	463	3614	8:11			50,500	105,500
							0									
Upper Heyford											3406	7:39			53,900	108,900
			+38				0				1,73	6:17			16,600	16,600
Sidi Slimane	crz	191		191	+10	201	35,000	.74	465	463	4,99	9:56			37,300	92,300

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIR-CRAFT BASIC WT	32,000	
CREW WT	1,000	
OIL WT	923	
AVS BTL WEIGHT (Empty)	Wide 577	
EXT. TANKS WT (Empty)		
OPERAT-ING WT		35,000
FUEL: Int.	18,500	
Cen.	18,500	
Aft.	22,000	
FWD AUX.	1,132	
R.B.	12,775	
ATO	2,000	
EXT.		
TOTAL		81,500
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
ENTIRE GROSS WT		170,500
STORT END AND TANK FUEL ALR		2,000
TAKE-OFF GROSS WT		170,500

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744	10,500	60 /76°F

CRITICAL FIELD LENGTH: 9,000/9,500

TAKE-OFF

DISTANCE	SPEED
7,500/8,300	150

SPEED

CRITICAL ENGINE FAILURE	ENGINES REST FLARE	LINE
119/120	163	24/12

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

Mission planned 35,000 ft Iax 340K 60-10, par 3 [illegible] Emergency best flare speed base on gross weight of 164,000#

Mission planned 340K Mach using 24# wind factor CONFIDENTIAL

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AF Form 21
Approved 1 June 48

AIR FORCE NAVIGATOR'S LOG

CONFIDENTIAL

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORIGINATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION _____

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED TO ALT—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW

AT _____ GCT (DATE) _____

Rate sec/hr _____ GAIN LOSS

Departure Lockbourne AFB, Ohio Destination Lajes AB, Azores

OFFICIAL	
(NAME)	(NAVIGATOR) (RANK)

ALT SETT.
DEP.
DEST.

FLIGHT PLAN

18—44761-6

FROM— TO—		TRUE COURSE	DRIFT	WIND USED D/V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Lockbourne AFB Climb															
Zanesville Radio	39-53N 81-55½W	085	-1	290/10	084	+2	086	-	182	191	45	:14	:14		
" "															
Boston Radio Range	42-23½N 71-00W	073	-2	280/20	071	+8	079	9M	208	226	514	2:16	2:30		559
" "															
East Boston Int	42-20½N 70-41W	100	0	-	100	+16	116	9M	207	227	13	:04	2:34		572
" "															
South Portland	42-53N 69-09½W	064	-4	-	060	+17	077	9M	207	223	74	:20	2:54		646
" "															
Lurcher	43-17½N 67-47½W	069	-2	-	067	+18	085	9M	207	225	67	:18	3:12		713
"															
Yarmouth	43-54N 66-06W	064	-3	-	061	+19	080	-	197	214	80	:22	3:34		793
"															
43-08N 60-00W		100	-3	300/35	097	+22	119	13M	216	249	268	1:05	4:39		1061
" "															
42-30N 55-00W		100	-2	300/30	098	+23	119	13M	212	240	224	:56	5:35		1285
" "															
41-50N 50-00W		100	-2	-	098	+24	122	13M	216	245	226	:55	6:30		1511
" "															
41-12N 45-00W		100	-1	290/35	099	+24	123	13M	214	249	229	:55	7:25		1740
" "															
40-30N 40-00W		100	+3	260/35	103	+24	127	13M	212	245	230	:56	8:21		1970
" "															
39-51N 35-00W		100	+3	-	103	+23	126	13M	210	243	232	:58	9:19		2202
" "															
39-05N 29-15W 100NM out		100	-1	290/20	099	+22	121	13M	210	230	269	1:10	10:29		2471
" "															
Lajes AB		100	-1	-	099	+18	117	13M	210	230	100	:26	10:55		2571
Lajes AB															
Santa Maria 1st Alternate								13M	209		146	:47	11:42		
Lajes AB															
Siii Slimane AB 2nd Alternate		106	0	285/8	106	+16	122	13M	206	214	1021	4:47	15:42		
											TOTAL	TOTAL			FUEL RESERVE

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ENGINEER'S FLIGHT PLAN

DATE OF MISSION	TYPE(S) OF MISSION

WING	SQUADRON	AIRCRAFT: TYPE-MODEL-SERIES	AIRCRAFT: COMPLETE SERIAL NO.
26th SRW	26th ARRFS	KC-97G	

FIRST ENGINEER (Name and Grade)

SECOND ENGINEER (Name and Grade)

1. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	89000
b. OIL, ENG (On Ldg)	1230
c. OIL, JET	
d. CREW 7	3310
e. AMMO (50%)	
f. CARGO & pax	17000
g. MISC 2 rafts	500
h. FUEL RESERVE	4877
i. MIN LANDING WT	
j. OFF-LOAD FUEL	
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	
o. FUEL EXPENDABLE	47845
p. TAKE-OFF GROSS WT	163762

2. FUEL DATA

a. DENSITY (Lbs): 5.8 per Gal

b. TOTAL LOAD (Lbs): 52,722

c. REQUIRED (Lbs): 47,845

d. RESERVE (Lbs): 4,877

e. ON-LOAD (Lbs):

3. TAKE-OFF DATA

From Lockbourne to Lajes
Alternate Sidi Slimane

4. REMARKS

20K wini used for wind plan.
NACA temperature
4,877# remaining at Sidi Slimane

A	B	C	D	E	F	G	H	I	J	K	L
				NO WIND PLAN					WIND PLAN		
CONDITION	Hp / OAT	BHP / RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS / VT (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT %	√θ	ENG F/F		TOTAL	TOTAL USED	163,762	GS	TOTAL	TOTAL	TOTAL USED	TOTAL
1. RTTO	744	3500	R		+	- 1,250				+ 1,250	
	+15 C	2700	J								
			T			162,512			:02	1,250	
2. CL	6,248	2650	R 7500		+	- 1,880	193 / 184		:15	+ 1,880	46
	+3	2550	J								
	1,100	1875	T 1880			160,632			:17	3,130	46
3. CR	9,000	1920	R 3560		+	- 3,560	211 / 210		1:00	+ 3,560	230
	-3	230	J								
	1,145	3560	T 3560			157,072			1:17	6,690	276
4. CR	9,000	1870	R 3440		+	- 3,440	210 / 208		1:00	+ 3,440	228
	-3	2260	J								
	1,145	3440	T 3440			153,632			2:17	10,130	504
5. CR	9,000	1730	R 3020		+	- 2,750	209 / 207		:55	+ 2,750	209
	-3	2205	J								
	1,145	3020	T			150,882			3:12	12,880	713
6. CL	11,666	2650	R 7500		+	- 875	190 / 197		:07	+ 875	25
	-8	2550	J								
	1,195	1875	T 875			150,007			3:19	13,755	738
7. CR	13,000	1830	R 3200		+	- 3,200	204 / 216		1:00	+ 3,200	236
	-11	2200	J								
	1,220	3200	T 3200			146,807			4:19	16,955	974
8. CR	13,000	1790	R 3120		+	- 3,120	203 / 215		1:00	+ 3,120	235
	-11	2160	J								
	1,220	3120	T 3120			143,687			5:19	20,075	1209
9. CR	13,000	1750	R 3040		+	- 3,040	202 / 214		1:00	+ 3,040	234
	-11	2105	J								
	1,220	3040	T 3040			140,647			6:19	23,115	1443
10. CR	13,000	1705	R 2960		+	- 2,960	201 / 213		1:00	+ 2,960	233
	-11	2060	J								
	1,220	2960	T 2960			137,687			7:19	26,075	1676
11. CR	13,000	1655	R 2840		+	- 2,840	200 / 212		1:00	+ 2,840	232
	-11	2000	J								
	1,220	2840	T 2840			134,847			8:19	28,915	1908
12. CR	13,000	1635	R 2800		+	- 2,800	200 / 212		1:00	+ 2,800	232
	-11	1970	J								
	1,220	2800	T 2800			132,047			9:19	31,715	2140
13. CR	13,000	1580	R 2680		+	- 2,680	199 / 211		1:00	+ 2,680	231
	-11	1900	J								
	1,220	2680	T 2680			129,367			10:19	34,395	2371
14. CR	13,000	1535	R 2600		+	- 2,600	198 / 210		1:00	+ 2,600	230
	-11	1840	J								
	1,220	2600	T 2600			126,767			11:19	36,995	2601

SAC FORM 18 MAY 54 316 REPLACES SAC FORM 80-14, 1 AUG 51, WHICH IS OBSOLETE.

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Air Force-SAC, Offutt O-121(K54)

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Lockbourne to Lajes (alternate Sidi Slimane) CONFIDENTIAL

A	B	C	D	E	F	G	H	I	J	K	L
				NO WIND PLAN					WIND PLAN		
CONDITION	H_p OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V_T (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT %	V_T	ENG F/F		TOTAL	TOTAL USED	126,767	GS	TOTAL	TOTAL	TOTAL USED	TOTAL
15. CR	13,000	1515	R 2580		+	- 2,580	197		1:00	+ 2,580	229
	-11	1820	J				205				
	1,220	2580	T 2580			124,187			12:19	39,575	2830
16. CR	13,000	1480	R 2520		+	- 2,520	196		1:00	+ 2,520	228
	-11	1790	J				208				
	1,220	2520	T 2520			121,667			13:19	42,095	3058
17. CR	13,000	1450	R 2460		+	- 2,460	195		1:00	+ 2,460	227
	-11	1750	J				207				
	1,220	2460	T 2460			119,207			14:19	44,555	3285
18. CR	13,000	1410	R 2400		+	- 2,400	194		1:00	+ 2,400	226
	-11	1750	J				206				
	1,220	2400	T 2400			116,807			15:19	46,955	3511
19. CR	13,000	1380	R 2320		+	- 890	193		:23	+ 890	86
	-11	1750	J				205				
	1,220	2320	T 890			115,917			15:42	47,845	3597
20.			R		+	-				+	
			J								
			T								
21.			R		+	-				+	
			J								
			T								
22.			R		+	-				+	
			J								
			T								
23.			R		+	-				+	
			J								
			T								
24.			R		+	-				+	
			J								
			T								
25.			R		+	-				+	
			J								
			T								
26.			R		+	-				+	
			J								
			T								
27.			R		+	-				+	
			J								
			T								
28.			R		+	-				+	
			J								
			T								
29.			R		+	-				+	
			J								
			T								
30.			R		+	-				+	
			J								
			T								
31.			R		+	-				+	
			J								
			T								
32.			R		+	-				+	
			J								
			T								
33.			R		+	-				+	
			J								
			T								
34.			R		+	-				+	
			J								
			T								
35.			R		+	-				+	
			J								
			T								
36.			R		+	-				+	
			J								
			T								

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B-47D & RB-47E ALFA (16,000# on-load) (20,000 ft refueling point - Stephenville 48-1 N 58-4W)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 26th SRW | AIRCRAFT TYPE AND SERIAL NO: RB/YRB-47 | CREW NUMBER: CONFIDENTIAL | PILOT (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS.	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS.	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
Start Taxi, T.O.			TAF				0								91,000	175,000
Upper Heyford Accel			Wind									:03			4,500	4,500
			Factor				0					:16½			86,500	171,100
Level Off	cli	332		332	+11	343	31.8M			425	111	:19½			6,550	6,550
TP 65-31N 06-36W			-68				0				130	:22			79,650	164,650
Prestwick	cru	332		332	+12	344	32.3M	.74	425	357	244	:41½			3,950	3,950
Quirion Isle			-68				0				1836	5:08½			75,700	160,700
51-35N 55-26W	cru	262½		262½	+27	289½	Opt-35M	.74	425	357	2080	5:50			46,900	46,900
Start Descent			-68				0				195	:32			25,300	113,800
48-47N 59-09W	cru	213		213	+29	242	35.0M	.74	425	357	2275	6:22			4,100	4,100
Bayu Stephenville							0				28	:04			24,700	109,700
48-18N 58-44W	des	213		213	+29	242	20.0M			425	2303	6:26			200	200
Unl Refuel							0				84	:20			24,500	109,500
48-18N 60-40W	AR	259		259	+28½	287½	20.0M		250	250	2387	6:46			4,500	4,500
On-load 16,000#							0							*	19,700	124,700
															16,000	16,000
											2387	6:46			35,700	120,700
Level Off	cli	259		259	+27	286	35.0M			425	53	:07½			1,900	1,900
TP Bathurst			-68				0				2440	6:53½			33,800	118,800
47-38 65-42W	cru	259		259	+25	284	35.0M	.74	425	357	149	:24			3,100	3,100
TP Houlton Rng			-68				0				2589	7:17½			30,700	115,700
46-11N 67-48W	cru	224		224	+23	247	35.0M	.74	425	357	123	:20½			2,600	2,600
TWR Range			-68				0				2712	7:38			28,100	113,100
Lockbourne	cru	241		241	+13	254	35.0M	.74	425	357	758	2:07			15,700	15,700
											3470	9:45			12,600	97,600
							0									
Missed Refuel							0									
48-18N 60-40W											2387	6:46			19,700	104,700
	cli		-68				0				303	:51			7,600	7,600
Limestone AFB	cru	254½		254½	+25	279½	35.0M	.74	425	357	2690	7:37			12,300	97,300
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIR CRAFT BASIC WT	83,000	
CREW WT	1,000	
OIL WT	493	
ATO BTL WEIGHT (Empty)	misc 577	
EST. TANKS WT (Empty)		
OPERATING WT		85,000
FUEL: INT.	17,000	
CHL	14,000	
AML	2,000	
FWD AUX.	6,400	
A.R.	21,300	
ATO	1,300	
EXT.		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		176,000
STARTING AND TAXI FUEL WT		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP
453	9,600	50°F

CRITICAL FIELD LENGTH: 8,600

TAKE-OFF: DISTANCE	SPEED
7,500	152

CRITICAL ENGINE FAILURE	SPEED WHERE REF PLANE	2,500' LINE
120	164	97

NO. OF ATO BOTTLES REQUIRED

ATO BOTTLE PELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

REMARKS: Mission planned not to exceed 15,000' IAW SAC [illegible] Mission planned NACA Day using ZAF wind factor. CONFIDENTIAL

*Emergency BAS has 1 on gross weight of 185,500#.

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RETURN ROUTE DOCA (16,000# on-load) (20,000 ft refueling orbit point Lake Michael 50-15N 56-45W)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 26th SRW | AIRCRAFT TYPE AND SERIAL NO: RB/TRB-47 | CREW NUMBER: CONFIDENTIAL | ACFT COMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

PRE-FLIGHT PLAN

FROM / ROUTE	>0 <0	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
1.															21,000	176,000
Start taxi T.O. &			24F				0								4,800	44,500
Upper Heyford Accel			Wind Factor				0					:03			82,600	173,200
												:16			6,250	6,650
Level Off	cli	332		332	+11	343	31.8M			425	114	:19			74,650	164,650
			-68				0				130	:22			2,950	7,950
TP Prestwick 55-31N 04-36W	cru	332		332	+11	343	32.3M	.74	425	357	244	:41			72,700	160,700
			-68				0				1836	5:08			46,400	46,400
Quimper Ale TP 51-38N 08-20W	cru	262		262	+27	289	32.3M	.74	425	357	2080	5:50			28,500	113,500
			-68				0				68	:11			1,500	1,500
Start Descent 50-39N 56-23W	cru	211		211	+32	243	35.0M	.74	425	357	2148	6:01			27,300	112,200
							0				28	:04			200	200
Rivu Lake Michael 50-15N 56-45W	dec	211		211	+32	243	20.0M			425	2176	6:05			27,100	112,100
							0				84	:20			44,800	44,800
End Refuel 49-03N 57-53W	AR	211		211	+30	241	20.0M		250	250	2260	6:25			22,300	107,300
On-Load 16,000#	on load						0								16,000	16,000
											2260	6:25			35,300	123,300
TP Stephenville 48-33N 58-34W	cli	223		223	+29	252	0				35	:06			1,200	1,200
										425	2295	6:31			36,500	121,500
							0				11	:01			400	400
Level Off	cli	259		259	+27	286	35.0M			425	2306	6:33			36,100	121,400
							0				283	1:47			6,300	6,300
TP Bathurst 47-38N 65-42W	cru	259	-68	259	+25	284	35.0M	.74	425	357	2589	7:20			30,100	112,100
							0				123	:21			2,700	2,700
Houlton Range 46-11N 67-48W	cru	224	-68	224	+23	247	35.0M	.74	425	357	2712	7:41			27,400	112,400
							0				758	2:07			15,400	15,400
CBR Range Lockburne	cru	241	-68	241	+13	254	35.0M	.74	425	357	3470	9:48			12,000	97,000
							0									
Missel Refuel 49-03N 57-53W							0				2260	6:25			22,300	107,300
							0				418	1:16			9,600	9,600
Limestone AFB	cli / cru	253	-68	253	+26	279	35.0M	.74	425	357	2678	7:36			12,700	97,700

DATE OF TAKE-OFF			
ENGINE START		TAKE-OFF TIME	
LANDING TIME		DURATION OF FLT	
AIRCRAFT BASIC WT	83,000		
CREW WT	1,000		
OPL WT	463		
AVG BYL WEIGHT (Engr)	misc 577		
EXT TANKS WT (Engr)			
OPERATING WT		85,000	
FUEL: TOTAL	19,000		
CBR	15,000		
ANR	22,000		
TWR	6,400		
ANT	21,200		
W.R.	3,200		
ATO			
EXT			
TOTAL		91,000	
BOMBS WT			
AMMO WT			
ADL FLUID WT			
INITIAL GROSS WT		176,000	
START ENG AND TAXI FUEL ALW		2,000	
TAKE-OFF GROSS WT		174,000	

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP
453	9,600	50°F

CRITICAL FIELD LENGTH: 8,600

TAKE-OFF: DISTANCE 7,500 | SPEED 152

SPEED: CRITICAL ENGINE FAILURE 120 | ENGINE REST PLANE 154 | LIFT OFF 97

NO. OF ATO BOTTLES REQUIRED
TYPE ATO PELLANT
WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

REMARKS: Mission planned not to exceed 35,000' IAW SACR [illegible] SC. Emergency SAC based on gross weight of 165,500#.
Mission planned SACR Jar using 24F wind factor. CONFIDENTIAL

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AF Form 21
Approved 1 June 48

AIR FORCE NAVIGATOR'S LOG

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PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED TO ALT.—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW

AT _____ GCT (DATE) _____ Rate sec/hr _____ GAIN LOSS

Departure Lajes AB Destination Lockbourne AFB

OFFICIAL	
(NAME)	(NAVIGATOR) (RANK)

ALT. SETT.
DEP.
DEST.

FLIGHT PLAN

16—44714-8

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Lajes AB														
39-05N 29-15W 100 NM out	280	0	280/10	280	+18	298	8M	184	174	40	:14			
" "								208	198	60	:18	:32		
39-51N 35-00W	280	+1	290/20	281	+22	303	8M	208	188	269	1:26	1:58		
" "														
40-30N 40-00W	280	-3	260/30	277	+23	300	8M	208	180	232	1:17	3:15		
" "														
41-12N 45-00W	280	+2	290/30	282	+24	306	12M	218	188	230	1:14	4:29		
" "														
41-50N 50-00W	280	+3	300/30	283	+24	307	12M	217	189	229	1:13	5:42		
" "														
42-30N 55-00W	280	+3	300/30	283	+24	307	12M	216	187	226	1:13	6:55		
" "														
43-08N 60-00W	280	0	280/20	280	+23	303	12M	215	195	224	1:09	8:04		
" "														
Yarmouth	280	0	-	280	+22	302	12M	214	194	268	1:23	9:27		
"														
Lurcher	244	+4	-	248	+19	267	12M	213	197	80	:25	9:52		
"														
South Portland	249	+4	-	253	+18	271	12M	212	196	67	:20	10:12		
"														
East Boston Int	244	+4	-	248	+17	265	12M	211	195	74	:23	10:35		
"														
Boston Radio Range	280	0	-	280	+16	296	12M	210	190	13	:04	10:39		
"														
Zanesville Radio	253	+3	-	256	+8	264	12M	209	191	514	2:41	13:20		
"														
Lockbourne AFB	265	+2	-	267	+2	269	12M	208	189	45	:14	13:34		
										2571				
Lockbourne AFB														
Wright Patterson AFB 1st Alternate									208	60	:19	13:53		
										TOTAL	TOTAL			Fuel Reserve

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FLIGHT RECORD

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ENGINEER'S FLIGHT PLAN

DATE OF MISSION	
TYPE(S) OF MISSION	
WING	26th SRW
SQUADRON	26th AREFS
AIRCRAFT — TYPE-MODEL-SERIES	KC-97G
AIRCRAFT — COMPLETE SERIAL NO.	
FIRST ENGINEER (Name and Grade)	
SECOND ENGINEER (Name and Grade)	

1. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	89000
b. OIL, ENG (On Leg)	1230
c. OIL, JET	
d. CREW 7	3310
e. AMMO (50%)	
f. CARGO & pax	17000
g. MISC 2 rafts	500
h. FUEL RESERVE	8367
i. MEN LANDING WT	
j. OFF-LOAD FUEL	
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	
o. FUEL EXPENDABLE	44355
p. TAKE-OFF GROSS WT	163762

2. FUEL DATA

a. DENSITY (Lbs)	5.8 per Gal
b. TOTAL LOAD (Lbs)	52,722
c. REQUIRED (Lbs)	44,355
d. RESERVE (Lbs)	8,367
e. ON-LOAD (Lbs)	

3. TAKE-OFF DATA

From Azores to Lockbourne AFB
Alternate Wright-Patterson 60 NM

4. REMARKS

20K headwind used for flight plan
NACA temperature

A	B	C	D	NO WIND PLAN E	F	G	H	I	WIND PLAN J	K	L
CONDITION / ∠ AT %	H_p / OAT / $\sqrt{\theta}$	BHP / RPM / ENG F/F	TOTAL FUEL FLOW	Δ TIME / TOTAL	Δ FUEL USED / TOTAL USED	GROSS WEIGHT	EAS / V_T (K) / GS	AIR DIST / TOTAL	Δ TIME / TOTAL	Δ FUEL USED / TOTAL USED	GND DIST / TOTAL
1. RTTO	170	3500 R			+	- 1,250				+ 1,250	
	+15°C	2700 ∠				162,512			:02	1,250	
	-	- T									
2. CL	5,390	2650 R	7500		+	- 1,625	193 / 184	40	:13	+ 1,625	20
	+4	2550 ∠				160,887		40	:15	2,875	20
	1.09	T									
3. CR	8,000	2300 R	3520		+	- 3,520	212 / 208	208	1:00	+ 3,520	188
	-1	1900 ∠				157,367		248	1:15	6,395	208
	1.13	3520 T	3520								
4. CR	8,000	2260 R	3440		+	- 3,440	212 / 208	208	1:00	+ 3,440	188
	-1	1870 ∠				153,927		456	2:15	9,835	396
	1.13	3440 T	3440								
5. CL	10,667	2650 R	7500		+	- 875	190 / 193	23	:07	+ 875	3
	-6	2550 ∠				153,052		479	2:22	10,710	399
	1.175	T	875								
6. CR	12,000	1885 R			+	- 3,480	209 / 218	218	1:00	+ 3,480	198
	-9	2280 ∠	3480			149,572		697	3:22	14,190	597
	1.20	3480 T									
7. CR	12,000	1850 R			+	- 3,420	208 / 217		1:00	+ 3,420	197
	-9	2250 ∠	3420			146,152			4:22	17,610	794
	1.20	3420 T									
8. CR	12,000	1800 R			+	- 3,300	208 / 217		1:00	+ 3,300	197
	-9	2180 ∠	3300			142,852			5:22	20,910	991
	1.20	3300 T									
9. CR	12,000	1760 R			+	- 3,060	207 / 216		1:00	+ 3,060	196
	-9	2125 ∠	3000			139,792			6:22	23,970	1187
	1.20	3060 T									
10. CR	12,000	1710 R			+	- 2,960	206 / 215		1:00	+ 2,960	195
	-9	2065 ∠	2960			136,832			7:22	26,930	1382
	1.20	2960 T									
11. CR	12,000	1675 R			+	- 2,880	205 / 214		1:00	+ 2,880	194
	-9	2020 ∠	2880			133,952			8:22	29,810	1576
	1.20	2880 T									
12. CR	12,000	1640 R			+	- 2,820	204 / 213		1:00	+ 2,820	193
	-9	1980 ∠	2820			131,132			9:22	32,630	1769
	1.20	2820 T									
13.	12,000	1585 R			+	- 2,720	203 / 212		1:00	+ 2,720	192
	-9	1915 ∠	2720			128,412			10:22	35,350	1961
	1.20	2720 T									
14.	12,000	1540 R			+	- 2,620	202 / 211		1:00	+ 2,620	191
	-9	1860 ∠	2620			125,792			11:22	37,970	2152
	1.20	2620 T									

SAC FORM 18 MAY 54 316 REPLACES SAC FORM 60-16, 1 AUG 51 WHICH IS OBSOLETE.

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Air Force - SAC, Offset O-1218(34)

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Azores to Lockbourne (alternate Wright-Patterson) CONFIDENTIAL

A	B	C	D	E	F	G	H	I	J	K	L	
				NO WIND PLAN					WIND PLAN			
CONDITION	H_p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V_T (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST	
	OAT	RPM		TOTAL	TOTAL USED		GS	TOTAL	TOTAL	TOTAL USED	TOTAL	
J AT %	✓	ENG F/F										
15.			R		+	-				+		
			J									
			T			125,792			11:22	37,970	2152	
16.	12,000	1510	R		+	- 2,580	201		1:00	+ 2,580	190	
CR	-9	1825	J 2580				210					
	1.20	2580	T			123,212			12:22	40,550	2342	
17.	12,000	1470	R		+	- 3,040	200		1:13	+ 3,040	229	
CR	-9	1775	J 2500				209					
	1.20	2500	T			120,172			13:35	43,590	2571	LAFE
18.	12,000	1430	R		+	- 765	199		:19	+ 765	60	
	-9	1750	J 2420				208					
	1.20	2420	T			119,407			13:54	44,355	2631	Alt
19.			R		+	-				+		
			J									
			T									
20.			R		+	-				+		
			J									
			T									
21.			R		+	-				+		
			J									
			T									
22.			R		+	-				+		
			J									
			T									
23.			R		+	-				+		
			J									
			T									
24.			R		+	-				+		
			J									
			T									
25.			R		+	-				+		
			J									
			T									
26.			R		+	-				+		
			J									
			T									
27.			R		+	-				+		
			J									
			T									
28.			R		+	-				+		
			J									
			T									
29.			R		+	-				+		
			J									
			T									
30.			R		+	-				+		
			J									
			T									
31.			R		+	-				+		
			J									
			T									
32.			R		+	-				+		
			J									
			T									
33.			R		+	-				+		
			J									
			T									
34.			R		+	-				+		
			J									
			T									
35.			R		+	-				+		
			J									
			T									
36.			R		+	-				+		
			J									
			T									

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KC-97 TIME SCHEDULE

FLIGHT	TO TIME	YARMOUTH RANGE 43-54N 66-06W	LAJES AB
X DAY			TO/ 10:55
A	2100	TO/ 3:34	at 13M
A	2115	"	"
A	2130	"	"
A	2145	"	"
A	2200	"	"
A	2215	"	"
X plus 1			TO/ 10:55
B	2100	TO/ 3:34	at 13M
B	2115	"	"
B	2130	"	"
B	2145	"	"
B	2200	"	"
B	2215	"	"
X plus 2			TO/ 10:55
C	2100	TO/ 3:34	at 13M
C	2115	"	"
C	2130	"	"
C	2145	"	"
C	2200	"	"
C	2215	"	"

ALL TIMES ZULZ

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NOTE: An 8-minute pad has been added to the take-off times to allow for a formating orbit at Houlton Radio if needed; if in formation at this point, flight may continue on route.

X-Day thru X/2
(D flt not applicable on X/2)

Point Bravo - Brion Isle
Point Alfa - Stephenville

All times Zulu
Rend. Alt. 20,000'
On-Load 20,000 lb

Flight	Tanker Call Sign	Receiver Call Sign	Receiver Take-off	Rend. Point	Rend. Time	Initial UHF	Refuel UHF	APN-12	APN-76	APN-11	Total Time
A	Gambler Leader	Challenge Leader	0726	Bravo	1000	266.2P 318.0S	279.8	T-6 R-8	T-8 R-6	2-2	
A	Gambler 2	Challenge 2	0727	"	"	"	291.9	T-6 R-8	T-8 R-6	2-2	
A	Gambler 3	Challenge 3	0728	"	"	"	303.2				
A	Gambler 4	Challenge 4	0729	"	"	"	308.8				
A	Gambler Spare			"	"	"	266.2				7:39½
B	Gambler Leader	Challenge Leader 5	0806	Alfa	1057	266.2P 318.0S	279.8	T-5 R-7	T-7 R-5	1-3	
B	Gambler 2	Challenge 6	0807	"	"	"	291.9	T-5 R-7	T-7 R-5	1-3	
B	Gambler 3	Challenge 7	0808	"	"	"	303.2				
B	Gambler 4	Challenge 8	0809	"	"	"	308.8				
B	Gambler Spare			"	"	"	266.2				7:40
C	Gambler Leader	Challenge Leader 9	0846	Bravo	1120	266.2P 318.0S	279.8	T-6 R-8	T-8 R-6	2-2	
C	Gambler 7	Challenge 10	0847	"	"	"	291.9	T-6 R-8	T-8 R-6	2-2	
C	Gambler 8	Challenge 11	0848	"	"	"	303.2				
C	Gambler 9	Challenge 12	0849	"	"	"	308.8				
C	Gambler Spare			"	"	"	266.2				7:39½
D	Gambler Leader	Challenge Leader 13	0926	Alfa	1217	266.2P 318.0S	279.8	T-5 R-7	T-7 R-5	1-3	
D	Gambler 7	Challenge 14	0927	"	"	"	291.9	T-5 R-7	T-7 R-5	1-3	
D	Gambler 8	Challenge 15	0928	"	"	"	303.2				
D	Gambler 9	Challenge 16	0929	"	"	"	308.8				
D	Gambler Spare			"	"	"	266.2				7:40

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, NEW YORK, NEW YORK
20 October 1954

AMENDMENT 1, OPERATIONS ORDER NUMBER 33-54

Basic Order

Item 1: Paragraph 3x(22). Delete and substitute the following: "In event of of missed air refueling or with less than 39,000 lbs fuel on board at final disconnect on ALFA route, and 42,000 lbs fuel on board at final disconnect on COCA route, aircraft will land at LIMESTONE AFB".

Annex A

Item 2: Appendix I. Insert inclosed pages 4 and 5.

Annex B

Item 3: Paragraph 19. Under "Return to Lockbourne" change x plus 42, x plus 43 and x plus 44 to read "x plus 44","x plus 45" and "x plus 46".

Item 4: Paragraph 3a. Change 252.6 to read "27°.9".

Item 5: Paragraph 3b. Change 236.6 to read "357.°".

Item 6: Paragraph 3c. Change 252.6 to read "27°.9".

Item 7: Paragraph 4a. Change channel 1 (236.6) in second sentence to read, "channel 15 (257.°)".

Item 8: Paragraph 8a (3)(b). Amend to read, "On-load 22,500 Lbs. minimum".

Item 9: App I, paragraph 2f. Amend to read, " Communications and electronics are included in Annex C and Communications Flimsy".

Item 10: App I, paragraph 2s. Amend to read, "All off-loads will be 22,500 Lbs.

Annex C

Item 11: App II (inadvertently assembled behind Annex C)

260CL-316

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Remove "Return Route ALFA", "Return Route COCA" and the RB-47 Refueling Schedule (last page) and replace with inclosed pages.

Item 12: Insert Inclosed Refueling Formation Diagram as last page of App II, Annex B.

Item 13: Paragraph 18. Delete and substitute, RB-47 UHF Channelization as contained in Communications Flimsy".

SULLIVAN
Colonel
Commander

DISTRIBUTION:

Comdr 1AF	2 cys
Comdr 8CLAD	1 cy
Comdr 80LABG	2 cys
Comdr 26SRW	1 cy
Comdr 91SRW	1 cy
Comdr 3SRS	18 cys
Comdr 1SRS	18 cys
Comdr 10SRS	18 cys
Comdr 26AREFS	21 cys
Comdr 26FMS	1 cy
Comdr 26PMS	1 cy
Comdr 26A&E	1 cy
Comdr 26 Tac Hosp	1 cy
Comdr 509AREFS	1 cy
Comdr 96AREFS	1 cy
Comdr 43BW	1 cy
Comdr 7AD	2 cys
Comdr 5AD	2 cys
Comdr Lajes	1 cy
Comdr Upp r Heyford	1 cy
Comdr Det 5 26WeaSq	1 cy
DM 26SRW	2 cys
DO 26SRW	5 cys
Comdr Hq Sec 26SRW	1 cy
Historian 26SRW	5 cys

OFFICIAL:

Earl M Weller
for ROBERT T. HALL
Lt Colonel, USAF
Director of Operations

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26OCL-316

Amend 1
26SRW OPORD 33-54
20 Oct 54

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2. MATS Redeployment Flow Plan is as follows. A-Day is 25 October 1954.

TRIP	TYPE AIRCRAFT	OPERATOR	DEPT DATE	ON-LOAD TIME GCT	PLANNED PASSENGERS	CARGO LOAD (LBS)
1506	C-54	1608	A-Day	0400	30	-
1508	C-54	1608	A-Day	1600	30	-
1510	C-124	1600	A-Day	1700	50	16900
1512	C-54	1608	A+1	0400	30	-
1514	C-54	1608	A+1	1600	30	-
1516	C-124	1600	A+1	1700	50	16900
1518	C-124	1607	A+1	2000	2	32000
1520	C-54	1608	A+2	0400	30	-
1522	C-54	1608	A+2	1600	30	-
1524	C-124	1600	A+2	1700	50	16900
1526	C-124	1607	A+2	2000	2	32000
1528	C-54	1608	A+3	0400	30	-
1530	C-54	1608	A+3	1600	30	-
1532	C-124	1600	A+3	1700	50	16900
1534	C-124	1607	A+3	2000	2	32000
1536	C-54	1608	A+4	0400	30	-
1538	C-54	1608	A+4	1600	30	-
1540	C-124	1600	A+4	1700	50	16900
1542	C-54	1608	A+5	0400	30	-
1544	C-54	1608	A+5	1600	30	-
1546	C-124	1600	A+5	1700	50	16900
1548	C-54	1608	A+6	0400	30	-
1550	C-54	1608	A+6	1600	30	-

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TRIP	TYPE AIRCRAFT	OPERATOR	DEPT DATE	ON LOAD TIME GCT	PLANNED PASSENGERS	CARGO LOAD (LBS)
1552	C-124	1600	A+6	2000	50	16900
1554	C-54	1607	A+7	0400	30	-
1556	C-54	1607	A+7	1600	30	-
1558	C-124	1600	A+7	1700	50	16900
1560	C-54	1607	A+8	0400	30	-
1562	C-54	1607	A+8	1600	30	-
1564	C-124	1600	A+8	1700	50	16900
1566	C-54	1607	A+9	0400	30	-
1568	C-54	1608	A+9	1600	30	-
1570	C-124	1607	A+9	1700	50	16900
1572	C-54	1607	A+10	0400	30	-
1574	C-54	1608	A+10	1600	30	-
1576	C-124	1607	A+10	1700	50	16900
1578	C-54	1607	A+11	0400	30	-
1580	C-54	1608	A+11	1600	30	-
1582	C-124	1607	A+11	1700	50	16900
1584	C-54	1607	A+12	0400	30	-
1586	C-54	1608	A+12	1600	30	-
1588	C-124	1607	A+12	1700	50	16900
1590	C-54	1607	A+13	0400	30	-
1592	C-54	1608	A+13	1600	30	-
1594	C-124	1607	A+13	1700	50	16900
1596	C-54	1607	A+14	0400	30	-
1598	C-54	1608	A+14	1600	30	-

Amend 1
App 1, Annex A
26SXW OPORD 33-54
20 Oct 54

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Return Route ALFA (22,500# on-load) 20,000 ft refueling point - Stephenville 48-33N 58-34W **CONFIDENTIAL**

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)
		26th SRW	RB/YRB-47				

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
Upper Heyford	Check Taxi Alt	-	7th A.D. Wind Factor	-	-	-	- ° - ° - °	-	-	-	- - -	- :03 :16			91,000 86,200 6,550	176,000 171,200 6,550
Level Off	C14	332	-	332	+11	343	31.8	-	-	425	114	:19			77,650	164,650
T.P. 55-31N 04-30W Prestwick	Cru	332	-7R -	332	+12	344	- ° 32.3	.74	425	347	130 244	:22 :42			4,050 73,600	4,050 156,600
51-38N 55-26W T.P. Quirron Isle	Cru	262½	-7R -	262½	+27	289½	- ° 35.0	.74	425	347	1,836 2,080	5:17 5:59			48,100 27,500	48,100 112,500
48-57N 58-09W Start Descent	Cru	213	-7R -	213	+29	242	- ° 35.0	.74	425	347	195 2,275	:34 6:33			4,200 23,300	4,200 108,300
48-33N 58-34W Rdvu Stephenville	Cru	213	- -	213	+29	242	- ° 20.0	-	425	-	28 2,303	:04 6:37			200 23,100	200 108,100
48-18N 60-40W End Refuel	Alt	259	- -	259	+28	287½	- ° 20.0	-	250	259	81 2,387	:20 6:57			4,700 18,400	4,700 103,400
On Load	-	-	- -	-	-	-	- ° - °	-	-	-	- 2,387	- 6:57		+	22,500 40,900	22,500 125,900
Level Off	C14	259	- -	259	+27	286	- ° 35.0	-	425	-	53 2,440	:07 7:05			2,100 38,800	2,100 123,800
47-38N 65-42W T.P. Bathurst	Cru	259	-102 -	259	+25	284	- ° 35.0	.74	425	323	119 2,559	:27 7:32			3,700 35,100	3,700 120,100
46-11N 67-48W T.P. HoultonBng	Cru	224	-102 -	224	+23	247	- ° 35.0	.74	425	323	123 2,712	:23 7:55			3,000 32,100	3,000 117,100
Columbus Range	Cru	241	-102 -	241	+13	254	- ° 35.0	.74	425	323	75R 3,470	2:21 10:16			17,700 14,400	17,700 99,400
Missed Refuel 48-18N 60-40W							°				2,387	6:57			19,200	104,200
Limestone AFB	C14 Cru	254½	-102 -	254½	+2	279½	° 35.0	.74	425	323	303 2,690	:55 7:52			7,200 12,000	7,200 97,000

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT TANKS WT (Empty)		
OPERATING WT		85,000
FUEL WT: INT. FWD		
INT. AFT		
INT. FWD AUX		
INT. B.B.		
EXT. ATO		
EXT. TOTAL		91,000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		176,000
START ENG AND TAXI FUEL ALW		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
153	9,600'	50°F

CRITICAL FIELD LENGTH 9,000'

TAKE-OFF

DISTANCE	SPEED
7,900'	152

SPEED (2,500')

CRITICAL ENGINE FAILURE A	EMERG BRK PLANE	LINE
120(VFA)	164	97

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING TIME	

Mission Planned NACA Day (Take-Off data based on wet Runway - Correction for Runway Grade) **CONFIDENTIAL**

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Return Route 20CA (22,500 # On-Load) (20,000 ft. Refueling point Lake Michel 50-15N 56-45W) CONFIDENTIAL

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)
		26th SRW	RB/YRB-47				

I. PRE-FLIGHT PLAN

FROM / ROUTE	LAT. / LONG.	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Upper Hayford	Start						-				-	-			91,000	176,000
			Pt. AD				-				-				4,800	4,800
Upper Hayford	1A	-	Wind	-	-	-	-	-	-	-	-	:03			86,200	171,200
			Factor				-				-	:16½			6,550	6,550
Level Off	C11	332	-	332	+11	343	31.8	-	-	425	114	:19½			79,650	164,650
55-31N 0L-36W			-78				-				130	:22½			4,050	4,050
TP Prestwick	Cru	332	-	332	+11	343	32.3	.74	425	347	244	:42			75,600	160,600
51-38N 55-26W			-78				-				1,836	5:17½			48,100	48,100
TP Quirron Isle	Cru	262½	-	262½	+27	289½	35.0	.74	425	347	2,080	5:59½			27,500	112,500
50-39N 56-23W			-78				-				68	:12			1,500	1,500
Start Passage	Cru	211½	-	211½	+32	243½	35.0	.74	425	347	2,148	6:11½			26,000	111,000
50-15N 56-45W			-				-				28	:04			200	200
Advu Lake Michel	Pas	211½	-	211½	+32	243½	20.0	-	-	425	2,176	6:15½			25,800	110,800
49-03N 57-53W			-				-				84	:20			4,800	4,800
End Refuel	AR	211½	-	211½	+30	241½	20.0	-	250	250	2,260	6:35½			21,000	105,000
	On		-				-				-	-		+	22,500	22,500
On Load	Load	-	-	-	-	-	-	-	-	-	2,260	6:35½			43,500	129,500
48-33N 58-34W			-				-				35	:06			1,900	1,900
TP Stevensville	C11	223	-	223	+29	252	-	-	-	425	2,295	6:40½			41,600	126,600
			-				-				11	:01½			300	300
Level Off	C11	259	-	259	+27	286	35.0	-	-	425	2,306	6:42			41,300	126,300
47-38N 65-42W			-102				-				283	:52½			7,100	7,100
TP Bathurst	Cru	259	-	259	+25	284	35.0	.74	425	323	2,589	7:34½			34,200	119,200
16-11N 67-48W			-102				-				123	:23			3,000	3,000
TP Houlton Rng	Cru	224	-	224	+23	247	35.0	.74	425	323	2,712	7:57½			31,200	116,200
			-102				-				758	2:20			7,400	7,400
Columbus Rng	Cru	241	-	241	+13	254	35.0	.74	425	323	3,470	10:17½			13,800	98,800
Missed Refuel																
49-03N 57-53W											2,260	6:35½			21,500	106,500
	C11		-102				-				418	1:16			9,500	9,500
Limestone AFB	Cru	253	-	253	+26	279	35.0	.74	425	323	2,678	7:51½			12,000	97,000

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85,000
FUEL LOADING: FM.		
CM.		
AM.		
FWD AMR.		
R.R.		
ATO		
EXT.		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		176,000
START ENG. AND TAXI FUEL ALT		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
153	9,600'	50°F

CRITICAL FIELD LENGTH: 9,000'

TAKE-OFF: DISTANCE	SPEED
7,900'	152

CRITICAL ENG. FAILURE	SPEED (2,500') WHERE BEST FLARE	LINE
120(SPA)	164	97

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

Mission Planned NACA Day (Take-Off data Based on wet runway and corrected for runway grade) CONFIDENTIAL

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All times Zulu
Rend. Alt. 20,000:
Mimimun On-Load 22,500 Lbs.
Maximun On-Load 24,500 Lbs.

X+44 thru X+46
(D flt not applicable on X+46)

Point Alfa - Stephenville
Point Coca - Lake Michel

Flt.	Tanker Call Sign	Receiver Call Sign	Receiver Take-off	Rend. Point	Rend. Time	Initial UHF	Refuel UFV	APR-22	APR-76	APR-11
A	Piccardy Leader	Challenge Leader	0842	Coca	1500	266.2P 318.0S	279.8	T-6 R-8	T-8 R-6	2-2
A	Piccardy 2	Challenge 2	0843	"	"	"	291.9	T-6 R-8	T-8 R-6	2-2
A	Piccardy 3	Challenge 3	0844	"	"	"	303.2			
A	Piccardy 4	Challenge 4	0845	"	"	"	308.8			
A	Piccardy Spare			"	"	"	266.2			
B	Piccardy Leader	Challenge Leader 5	0920	Alfa	1600	"	279.8	T-5 R-7	T-7 R-5	1-3
B	Piccardy 2	Challenge 6	0921	"	"	"	291.9	T-5 R-7	T-7 R-5	1-3
B	Piccardy 3	Challenge 7	0922	"	"	"	303.2			
B	Piccardy 4	Challenge 8	0923	"	"	"	308.8			
B	Piccardy Spare			"	"	"	266.2			
C	Piccardy Leader	Challenge Leader 9	1002	Coca	1620	"	279.8	T-6 R-8	T-8 R-6	2-2
C	Piccardy 7	Challenge 10	1003	"	"	"	291.9	T-6 R-8	T-8 R-6	2-2
C	Piccardy 8	Challenge 11	1004	"	"	"	303.2			
C	Piccardy 9	Challenge 12	1005	"	"	"	308.8			
C	Piccardy Spare			"	"	"	266.2			
D	Piccardy Leader	Challenge Leader 13	1040	Alfa	1720	"	279.8	T-5 R-7	T-7 R-5	1-3
D	Piccardy 7	Challenge 14	1041	"	"	"	291.9	T-5 R-7	T-7 R-5	1-3
D	Piccardy 8	Challenge 15	1042	"	"	"	303.2			
D	Piccardy 9	Challenge 16	1043	"	"	"	308.8			
D	Piccardy Spare			"	"	"	[illegible]			

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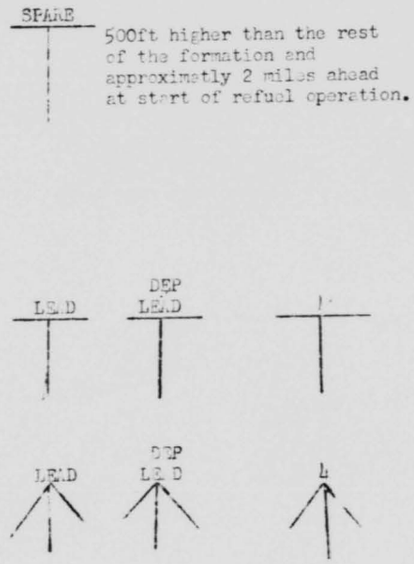
REFUELING FORMATION DIAGRAM:



Tankers will maintain 300ft lateral separation.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
9 September 1954

OPERATIONS ORDER

SERIAL NO. 132-54

26SRW
OPORD 132-54
9 Sep 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
9 September 1954

OPERATIONS ORDER

SERIAL NO. 132-54

CHART OR MAP REFERENCE: As required.

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major H M Hennington
4th Strategic Reconnaissance Squadron	Major W H Edwards
10th Strategic Reconnaissance Squadron	Major L I Sunderland
26th Field Maintenance Squadron	Major J H Atkins, Jr
26th Armament & Electronics Squadron	Major J A Nicholson
26th Periodic Maintenance Squadron	Major K S Knowlton

1. GENERAL SITUATION: A requirement exists for the 26th Strat Recon Wing (M) to execute an orientation mission after arrival in UK.

   a. Intelligence: Omitted.

   b. Enemy Forces: Omitted.

   c. Friendly Forces:

      (1) Third Air Force: Will provide necessary support to include air/sea rescue facilities.

      (2) 1807th AACS: Will operate air/ground station AJC3 (Croughton).

      (3) 28th Weather Squadron: Will provide necessary weather data.

      (4) 3918th Air Base Group:

         (a) Will provide necessary base support.

         (b) Brief personnel on radio and air traffic regulations and procedures in the UK.

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(5) 12th RBS Squadron, Detachment 7: Will provide necessary RBS facilities.

2. MISSION: The 26th Strat Recon Wing RB/YRB-47 crews will fly a mission in the UK which will:

a. Familiarize crews with air traffic control and radio procedures in the UK.

b. Familiarize crews with instrument letdown procedures in the UK.

c. Familiarize crews with Heston Bomb Plot.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews to fly the mission in accordance with this operations order.

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews to fly the mission in accordance with this operations order.

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews to fly the mission in accordance with this operations order.

d. 26th Field Maintenance Squadron:

26th Armament & Electronics Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary maintenance personnel and facilities as required.

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x. GENERAL INSTRUCTIONS:

(1) Each crew will fly an orientation mission within three days after arrival in the UK, if practicable. In the event this is not possible, crews will fly this mission as the first portion of their first scheduled training flight.

(2) Route: As directed in Air Operations Annex A.

(3) Crews will be divided into three equal increments over a three-day period insofar as practical for execution of this mission.

(4) Take-off time will be computed using the latest forecast winds so as to arrive at the RBS site between 1300Z and 1900Z.

(5) Fuel will be so as to provide for a 20,000 lb reserve upon arrival of aircraft over FAIRFORD VOR, prior to initial penetration.

(6) GCA letdown:

(a) GCA's will not be attempted where weather is less than 1000 feet and two miles day or night.

(b) All letdowns in the midlands area will be made as directed by BRIZE NORTON Radar Approach Control Center.

(c) Lancer Control will monitor all flights in accordance with existing SOP's and will provide clearance at those stations where GCA's are to be accomplished.

(7) Aircraft will maintain fifteen minute separation over IP of DUNKERQUE.

(8) HESTON RBS target will be FOXTROT and the IP will be DUNKERQUE.

(9) Take-off minima are: 500 feet and 1 mile day or night,

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provided destination has forecast minimum of 1000 feet and two miles day or night.

(10) Landing minima are: ceiling 1000 feet visibility two miles day or night.

(11) Reports:

(a) A narrative report will be submitted to the squadron commander by each aircraft commander upon landing.

(b) Report will contain the aircraft commander's estimate of traffic control conditions, communication difficulties and any remarks or recommendations that will facilitate traffic control in UK.

(c) Squadron commanders will submit consolidated reports of the above to the DO, 26th Strat Recon Wg within 6 hours after last aircraft has landed each day.

4. ADMINISTRATION AND LOGISTICS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications:

(1) SAC CEI, 7AD CEI, JANAP's, ACP's and Radio Facility Charts apply except as modified herein.

(2) Navigational aids are listed in the Radio Facility Charts. The following VOR is on full operation and is not listed in Radio Facility Charts:

LLAWINE, WALES, located at 51-54-42N 04-36-19W. Frequency 113.1, identification MZC.

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(3) Emergency procedure will be in accordance with ACP 107, 135 and JANAP 300.

SULLIVAN
Colonel
Commander

ANNEXES:
A - Air Operations
App 1 - Flight Plan

DISTRIBUTION:

Comdr 7AD	2 cys
Comdr Upper Heyford	2 cys
Comdr 26SRW	1 cy
Comdr 3SRS	18 cys
Comdr 4SRS	18 cys
Comdr 10SRS	18 cys
Comdr 26FMS	1 cy
Comdr 26A&E	1 cy
Comdr 26PMS	1 cy
Comdr 3918ABG	2 cys
26DO	5 cys
26DM	2 cys
26 Historian	5 cys

OFFICIAL:

ALAN F. ADAMS
Colonel, USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
9 September 1954

ANNEX A

AIR OPERATIONS

1. Route:

Depart Upper Heyford		
to Burtonwood	53-25N 02-39W	Make radio contact
to	54-38N 03-34W	
to Prestwick	55-31N 04-36W	Navigation control point
to	54-31N 01-25W	
to	52-34N 00-15W	Navigation control point
to Lakenheath	52-24N 00-33E	Penetration & GCA
to	51-31N 00-35E	
to Manston	51-21N 01-21E	Penetration & GCA
to Dunkerque	50-02N 02-22E	IP & Navigation CP
to Target Foxtrot	51-25N 00-18W	RBS run
to Fairford VOR	51-44N 01-45W	Must have min 20,000# fuel
to Brize Norton	51-45N 01-35W	Penetration & GCA
to Upper Heyford VOR		
to Upper Heyford AB	51-56N 01-15W	Penetration GCA & land

2. Altitudes and Cruise Profile:

a. Altitudes will be optimum.

b. Cruise will be mach .74.

3. Timing concept:

a. Single ship, with take-off intervals of 15 minutes minimum.

Annex A
26SRW
OPORD 132-54
9 Sep 54

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b. Aircraft will maintain a minimum of 15 minutes separation over the IP of DUNKERQUE and HESTON RBS site.

c. Navigation control points will be PRESTWICK, 52-34N 00-15W, and DUNKERQUE. These points will be utilized to maintain a minimum of 15 minutes separation between aircraft. As each aircraft passes over control point, the ATA will be relayed by the aircraft commander to the succeeding aircraft. This time will then be used as a guide to maintain the proper spacing over the RBS site of HESTON.

4. Schedule:

	3rd SRS	4th SRS	10th SRS
First Day	5	5	5
Second Day	5	5	5
Third Day	5	4	5

5. Alternate Air Fields:

	Elevation	Runway Length
a. Prestwick	+63 ft	7,000 ft
b. Lakenheath	+39 ft	9,000 ft
c. Manston	+180 ft	9,000 ft
d. Sidi Slimane	+179 ft	11,000 ft

6. Operational Data:

a. Take-off fuel 85,000 lbs.

b. Minimum fuel of 20,000 lbs over Fairford VOR.

7. Abort Procedures:

a. General:

(1) Aborting aircraft will be scheduled at a later date, and their slot in the stream will be left vacant.

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b. Mandatory ground aborts:

(1) Loss of radar.

(2) Loss of main or emergency hydraulic pump.

(3) Loss of nose wheel steering.

(4) Flaperon malfunction.

(5) Loss of UHF radio.

(6) Inverter loss.

(7) Any other item that would constitute a dangerous condition.

c. Mandatory air aborts:

(1) Engine fire or explosion.

(2) Loss of communications.

(3) Loss of pressurization.

8. Reporting Procedures:

a. All position reports will be made as outlined in the latest Radio Facility Chart (Eurpoe), and as requested by Air Traffic Control agencies.

9. Flying Safety:

a. Crews will make every effort consistent with flying safety to complete their mission.

b. All flights will be made under IFR conditions.

c. All danger areas will be avoided.

d. All pilots will be briefed thoroughly on letdown procedures at LAKENHEATH, MANSTON, BRIZE NORTON and UPPER HEYFORD prior to departure.

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ARD 137-54

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26th SRWg	AIRCRAFT TYPE AND SERIAL NO. RB/YRB 47	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	ALT. CODE	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
							°								85,000	170,000
Upper Heyford			No wind												4,800	4,800
												:03			80,200	165,200
53 25N 02 39W							°					:15			5,550	5,550
Burtonwood T.P.	C14	331		331	+10	341			425		142	:16			74,650	159,650
							°				19	:02			950	950
Level Off	C14	336		336	+11	347	32.6		425		120	:19			73,700	158,700
T.P.							°				61	:08			1,500	1,500
54 38N 03 34W	Cru	336		336	+11	347	32.8	.74	425		181	:27			72,200	157,200
55 31N 04 36W							°				63	:09			1,600	1,600
Prestwick T.P.	Cru	326		326	+12	338	33.0	.74	425		244	:36			70,600	155,600
T.P.							°				126	:18			3,200	3,200
54 31N 01 25W	Cru	119		119	+11	130	33.4	.74	425		370	:54			67,400	152,400
T.P.							°				126	:18			3,000	3,000
52 34N 00 15W	Cru	161		161	+10	171	33.8	.74	425		496	1:12			64,400	149,400
52 24N 00 33E							°				32	:04			800	800
Lakenheath	Cru	107		107	+ 9	116	33.8	.74	425		528	1:17			63,600	148,600
							°					:20			8,000	8,000
Penetration GCA											528	1:37			55,600	140,600
T.P.							°				56					
51 31N 00 35E	C14	180		180	+ 9	189			425		584				55,600	140,600
51 21N 01 21E	C14						°				31	:15			5,700	5,700
Manston- L/O	Crb	108		108	+ 8	116	36.0		425		615	1:52			49,900	134,900
							°					:20			8,000	8,000
Penetration GCA											615	2:12			41,900	126,900
50 02N 02 22E							°				42	:06			2,200	2,200
Dunkerque T.P.	C14	119		118	+ 8	126			425		657	2:18			39,700	124,700
DUNKERQUE TP							°				59	:08			3,100	3,100
Level Off	C14	284		284	+ 9	293	38.1		425		716	2:26			36,600	121,600
51 25N 00 18W							°				14	:06			800	800
(RBS TGT "F" Heston	Cru	284		284	+ 9	293	38.2	.74	425		760	2:32			35,800	120,800
51 44N 01 45W							°				58	:08			1,100	1,100
Fairford VOR	Cru	290		290	+ 9	299	38.5	.74	425		818	2:40			34,700	119,700
51 45N 01 35W							°				7	:01			200	200
Brize Norton	Cru	081		081	+ 9	090	38.6	.74	425		825	2:41			34,500	119,500
							°					:20			8,000	8,000
Penetration GCA											825	3:01			26,500	111,500
Level Off	C14						°				17	:11			4,800	4,800
Upper Heyford	Crt	046		046	+ 9	055	40.9		425		842	3:15			21,700	106,700
Penetration	Ind						°					:20			8,000	8,000
GCA	Cam											3:35			13,700	98,700
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85,000
FUEL WEIGHT: FML		
CML		
AML		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		85,000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		170,000
START ENG. AND TAXI FUEL ALW.		2,000
TAKE-OFF GROSS WT		168,000
RUNWAY: PRESS. ALT 453	LENGTH 8,600'	AIR TEMP. 60°F
CRITICAL FIELD LENGTH 8,600'		
TAKE-OFF: DISTANCE 7,400	SPEED 149	
SPEED: CRITICAL ENG. FAILURE 137	EMERG. BEST FLAPS 162	LINE 85
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT		
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE		
ATO FIRING SPEED		

REMARKS: Mission Planned NATA Day TO 15-47 (R) E-1

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

OPERATIONS ORDER

SERIAL NO. 133-54

27

26SRW
OPORD 133-54
27 Sep 54

SECRET

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

ERRATA SHEET

Reference paragraph 3x(4). Change to read: "Optimum altitude and .74 mach for all cruise conditions except that aircraft will fly at .81 mach commencing at Spanish penetration point and for a distance commensurate with required fuel reserves.

Errata Sheet
26SRW
OPORD 133-54
27 Sep 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

OPERATIONS ORDER

SERIAL NO. 133-54

TABLE OF CONTENTS

Basic Operations Order

Annex A - Intelligence

Annex B - Air Operations

Appendix I - Air Refueling

Appendix II - Routes & Targets

Appendix III - Flight Plans

Appendix IV - Time Speed Schedule

Annex C - Communications

Annex D - Security

26SRW
OPORD 133-54
27 Sep 54

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SECRET

SECRET
AUTH: Comdr 26SRW
DATE: 27 Sep 54
INIT: _____

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

OPERATIONS ORDER

SERIAL NO. 133-54

CHARTS AND MAPS: LR-13S, JN-9, JN-21

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj H M Henning ton
4th Strategic Reconnaissance Squadron	Maj W H Edwards
10th Strategic Reconnaissance Squadron	Maj L I Sunderland
26th Air Refueling Squadron	Maj J A Hutchison
26th Field Maintenance Squadron	Maj J H Atkins Jr
26th Armament & Electronics Squadron	Maj J A Nicholson
26th Periodic Maintenance Squadron	Maj K S Knowlton

1. GENERAL SITUATION: A requirement exists for a USCM by the 26th Strategic Reconnaissance Wing (M).

   a. Intelligence: See Annex A.

   b. Friendly Forces:

      (1) Third Air Force: Will provide support as required, plus air rescue service over applicable portion of route.

      (2) 5th Air Division:

         (a) Provides air refueling support utilizing 26th AREFS in accordance with Annex B, App I.

         (b) Provides air rescue service over applicable portion of route.

      (3) 3918th Air Base Group:

         (a) Provides necessary base support.

         (b) Provides transportation and couriers for use as required by Comdr 26th Strat Recon Wg in forwarding classified reconnaissance film and logs to WEST DRAYTON.

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(4) 3921st Reconnaissance Technical Squadron:

(a) Processes and evaluates all reconnaissance film received from the 26th Strat Recon Wg. Reference paragraph 3x(16).

(b) Produces reports and target materials as required for each target or target area.

(c) Distributes reports and target materials in accordance with 7ADiv OPORD 133-54.

(5) 485th Communications Squadron:

(a) Operates and maintains necessary communications facilities.

(6) Det 5, 26th Weather Squadron:

(a) Supplies necessary weather data in support of this mission.

2. MISSION: The 3rd, 4th and 10th Strat Recon Squadrons will execute a unit simulated combat mission using tanker support from the 26th AREFS.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron:

(1) Provide aircraft as follows to accomplish this mission:

X Day - 5 Refuel, 1 spare

X + 1 - 3 Non-refuel

X + 2 - 5 Refuel, 1 spare

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in Annex B.

(4) Provide security as outlined in Security Annex D.

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft as follows to accomplish this mission:

X Day - 3 Non-refuel, 1 spare

X + 1 - 3 Non-refuel, 1 spare

X + 2 - 3 Non-refuel, 1 spare

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(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in Annex B.

(4) Provide security as outlined in Security Annex D.

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft as follows to accomplish this mission:

X Day - 3 Non-refuel, 1 spare

X + 1 - 5 Refuel, 2 spares

X + 2 - 2 Non-refuel, 2 spares

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in Annex B.

(4) Provide security as outlined in Security Annex D.

d. 26th Air Refueling Squadron:

(1) Provide Tanker Force Commander plus five tankers and one spare over air refueling point WHISKEY daily during exercise period.

(2) Provide air refueling as outlined in App I, Annex B.

(3) Provide security as outlined in Security Annex D.

e. 26th Field Maintenance Squadron:

26th Armament & Electronics Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialists and/or maintenance support as required to accomplish this mission.

(2) Provide security as outlined in Security Annex D.

x. GENERAL INSTRUCTIONS:

(1) X-Day is 5 October 1954. All times will be GCT.

(2) Tactics as per SAC Manual 55-3, and as outlined in Annex B.

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(3) Scheduled aircraft will not be used more than one for the purpose of the USCM, unless aircraft aborts on the ground.

(4) Optimum altitude and .74 mach for all cruise conditions, except that mach .81 will be flown on all routes starting at Plymouth, Eng. and ending over the last target at London Airport.

(5) Take-off:

(a) Two minute interval for aircraft to be air refueled. Take-off time will be so as to permit first aircraft to penetrate Spanish border at approximately 1020Z.

(b) Fifteen minute interval for non-air refueled aircraft. Take-off time will be so as to permit first aircraft to penetrate Spanish border at 0845Z.

(c) Take-off times will be coordinat d with 26th AREFS for air refueling rendezvous purposes.

(6) Navigation:

(a) Routes as contained in Annex B.

(b) Enroute altitude: optimum.

(7) RB-47 fuel reserve over FAIRFORD VOR: minimum of 15,000 lbs.

(8) Alternate airfields: SAC, USAFE or NATO airfields will be utilized in priority given, and as listed in Annex B.

(9) RB-47 aircraft minimums:

(a) Take-off: 500/1 or station minimum (whichever is higher).

(b) Landing: 1000/2 day and night or station minimum (whichever is higher).

(c) Alternate fields: Landing minimums same as above.

(10) Flying safety will take precedence over mission accomplishments. Since each aircraft and flight crew is a unit of combat potential, it is the responsibility of operating and supervisory personnel to maintain flying safety standards in order that the striking

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force will not be reduced through losses by avoidable accidents.

(11) No ISO releases will be made, except with approval of Comdr 7ADiv.

(12) Diplomatic clearance for overflight of Spain will be obtained through 7ADiv Flight Control ten days prior to first scheduled mission.

(13) Recall: If necessary to recall mission, the code name "HOMETOWN" will be transmitted in the clear.

(14) Direct communication between 26th Strat Recon Wg and 26th AREFS is authorized with info Comdr 7th ADiv and Comdr 5th ADiv.

(15) Air Refueling: See Annex B, App I.

(16) Cameras, Photography and Film:

(a) Cameras:

1. As required to accomplish mission commensurate with equipment availability. Camera operation will be in accordance with SAC Recon Tactical Doctrine and applicable SAC directives.

(b) Photography:

1. All photography flown will be considered as for "Record" purposes in accordance with provisions of SACR 50-8, Supplement XI, Dec 53 and Change I, Supplement XI, Apr 54.

2. All reconnaissance film, logs, reports and completed target materials will be classified CONFIDENTIAL with the special handling note: "US - UK EYES ONLY, SPECIAL HANDLING REQUIRED, NOT RELEASABLE TO FOREIGN NATIONALS".

3. Aerial photography will be evaluated for acceptance in accordance with provisions of SACR 50-26, 26 Apr 54.

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4. Radar Photography will be evaluated for acceptance in accordance with provisions of SACR 95-1 as amended.

(c) Film:

1. All reconnaissance film and logs will be forwarded to 3921st Recon Tech Sq, through 26th SRW, for processing and evaluation as soon as possible after the landing of last aircraft, but in no case later than six hours after landing of last aircraft. Crews will be critiqued as soon as evaluation of film is completed.

(17) Weather reconnaissance will be accomplished to the maximum extent possible on all missions.

(18) Enemy territory: All targets, and to include all of SPAIN and FRANCE.

(19) Reports:

(a) In accordance with SACR 55-11, 3 Nov 53.

(b) Following reports will be submitted under the provisions of SAC Manual 55-8B.

1. Distribution A: R-3, R-11, R-14, R-16 (to include aircraft serial numbers in the remarks paragraph if R-16 report for each TTF), R-17, R-21, R-22, R-23, R-24, R-34, R-36, R-30 (where applicable), R-63, R-71, R-81. Reports required in accordance with paragraph 6a, SAC Manual 55-8.

2. Distribution B: R-27.

(c) Tanker Reports:

1. Distribution A: T-2, T-10, T-11, T-14, T-15, T-17, T-21, T-22, T-23, T-24, T-36, T-71 and T-81. Reports required in accordance with paragraph 6a, SAC Manual 55-8.

4. ADMINISTRATION AND LOGISTICS:

a. Administrative: This operations order may be destroyed 30 days after completion of mission.

b. Logistics: Omitted.

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5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Communications Annex C.

SULLIVAN
Colonel
Commander

ANNEXES:
A - Intelligence
B - Air Operations
App I - Air Refueling
App II - Routes & Targets
App III - Flight Plans
App IV - Time Speed Schedule
C - Communications
D - Security

DISTRIBUTION:

Comdr 2AF	2
Comdr 7ADiv	1
Comdr 5ADiv	1
Comdr 801ADiv	1
7ADiv Flt Contr	1
Comdr 3918ABG	1
Comdr 26SRW	1
Comdr 3921RTS	2
Comdr 26WeaSq,	1
Comdr 485ComSq	1
Comdr 3SRS	5
Comdr 4SRS	5
Comdr 10SRS	5
Comdr 26AREFS	5
Comdr 26FMS	1
Comdr 26PMS	1
Comdr 26A&E	1
DO 26SRW	5
DM 26SRW	3
DDM 26SRW	2
DOI 26SRW	1
Historian 26SRW	5

OFFICIAL:

ROBERT T. HALL
Lt Colonel, USAF
Director of Operations

26SRW
OPORD 133-54
27 Sep 54

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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 133-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

Ommitted.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information.

(a) What type fighters were encountered enroute to and from target?

(b) What distinguishing insignia and markings did the fighters have on them?

(c) What type tactics did the fighters use?

(d) Were there UHF/VHF transmission from controllers during periods of fighters?

(e) Did fighters tactics give any evidence of being GCI controlled?

(f) Was there any evidence of AI?

(g) Was there any jamming encountered?

b. Means of Obtaining Information. EEI specified will be obtained by crew observation and interrogation.

c. Means of Reporting EEI. Pertinent EEI, if obtained, will be forwarded to Headquarters 7th Air Division, Director of Intelligence, by use of the appropriate report in SAC Manual 55-8. In those instances where collected EEI are not transmitted in accordance with SAC Manual 55-8,

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this information will be forwarded by TWX and followed with AF Form 112, and in accordance with JANAP 146B.

3. INTELLIGENCE ACTIVITIES.

a. Maps and Target Materials.

(1) Navigational maps and charts as required will be drawn from Target Branch, 26th Wing Intelligence Section.

b. Survival Intelligence.

(1) General:

(a) Crew members will be briefed on the best possible evasion route from the target area. Routes should be designated in accordance with routes to and from the target area within simulated enemy territory.

(b) Land areas being overflown are favorable for survival during all seasons with the possible exception of the high mountainous areas during the winter months.

(c) Water areas being overflown are favorable for survival and rescue in that water temperatures are not excessively low and there is heavy air and surface activity throughout the year.

(2) Equipment:

(a) Special Equipment:

1 The following equipment will be issued to combat crew members prior to each simulated combat mission:

a Sustenance kit, Type A-1 and E-2 when available.

2 Simulated appropriate blood chit. Simulated chits will be numbered and picked up at interrogation to determine the number of chits that may be recovered.

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3 Crew members will be apprised of other available aids, such as cloth charts, phrase booklets and information booklets.

4 URC/4 radio will be distributed on the basis of one per crew member, when available. Detailed instructions on the use of this radio will be as outlined in SAC Manual 200-1.

(3) Forced Landings:

(a) Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel:

(a) Guide for conduct of Strategic Air Command personnel in the event of capture will be as outlined in Volume I, Section VI, BIDG.

c. Measures for Handling Captured Documents:

Omitted

OFFICIAL:

KOLLER
Lt Col, USAF
D/Intelligence

SULLIVAN
Colonel, USAF
Commander

Annex A
26SAW
Ops Ord 133-54
27 Sept 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York

ANNEX B

OPERATIONS ORDER

SERIAL NO. 133-54

AIR OPERATIONS

1. GENERAL:

a. This Annex and Appendices contain routes, tactics and target information.

b. Air refueling, as required, will be accomplished as specified in Appendix I of this Annex.

c. All flights will be made under IFR.

d. All danger area s will be avoided.

e. No part of IRELAND will be overflown.

f. No RB/YRB-47 airborne spares are authorized.

g. Crews will be assigned routes in accordance with their individual requirements.

2. OPERATIONAL CONCEPTS:

a. All missions will be flown in accordance with paragraph 6, Supplement XI, SACR 50-8, 10 Dec 53 as amended, and as further specified in this order.

3. FORCES:

a. Five RB-47 aircraft per day will fly the air refueling routes 1 thru 5.

b. The balance of the scheduled aircraft per day will fly the non-air refueling route.

4. TAKE-OFF AND ROUTE TACTICS:

a. RB-47 take-offs will be made a t 2-minute intervals between refueling aircraft and 15-minute intervals between non-refuel aircraft.

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b. After climbing to assigned altitudes, refueling RB-47 aircraft will formate on the lead aircraft as soon as visibility permits, or upon leader's command.

c. Aerial refueling flights will consist of 5-ship elements.

d. An eight minute orbit is provided at St Eval to aid in joining formation.

e. Cruising altitude will be optimum throughout for non-refuel, and optimum for refuel flights after formating.

f. Control times must be made good.

g. Air refueling will be accomplished in accordance with SAC Manual 55-5.

h. After refueling is accomplished, RB-47 aircraft will climb back to altitude in loose formation and depart on individual flights at specified positions.

i. Weather encountered enroute, prior to refueling, will be dealt with in accordance with Section D, SAC Manual 55-5.

5. REPORTING PROCEDURES:

a. Initial report will be made on 278.9 frequency.

b. Tower frequency 357.8 will be guarded during taxi and take-off.

c. All aircraft will monitor the tower frequency until the last aircraft is airborne. At this time all aircraft will go to Brize Norton Control (281.8) and the flight leader will make position reports for flights of five, as required.

d. At level-off, and upon flight leader's command, all aircraft will go to 278.9 and report to the flight leader.

e. Enroute reports, until the flight separates, will be given by the flight leader.

f. At refueling area only the flight leader or deputy flight leader will make the initial contact with the tanker leader on 278.9.

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g. Only upon receipt of the flight leader's report that he has the tankers in sight, and upon his command, will the aircraft go to their assigned refueling frequencies.

h. After the air refueling flight separates, each aircraft commander will be responsible for his own position report.

6. ABORT PROCEDURE:

a. Spare aircraft will be available for ground aborting aircraft. Squadrons furnishing spare aircraft will have check list completed up to start engines.

b. Throughout the operation, aborting aircraft will make every attempt to advise the flight leader or deputy flight leader of the nature of his trouble and of his intentions.

c. Mandatory ground aborts:

(1) Loss of nose wheel steering.

(2) Loss of main or emergency hydraulic pump.

(3) Flaperon malfunction.

(4) Loss of UHF radio.

(5) Inverter loss.

d. Mandatory air aborts:

(1) Engine fire or explosion.

(2) Two-way communications loss before the refueling phase. (Loss of two-way communications after refueling, abort will be at aircraft commander's discretion.)

(3) Loss of pressurization.

(4) Loss of two or more engines before refueling. (Loss of an engine after refueling, abort will be at aircraft commander's discretion.)

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3. PRIMARY ALTERNATES:

	Field Elevation	Longest Runway
a. Brize Norton	+283 ft	10,000 ft
b. Fairford	+283 ft	9,900 ft
c. Lakenheath	+39 ft	9,000 ft
d. Manston	+180 ft	9,000 ft
e. Mildenhall	+30 ft	9,000 ft
f. Sculthorpe	+200 ft	9,000 ft
g. Prestwick, Scot	+63 ft	7,000 ft
Alternates enroute:		
a. Lajes, Azores	+179 ft	10,600 ft
b. Sidi Slimane, Morocco	+179 ft	11,000 ft
c. Chateauroux, France	+532 ft	8,400 ft

Emergency alternates: Any suitable alternate in ENGLAND, SPAIN or FRANCE.

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26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

APPENDIX I

ANNEX B

AIR REFUELING

1. GENERAL:

a. Air refueling will be accomplished over designated orbit points by the 26th AREFS on X-Day, X+1 and X+2.

b. Rendezvous orbit point code name: WHISKEY.

c. Air Refueling:

(1) Tanker force for this exercise as follows: Tanker Force Commander plus five tankers and one spare over air refueling point WHISKEY daily during exercise period.

(2) Tanker routes to and from air refueling areas will be direct.

(3) Tankers will arrive at orbit point at least thirty minutes prior to planned arrival of receivers.

d. Refueling area and general instructions:

(1) Rendezvous point and course:

(a) Primary rendezvous point WHISKEY: 44-45N 16-23W.

(b) True course: 233 degrees.

(2) Refueling altitude: 20,000 feet.

(3) Secondary rendezvous point: 43-50N 18-00W.

(a) True course: 233 degrees.

e. Weather reconnaissance:

(1) The Tanker Task Force Commander will conduct necessary weather

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reconnaissance as per SAC Manual 55-1, and will arrive in the refueling area at least one hour prior to planned arrival of first receivers.

2. AIR REFUELING TACTICS:

a. Air refueling will be in accordance with SAC Tactical Doctrine and as specified below.

b. Each tanker will have capability of off-loading 38,000 lbs JP-4.

c. APN-11 will be used last 10 minutes prior to ETA for assist in final course corrections.

d. Tanker aircraft will take off from LA JES and fly direct to designated orbit point, so as to arrive at 20,500 feet over the rendezvous orbit point thirty minutes prior to the arrival of the first receivers.

e. Tanker aircraft will orbit to the left in a racetrack pattern. All rendezvous equipment will be turned on at this time.

f. As soon as radio contact has been established between tanker and receiver, the tanker will give the refueling altitude in the event weather precludes using 20,000 feet. At this time the receiver will give his ETA to the orbit point.

g. In the event of rendezvous failure, the tanker will remain in the orbit pattern until the receiver arrives and has the tanker in visual contact. Only the tanker leader and deputy leader will have the APN-11 on to preclude saturation.

h. If definite radar contact has been established, the tanker will depart the orbit point on the refueling leg three minutes prior to the latest revised ETA of the receiver.

i. The receiver will close with the tanker in a stern chase rendezvous

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when aircraft are at two miles sepa ration or when visual contact has been established, whichever is closer. The tanker will then lower the boom and descend five hundred feet so as to pick up refueling speed. Rendezvous equipment will be turned off prior to tanker-receiver contact.

j. True airspeed at start refueling will be 250 knots.

k. White cards will be used by boom operator to denote number of pounds transferred.

l. Tanker will give receiver the over water coordinates at end of refueling, if requested.

m. Tanker crews will return direct to LAJES at completion of refueling.

n. Receiver crews will continue on their assigned missions.

o. In the event of unsuccessful air refueling, RB-47 aircraft will return to UK via NANTES, FRANCE, CHERBOURG, direct to UPPER HEYFORD, arriving over station with minimum 15,000 lbs of fuel on board.

3. REFUELING FREQUENCIES:

Room Service	Initial Contact Freq	Primary Refuel Freq	Secondary Refuel Freq	APN-11	APN 12-76
Control & Wea	278.9	278.9	339.6	N/A	N/A
Rm Service I Challenge I	278.9	305.2	278.9	1-2	T-6 R-8
Rm Service II Challenge II	278.9	339.6	278.9	2-1	T-5 R-7
Rm Service III Challenge III	278.9	375.4	278.9	1-1	T-7 R-8
Rm Service IV Challenge IV	278.9	379.8	278.9	1-3	T-8 R-7
Rm Service V Challenge V	278.9	385.1	278.9	2-2	T-5 R-7
Rm Service spare	278.9	398.2	278.9	1-3	T-8 R-6

Initial air refueling speed 220 MPH - 192 knots.

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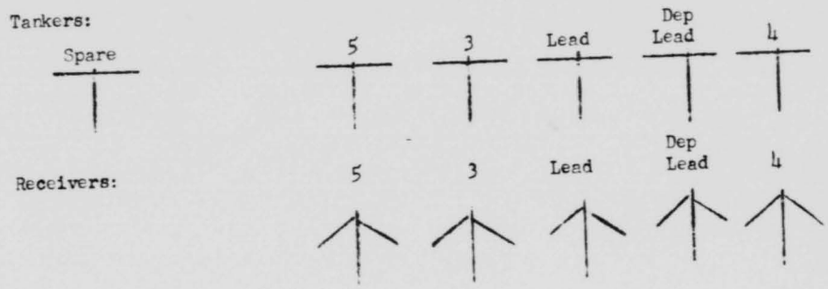
4. REFUELING FORMATION DIAGRAM:



Tankers will maintain 300 ft lateral separation between aircraft.

App 1
Annex B
26SRW
OPORD 133-54
27 Sep 54

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26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
27 September 1954

APPENDIX II

ANNEX B

ROUTES AND TARGETS

1. ROUTES:

a. Refueling Routes:

(1) Refueling route #1:

Depart UPPER HEYFORD		
to ST EVAL	50-30N 05-00W	8-min orbit point
to Point WHISKEY	44-45N 16-22W	Rendz point
to End refuel	43-02N 19-35W	end refuel point
to	41-26N 22-21W	Turn Point
to	36-20N 09-00W	Control Point
to JEREZ RADIO	36-44N 06-04W	Turn Point
to SEVILLA	37-23N 05-58W	IP
to PENARROYA (power plant)	38-18N 05-16W	TGT (sim photoflash)
to	39-38N 04-26W	IP
to AREA	40-28N 04-05W	(pioneer R&A)
to	40-42N 03-58W	(pioneer R&A) TGT
to BILBAO	43-15N 02-56W	Turn Pt
to BAYONNE	43-30N 01-29W	Turn Pt
to ANGOULEME	45-40N 00-10E	IP
* to POITIERS	46-35N 00-19E	TGT (pioneer R&A)

* Point over which aircraft's effectiveness will be determined (see SAC Tech Pamphlet 170-2)

App II
Annex B
26SRW
OPORD 133-54
27 Sep 54

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	to CHERBOURG	49-37N 01-37W	Turn Pt
	to PLYMOUTH	50-23N 04-07W	Turn Pt
	to EXETER	50-42N 03-30W	Pre-IP
	to SALISBURY	51-04N 01-48W	IP
	to LONDON AIRPORT	51-28N 00-27W	TGT (Pre-strike R&A)
	to WEST HARTLEPOOL	54-40N 01-12W	Turn Pt
	to BARROW IN FURNESS	54-07N 03-12W	Turn Pt
	to UPPER HEYFORD		Penetration GCA & land
(2)	Refuel route #2:		
	Depart UPPER HEYFORD		
	to ST EVAL	50-30N 05-00W	8 min orbit point
	to POINT WHISKEY	44-45N 16-22W	Rendz Pt
	to End refuel	43-02N 19-35W	End refuel point
	to	41-05N 23-00W	Turn Pt
	to	36-20N 09-00W	Control Point
	to JEREZ RADIO	36-44N 06-04W	Turn Pt
	to SEVILLA	37-23N 05-58W	IP
	to PENARROYA (power plant)	38-16N 05-16W	TGT (sim photoflash)
	to	39-38N 04-28W	IP
	to BARAJAS AIRPORT	40-28N 03-34W	TGT (pre-strike R&A)
	to	41-00N 03-00W	Turn Pt
	to BILBAO	43-15N 02-56W	Turn Pt
	to MONTAUBAN	44-01N 01-21E	Pre-IP
	to BRIVE LA GAILLARDE	45-09N 01-31E	IP
*	to CHATEAUROUX AIRFIELD	46-49N 01-46E	TGT (pre-strike R&A)

* Point over which aircraft's effectiveness will be determined. (see SAC Tech Pamphlet 170-2)

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to CHERBOURG	49-37N 01-37W	Turn Pt
to PLYMOUTH	50-23N 04-07W	Turn Pt
to EXETER	50-42N 03-30W	Pre-IP
to SALISBURY	51-04N 01-48W	IP
to LONDON AIRPORT	51-28N 00-27W	TGT (pre-strike R&A)
to WEST HARTLEPOOL	54-40N 01-12W	Turn Pt
to BARROW IN FURNESS	54-07N 03-12W	Turn Pt
to UPPER HEYFORD		Penetration GCA & land

(3) Refueling route #3:

Depart UPPER HEYFORD

to ST EVAL	50-30N 05-00W	8 min orbit point
to POINT WHISKEY	44-45N 16-22W	Rendz Point
to End refuel	43-02N 19-32W	End refuel point
to	40-39N 23-44W	Turn Point
to	36-20N 09-00W	Control Point
to JEREZ RADIO	36-44N 06-04W	Turn Point
to SEVILLA	37-23N 05-58W	IP
to PINARROYA (power pland)	38-18N 05-16W	TGT (sim photoflash)
to ALCAZAR	39-24N 03-12W	Turn Point
to IP	40-48N 00-32E	IP
to BARCELONA	41-23N 02-10E	TGT (pioneer R&A)
to	42-00N 03-30E	Turn Pt
to	45-00N 03-05E	Pre-IP
to MONTLUCO	46-20N 02-37E	IP
* to VIERZON (power plant)	47-13N 02-06E	TGT (pre-strike R&A)

* Point over which aircraft's effectiveness will be determined. (see SAC Tech Pamphlet 170-2.)

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to CHERBOURG	49-37N 01-37W	Turn Point
to PLYMOUTH	50-23N 04-07W	Turn Point
to EXETER	50-42N 03-30W	Pre-IP
to SALISBURY	51-04N 01-48W	IP
to LONDON AIRPORT	51-28N 00-27W	TGT (Pre-strike R&A)
to WEST HARTLEPOOL	54-40N 01-12W	Turn Point
to BARROW IN FURNESS	54-07N 03-12W	Turn Point
to UPPER HEYFORD		Penetration GCA & land

(4) Refueling route #4:

Depart UPPER HEYFORD

to ST EVAL	50-20N 05-00W	5 min. orbit point
to POINT WHISKEY	44-45N 16-22W	Rendz Point
to End refuel	43-02N 19-32W	End Refuel Point
to	40-15N 24-27W	Turn Point
to	36-20N 06-00W	Control Point
to JEREZ RADIO	36-44N 06-04W	Turn Point
to SEVILLA	37-23N 05-58W	IP
to PINARROYA (power plant)	38-18N 05-19W	TGT (sim photoflash)
to VALDEPENAS	38-45N 03-20W	Pre-IP
to ALBACETE	38-59N 01-51W	IP
to VALENCIA (RR yards)	39-28N 00-23W	TGT (pre-strike R&A)
to	42-00N 03-45E	Turn Point
to COAST OF FRANCE	43-30N 04-31E	Turn Pt (point in bay)
to IP	45-02N 03-55E	IP
* to VICHY (Rhue AF)	46-10N 03-25E	TGT (pre-strike R&A)

* Point over which aircraft's effectiveness will be determined. (see SAC Tech Pamphlet 170-2)

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to BOURGES	47-05N 02-23E	Turn Point
to CHERBOURG	49-37N 01-37W	Turn Point
to PLYMOUTH	50-23N 04-07W	Turn Point
to EXETER	50-42N 03-30W	Pre-IP
to SALISBURY	51-04N 01-48W	IP
to LONDON AIRPORT	51-28N 00-27W	TGT (pre-strike R&A)
to WEST HARTLEPOOL	54-40N 01-12W	Turn Point
to BARROW IN FURNESS	54-07N 03-12W	Turn Point
to UPPER HEYFORD		Penetration GCA & land

(5) Refueling route #5:

Depart UPPER HEYFORD

to ST EVAL	50-30N 05-00W	8 min orbit point
to POINT WHISKEY	44-45N 16-22W	Rendz Point
to End Refuel	43-02N 19-35W	End Refuel Point
to	39-52N 25-09W	Turn Point
to	36-20N 09-00W	Control Point
to JEREZ RADIO	36-44N 06-04W	Turn Point
to SEVILLA	37-23N 05-58W	IP
to PEÑARROYA (power plant)	38-18N 05-16W	TGT (sim photoflash)
to LAKE	38-14N 03-44W	Pre-IP
to LAKE	38-11N 02-49W	IP
to HELLIN	38-30N 01-41W	TGT (pioneer R&A)
to VALENCIA	39-28N 00-24W	Turn Point
to ISLE DE MALLORCA	39-56N 03-12E	Turn Pt (north tip)
to AVIGNON	43-56N 04-49E	Pre-IP
to VALENCE	44-54N 04-53E	IP
* to LYON (Bron Afld)	45-44N 04-57E	TGT (pre-strike R&A)

* Point over which aircraft's effectiveness will be determined. (see S/C Tech Pamphlet 170-2)

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to CHERBOURG	49-37N 01-37W	Turn Point
to PLYMOUTH	50-23N 04-07W	Turn Point
to EXETER	50-42N 03-30W	Pre-IP
to SALISBURY	51-04N 01-48W	IP
to LONDON AIRPORT	51-28N 00-27W	TGT (pre-strike R&A)
to WEST HARTLEPOOL	54-40N 01-12W	Turn Point
to BARROW IN FURNESS	54-07N 03-12W	Turn Point
to UPPER HEYFORD		Penetration GCA & land

b. Non-Refuel Route:

Depart UPPER HEYFORD		
to LAND'S END	50-03N 05-42W	Turn Point
to	51-20N 10-00W	Turn Point
to	44-00N 09-15W	Turn Point
to	44-00N 04-00W	Turn Point
to BILBAO	43-15N 02-56W	Control Point
to BAYONNE	43-31N 01-29W	Turn Point
to BORDEAUX	44-50N 00-35W	IP
to ANGOULEME	45-40N 00-09E	TGT (pre-strike R&A)
to NIORT	46-18N 00-26W	Turn Point
to NANTES	47-12N 01-35W	IP
* to ST BRIEUC Airfield	48-31N 02-48W	TGT (pre-strike R&A)
to PLYMOUTH	50-23N 04-07W	Turn Point
to EXETER	50-42N 03-30W	Pre-IP
to SALISBURY	51-04N 01-48W	IP

* Point over which aircraft's effectiveness will be determined. (see SAC Tech Pamphlet 170-2)

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to LONDON AIRPORT	51-28N 00-27W	TGT (pre-strike R&A)
to WEST HARTLEPOOL	54-40N 01-12W	Turn Point
to ISLE OF LEWIS	58-30N 06-15W	Turn Point (north tip)
to ISLE OF SKYE	57-41N 06-20W	Turn Point (north tip)
to CARLISLE	54-52N 02-56W	Turn Point
to UPPER HEYFORD		Penetration GCA & land

2. TARGETS:

PENARROYA, SPAIN (Thermal power plant)	38-18N 05-16W	simulated photoflash
AREA 40-28N 04-05W to	40-42N 03-58W	pioneer R&A
POITIERS, FRANCE	46-35N 00-19E	pioneer R&A
LONDON AIRPORT	51-28N 00-27W	pre-strike R&A
MADRID (Barajas Airport)	40-28N 03-34W	pre-strike R&A
CHATEAUROUX AIRFIELD	46-49N 01-46E	pre-strike R&A
BARCELONA	41-23N 02-10E	pioneer R&A
VIERZON (thermal power plant)	47-13N 02-06E	pre-strike R&A
VALENCIA (RR sta & yards)	39-28N 00-23W	pre-strike R&A
VICHY (Rhue Airfield)	46-10N 03-25E	pre-strike R&A
HELLIN	38-30N 01-41W	pioneer R&A
LYON (Bron Airfield)	45-44N 04-57E	pre-strike R&A
ANGOULEME	45-40N 00-09E	pre-strike R&A
ST BRIEUC AIRFIELD	48-31N 02-48W	pre-strike R&A

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SECRET

REFUEL ROUTE #1

IN OPORD 133-54

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	St	T.C.	Wind D V / Drift	T.H.	VAR	M.H.	Temp / ALT	MACH	T.A.S.	G.S.	Grd Dis / Acc Grd Dis	Time / Acc Time	Air Dis / Acc Air Dis	ETA	Fuel Flight Plan: Fwd Fuel Remain	Gross Weight
Upper Heyford							0								31,300	172,000
51-06N 01-39W	Fn											:03			1,800	4,500
Upper Heyford	Accel														82,000	171,200
							0					:15			4,550	4,550
50-57N 03-14W	Clb	239		239	+10	249	31.8		425		114	:19			79,250	124,750
Level Off							0				52	:16			2,850	2,850
50-30N 05-00W	Cru		270/45	242	+11	253	32.2	.74	425	366	166	:26			76,800	121,900
St Eval	Crb	239	+3				0				554	1:25			14,700	14,700
49-02N 14-51W			270/45								720	2:01			42,100	142,100
Start Descent	Cru	233	+4	237	+13	250	34.1	.74	425	380	28	:04			300	300
44-47N 18-22W			270/45				0				748	2:05			61,800	116,800
Bnds WHISKEY	Des	233	+4	237	+15	252	20.0		425	380	174	:42			11,500	11,500
43-02N 19-39W							0				922	2:47			60,300	116,300
End Refuel	Ref	233		233	+16	249	20.0		250	250					38,000	38,000
							0				922	2:47			88,300	177,300
On Load											60	:09			5,500	5,500
			290/30				0				982	2:56			82,800	177,800
Level Off	Clb	233	+3	236	+17	253	31.0		425	410	170	:14			3,400	3,400
51-32N 33-21W			290/30				0				1082	3:10			82,700	177,700
TF	Cru	233	+3	236	+17	253	31.4	.74	425	410	686	1:30			15,000	15,000
36-20N 39-00W			290/30				0				1767	4:40			66,700	162,700
Control Pt	Cru	116	+3	117	+14	131	33.5	.74	425	455	115	:19			1,800	1,800
36-44N 05-04W			290/30				0				1912	4:59			63,400	160,900
Vores Radio	Cru	081	-2	079	+12	091	33.9	.74	425	450	39	:05			900	900
37-23N 06-24W			290/30				0				1951	5:05			65,500	147,500
Seville (IF)	Cru	005	-4	001	+10	011	34.0	.74	425	415	65	:09			1,500	1,500
38-18N 06-14W			290/30				0				2016	5:14			63,000	146,000
Rosarrosa (IMT)	Cru	030	-4	026	+10	036	34.2	.74	425	430	84	:12			1,000	1,000
39-38N 04-24W			290/30				0				2103	5:26			60,100	145,100
TF	Cru	024	-4	020	-9	029	34.6	.74	425	428	63	:09			1,300	1,300
40-28N 01-06W			290/30				0				2166	5:35			57,700	144,200
	Cru	019	-4	015	+9	024	34.8	.74	425	425	15	:03			300	300
40-43N 03-58W			290/30				0				2171	5:38			57,500	143,500
TGT	Cru	017	-4	015	+9	024	34.8	.74	425	425	140	:23			1,600	1,600
43-13N 02-56W			290/30				0				2311	6:02			55,900	139,900
Bilbao	Cru	016	-4	012	+9	021	35.3	.74	425	422	22	:03			1,300	1,300
43-30N 01-29W			270/45				0				2337	6:07			54,600	138,600
Bayonne	Cru	077	-1	076	+9	085	35.6	.74	425	420	147	:21			1,000	1,000
46-40N 00-10E			270/45				0				2484	6:28			53,600	137,600
IF Angoulesme	Cru	028	-5	023	+8	031	35.1	.74	425	425	64	:09			1,000	1,000
47-39N 00-19W			270/45				0				2500	6:36			52,600	136,600
TGT	Cru	006	-6	000	+8	008	35.2	.74	425	430	100	:29			1,300	1,300
48-37N 01-37W			270/45				0				2599	7:05			51,300	135,300
Cherbourg	Cru	337	-6	331	+9	340	35.0	.74	425	408	104	:16			1,300	1,300
Plymouth			270/45				0				2696	7:21			50,000	134,000
Start .81 Mach	Cru	295	-3	292	+10	302	37.2	.74	425	326	32	:06			800	800
50-42N 03-30W			270/45				0				2937	7:26			49,200	133,200
Exeter (Pre-IF)	Cru	051	-3	048	+11	059	37.3	.81	472	507	28	:03			1,200	1,200
51-04N 01-48W			270/45				0				3006	7:33			48,000	132,000
IF Salisbury	Cru	072	-2	070	+10	080	37.6	.81	472	515	66	:08			1,300	1,300
51-38N 00-27W			270/45				0				3073	7:42			46,700	130,700
TGT End .81 Mach	Cru	065	-2	063	+9	072	37.6	.81	472	515	195	:24			1,700	1,700
53-40N 01-12W			270/45				0				3268	8:06			44,800	129,000
Abt Hartlepool	Cru	351	-6	345	+10	355	38.4	.74	425	417	78	:11			1,800	1,800
54-37N 01-12W			270/45				0				3346	8:19			43,000	127,200
Barrow in Furness	Cru	245	+2	247	-11	258	38.8	.74	425	383	150	:21			2,800	2,800
51-06N 01-18W			270/45				0				3496	8:40			40,200	124,400
Upper Heyford	Cru	152	+5	157	+11	168	39.2	.74	425	445						

(SR) (RS): Mission Planned NACA Day

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App 3, Annex B, 26SRW OPORD 133-54

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REFUEL ROUTE #2 — 26SRW OPORD 133-52 — SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO. RB-47E	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	TO	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Upper Heyford	T.O. Taxi						0								91,000	176,000
51-56N 01-19W	T.O. Accl														4,800	4,800
Upper Heyford												:03			86,200	171,200
50-57N 03-49W							0					:16½			6,550	6,550
Level Off	Cli	239		239	+10	249	31.8		425		114	:19½			79,650	164,650
50-30N 05-00W	Cru		270/45				0				52	:16			2,850	2,850
St Eval	Orb	239	+3	242	+11	253	32.2	.74	425	386	166	:35½			76,800	161,800
45-02N 15-51W			270/45				0				554	1:25½			14,700	14,700
Start Descent	Cru	233	+4	237	+13	250	34.1	.74	425	389	720	2:01			62,100	147,100
44-45N 16-22W			270/45				0				28	:04			300	300
Bonds WHISKEY	Des	233	+4	237	+15	252	20.0	.74	425	389	748	2:05			61,800	146,800
43-02N 19-35W	On						0				174	:42			11,500	11,500
End Refuel	Load	233		233	+16	249	20.0		250	250	922	2:47			50,300	135,300
							0							+	38,000	38,000
On Load											922	2:47			88,300	173,300
			290/30				0				60	:09			2,800	2,800
Level Off	Cli	233	+3	236	+17	253	31.0	.74	425	410	982	2:56			85,500	170,500
41-05N 23-00W			290/30				0				137	:20			3,800	3,800
TP	Cru	233	+3	236	+17	253	31.6	.74	425	410	1119	3:16			81,700	166,700
36-20N 09-00W			290/30				0				712	1:34			16,700	15,700
Control Pt	Cru	113	+1	114	+15	129	33.8	.74	425	455	1831	4:50			65,000	150,000
36-44N 06-04W			290/30				0				145	:19			3,100	3,100
Jerez Radio	Cru	081	-2	079	+11½	090½	34.1	.74	425	450	1976	5:09			61,900	146,900
37-23N 05-58W			290/30				0				39	:05½			900	900
Sevilla (IP)	Cru	005	-4	001	+10	011	34.2	.74	425	415	2015	5:14½			61,000	146,000
38-18N 05-16W			290/30				0				65	:09			1,400	1,400
Penarroya TOT	Cru	030	-4	026	+10	036	34.5	.74	425	430	2080	5:23½			59,600	144,600
39-38N 04-28W			290/30				0				87	:12			1,900	1,900
IP	Cru	024	-4	020	+9½	029½	34.8	.74	425	428	2167	5:35½			57,700	142,700
40-28N 03-34W			290/30				0				66	:09			1,400	1,400
Madrid Apt TOT	Cru	040	-4	036	+9½	045½	35.0	.74	425	435	2233	5:44½			56,300	141,300
41-00N 03-00W			290/30				0				41	:05½			900	900
TP	Cru	039	-4	035	+9	044	35.1	.74	425	435	2274	5:50			55,400	140,400
43-15N 02-56W			290/30				0				115	:19½			1,000	1,000
Bilbao	Cru	001	-4	357	+9	006	35.6	.74	425	415	2409	6:09½			52,400	137,400
44-01N 01-21W			270/45				0				192	:26½			1,700	1,700
Montauban Pre-IP	Cru	076	-1	075	+9	084	35.2	.74	425	468	2601	6:34			48,700	133,700
45-09N 01-31E IP	Cru		270/45				0				68	:08½			1,500	1,500
Brive LaGaillarde		005	-6	359	+7½	006½	36.4	.74	425	425	2669	6:43½			47,200	132,200
46-49N 01-46E			270/45				0				102	:14½			2,000	2,000
Chateauroux TOT	Cru	004	-6	358	+7½	005½	36.7	.74	425	425	2771	6:58			45,200	130,200
49-37N 01-37W			270/45				0				215	:32½			4,600	4,600
Cherbourg	Cru	321	-5	316	+8½	324½	37.4	.74	425	395	2986	7:30½			40,600	125,600
Plymouth Eng			270/45				0				106	:16½			2,300	2,300
Start .81 Mach	Cru	295	-3	292	+10	302	37.8	.74	425	385	3092	7:47			38,300	123,300
50-42N 03-30W			270/45				0				32	:04			800	800
Exeter Pre-IP	Cru	051	-3	048	+11	059	37.9	.81	472	507	3124	7:51			37,500	122,500
51-04N 01-48W			270/45				0				68	:08			1,600	1,600
Salisbury IP	Cru	072	-2	070	+10	080	38.1	.81	472	515	3192	7:59			35,900	120,900
51-28N 00-27W			270/45				0				56	:06½			1,300	1,300
TOT End .81 Mach	Cru	065	-2	063	+9	072	38.2	.81	472	515	3248	8:05½			34,600	119,600
51-40N 01-12W			270/45				0				195	:28			3,700	3,700
West Hartlepool	Cru	351	-6	345	+10	355	39.0	.74	425	417	3443	8:33½			30,900	115,900
51-07N 03-12W	Cru		270/45				0				78	:12			1,600	1,600
Barrow in Furness		245	+2	247	+11	258	39.2	.74	425	383	3521	8:45½			29,300	114,300
			270/45				0				150	:20			3,500	3,500
Upper Heyford	Cru	152	-5	157	+11	168	39.7	.74	425	445	3671	9:05½			25,800	111,800

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BYL WEIGHT (Empty)		
EST. TANKS WT (Empty)		
OPERATING WT		85,000
FUEL WEIGHT: FWD		
C.W.		
A.W.		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		176,000
START ENG AND TAXI FUEL ALW		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP
453	9600	50°F

CRITICAL FIELD LENGTH
8600

TAKE-OFF: DISTANCE	SPEED
7900	152

SPEED: CRITICAL ENG FAILURE	ENGINE BEST FLARE	LINE
120	164	97

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Planned NACA Day

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App 3, Annex B, 26SRW OPORD 133-52 (27 Sep 52)

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REFUEL ROUTE #3

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 265BW	AIRCRAFT TYPE AND SERIAL NO. RB-47E	CREW NUMBER	PILOT (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM Upper Heyford / ROUTE	Fuel Load Taxi	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
51-56N 1-19W	TO						°								91,000	176,000
Upper Heyford	Accel														4,500	4,500
50-51N 03-40W							°								86,200	171,200
Level Off	Clb	239		239	+10	249	31.8		425		114 / 114	:03 / :164			6,550	6,550
50-30N 05-00W	Cru		270/45				°				52	:16			79,650	164,650
St Eval	Crb	239	+3	242	+11	253	32.2	.74	425	386	166	:35½			2,850	2,850
45-02N 15-51W			270/45				°				554	1:25½			76,800	151,800
Start Descent	Cru	233	+4	237	+13	250	34.1	.74	425	389	720	2:01			14,700	14,700
44-45N 16-22W			270/45				°				28	:04			62,100	147,100
Rends WHISKEY	Des	233	+4	237	+15	252	20.0	.74	425	389	748	2:05			300	300
43-02N 19-32W	On						°				174	:42			61,800	146,800
End Refuel	Load	233		233	+16	249	20.0		250	250	922	2:47			11,500	11,500
							°								50,300	135,300
On Load											922	2:47			38,000	38,000
															88,300	173,300
			290/30				°				60	:09			2,800	2,800
Level Off	Clb	233	+3	236	+17	253	31.0	.74	425	410	982	2:56			85,500	170,500
40-49N 23-44W			290/30				°				177	:26			4,800	4,800
TP	Cru	233	+3	236	+18	254	31.7	.74	425	410	1159	3:22			80,700	165,700
36-20N 04-00W			290/30				°				747	1:38			17,200	17,200
Control P:	Cru	110	+1	111	+15	126	33.9	.74	425	455	1906	5:00			63,500	148,500
37-44N 06-04W			290/30				°				145	:19½			3,200	3,200
Jerez Radio	Cru	081	-2	079	+11	090	34.4	.74	425	450	2051	5:19½			60,300	145,300
37-23N 06-58W			290/30				°				39	:05½			900	900
Sevilla IP	Cru	005	-4	001	+10	011	34.5	.74	425	415	2090	5:25			59,400	144,400
38-18N 05-16W			290/30				°				65	:09			1,400	1,400
Fanarreva TGT	Cru	030	-4	026	+10	036	34.7	.74	425	430	2155	5:34			58,000	143,000
39-24N 03-12W			290/30				°				170	:23			3,600	3,600
Alcazar IP	Cru	056	-3	053	+9	062	35.3	.74	425	442	2325	5:57			54,400	139,400
40-45N 00-32W			290/30				°				191	:25½			4,000	4,000
IP	Cru	064	-3	061	+8	069	36.0	.74	425	448	2516	6:22½			50,400	135,400
41-23N 02-10E			290/30				°				81	:11			1,500	1,500
Barcelona TGT	Cru	064	-3	061	+7	068	36.2	.74	425	448	2597	6:33½			48,800	133,800
42-00N 03-30E			290/30				°				70	:09½			1,500	1,500
TP	Cru	058	-3	055	+7	062	35.4	.74	425	445	2667	6:43			47,300	132,300
43-00N 03-05E			270/45				°				181	:26			3,800	3,800
PSE IP	Cru	353	-6	347	+6	353	36.9	.74	425	420	2848	7:09			43,500	128,500
44-20N 02-37E			270/45				°				83	:12			1,700	1,700
Montluco IP	Cru	345	-6	339	+7	346	37.2	.74	425	417	2931	7:21			41,800	126,800
47-13N 02-06E			270/45				°				69	:08			1,100	1,100
Vierzon TGT	Cru	338	-6	332	+8	340	37.4	.74	425	421	2988	7:29			40,700	125,700
48-37N 01-37W			270/45				°				207	:31½			4,400	4,400
Cherbourg TP	Cru	314	-4	310	+8	318	38.1	.74	425	395	3195	8:00½			36,300	121,300
Start .81 Mach			270/45				°				104	:14½			1,300	1,300
Plymouth Eng	Cru	295	-3	292	+10	302	38.6	.74	425	385	3301	8:17			35,000	118,000
50-03N 03-30W			270/45				°				32	:04			800	800
Exeter RST IP	Cru	051	-3	046	+11	059	38.7	.81	472	507	3333	8:21			32,200	117,200
51-04N 03-48W			270/45				°				68	:08			1,600	1,600
Salisbury IP	Cru	072	-2	070	+10	080	38.9	.81	472	515	3401	8:29			30,600	115,600
51-38N 00-27W TGT			270/45				°				56	:06½			1,300	1,300
London End M.81	Cru	065	-2	063	+9	072	39.0	.81	472	515	3457	8:35½			29,300	114,300
51-42N 01-17W TP			270/45				°				195	:28			3,500	3,500
West Hartlepool	Cru	351	-6	345	+10	355	39.7	.74	425	417	3652	9:03½			25,800	110,800
54-37N 01-12W			270/45				°				78	:12			1,400	1,400
Carron in Farnes		245	+2	247	+11	258	39.9	.74	425	383	3730	9:15½			24,400	109,400
55-44N 1-19W			270/45				°				160	:20½			2,400	2,400
Upper Heyford	Cru	152	+5	157	+11	168	40.4	.74	425	445	3880	9:36			22,000	107,000

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME

LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
AVG BYL WEIGHT (Empty)	
EXT. TANKS WT	
OPERATING WT	86,000
FUEL WEIGHT: FWD	
FUEL WEIGHT: AMS	
FUEL WEIGHT: B.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	91,000
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	177,000
START ENG. AND TAXI FUEL BURN	2,000
TAKE-OFF GROSS WT	175,000

PRESS. ALT	LENGTH	AIR TEMP
163	9400	50°F

CRITICAL FIELD LENGTH: 8400

TAKE-OFF

DISTANCE	SPEED
25.0	152

SPEED

CRITICAL ENGINE FAILURE	SEMBLY BEST PLANE	LINE
120	146	97

NO. OF ATO BOTTLES	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Mission planned NACA Day

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REFUEL ROUTE A

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)
	26SRW	RB-47E				

PRE-FLIGHT PLAN

FROM / ROUTE	L. Part	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA
Upper Heyford														
51-56N 01-15W	TO ADC											:03		
Upper Heyford											114	:164		
50-57N 03-49W											114	:194		
Level Off	Clb	239		239	+10	249	31.8		425		52	:16		
50-30N 05-00W	Cru		270/45								166	:356		
St Eval	Orb	239	+3	242	+11	253	32.2	.74	425	386	524	1:254		
45-02N 15-51W			270/45								720	2:03		
Start Descent	Cru	233	+4	237	+13	250	34.1	.74	425	389	28	:04		
44-45N 16-22W			270/45								748	2:05		
Bends WHISKEY	Des	233	+4	237	+15	252	20.0	.74	425	389	174	:42		
43-02N 19-32W	On										922	2:47		
End Refuel	Load	233		233	+16	249	20.0		250	250				
On Load											922	2:47		
											60	:09		
Level Off	Clb	233	290/30 +3	236	+17	253	31.1	.74	425	410	982	2:56		
											218	:32		
40-15N 24-27W TP	Cru	233	290/30 +3	236	+18	254	31.8	.74	425	407	1200	3:28		
											770	1:42		
36-20N 09-00W Control Pt	Cru	108	290/30 0	108	+15	123	34.1	.74	425	455	1970	5:10		
											145	:19		
36-44N 06-04W Sirius Radio	Cru	081	290/30 -2	079	+11	090	34.7	.74	425	450	2115	5:29		
											39	:05		
37-33N 05-58W Sevilla IP	Cru	005	290/30 -4	001	+10	011	34.8	.74	425	415	2174	5:35		
											65	:09		
38-18N 05-16W Penarroya TOT	Cru	030	290/30 -4	026	+10	036	35.1	.74	425	430	2239	5:44		
											93	:12		
38-45N 03-22W Valdepenas TP	Cru	073	290/30 -2	071	+9	080	35.3	.74	425	450	2332	5:56		
											73	:10		
38-59N 01-51W Albacete IP	Cru	078	290/30 -2	076	+9	085	35.6	.74	425	450	2405	6:06		
											73	:10		
39-28N 00-23W Valencia TOT	Cru	067	290/30 -3	064	+8	072	35.8	.74	425	447	2478	6:16		
											243	:33		
42-00N 03-45E TP	Cru	051	290/30 -3	048	+6	054	36.5	.74	425	442	2721	6:49		
											97	:14		
43-30N 04-31E Poin' in Bay TP	Cru	020	290/30 -4	016	+6	022	36.8	.74	425	425	2818	7:03		
											95	:14		
45-02N 03-55E IP	Cru	343	270/45 -6	337	+6	343	37.1	.74	425	410	2913	7:17		
											71	:10		
46-10N 03-25E Vichy (Afld)TOT	Cru	343	270/45 -6	337	+6	343	37.3	.74	425	410	2984	7:28		
											69	:10		
47-05N 02-23E Bourges TP	Cru	322	270/45 -5	317	+7	324	37.6	.74	425	395	3053	7:38		
											221	:33		
49-37N 01-37W Cherbourg TP	Cru	314	270/45 -4	310	+8	318	38.4	.74	425	395	3274	8:12		
											106	:16		
Plymouth Eng Start .81 Mach	Cru	295	270/45 -3	292	+10	302	38.9	.74	425	385	3380	8:28		
											32	:04		
50-42N 03-30W Exeter PRE IP	Cru	051	270/45 -3	048	+11	059	39.0	.81	472	507	3412	8:32		
											68	:08		
51-04N 01-48W Salisbury IP	Cru	072	270/45 -2	070	-10	080	39.3	.81	472	515	3480	8:40		
											56	:06		
51-28N 00-27W End .81 Mach TOT	Cru	065	270/45 -2	063	+9	072	39.5	.81	472	515	3536	8:47		
											195	:28		
54-40N 01-12W West Hartlepool	Cru	351	270/45 -6	345	+10	355	40.1	.74	425	417	3731	9:15		
											78	:12		
54-07N 03-12W Barrow in Furness	Cru	245	270/45 +2	247	+11	258	40.4	.74	425	383	3809	9:27		
											150	:20		
Upper Heyford	Cru	152	270/45 +5	157	+11	168	40.9	.74	425	445	3959	9:47		

FUEL FLIGHT PLAN

PRED. FUEL REMAIN	GROSS WEIGHT
91,000	176,000
4,800	4,800
86,200	171,200
6,550	6,550
79,650	164,650
2,850	2,850
76,800	161,800
14,700	14,700
62,100	147,100
300	300
61,800	146,800
11,500	11,500
50,300	135,300
38,000	38,000
88,300	173,300
2,800	2,800
85,500	170,500
6,000	6,000
79,500	164,500
17,100	17,100
61,500	146,500
3,100	3,100
58,100	143,100
1,000	1,000
57,700	142,700
1,400	1,400
56,300	141,300
1,900	1,900
54,400	139,400
1,500	1,500
52,900	137,900
1,500	1,500
51,400	136,400
4,900	4,900
46,500	131,500
2,000	2,000
44,500	129,500
2,000	2,000
42,500	127,500
1,500	1,500
41,000	126,000
1,500	1,500
39,500	124,500
4,500	4,500
34,900	119,900
2,200	2,200
32,700	117,700
800	800
31,900	115,900
1,500	1,500
30,300	115,300
1,300	1,300
29,000	114,000
1,400	1,400
25,600	110,600
1,500	1,500
24,100	109,100
2,400	2,400
21,700	106,700

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
EXT. TANKS WT		
OPERAT. IND WT		85,000
FUEL: FWL		
CWL		
AWL		
PRE AWL R.R.		
ATO		
EXT.		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		176,000
START ENG AND TAXI FUEL ALT		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY PRESS. ALT	LENGTH	AIR TEMP.
453	9600	50°F

CRITICAL FIELD LENGTH: 8600

TAKE-OFF DISTANCE	SPEED
7500	152

SPEED CRITICAL ENG FAILURE	SHORT BEST FLAP	LINE
120	164	97

NO. OF ATO BOTTLES	
ATO WEIGHT	
PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Mission planned NACA Day

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REFUEL ROUTE #5 — 26SRW OPORD 133-54 — SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING: 26SRW	AIRCRAFT TYPE AND SERIAL NO.: RB-47E	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM: Upper Heyford ROUTE	TO	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GND DIS / ACC. GND DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
															91,000	176,000
51-56N 01-15W	TO						0								4,800	4,800
Upper Heyford	Aug1											:03			86,200	171,200
50-57N 03-49W							0				114	:16½			6,550	6,550
Level Off	Cli	239		239	+10	249	31.8			425	114	:19½			79,650	164,650
50-30N 05-00W	Cru		270/45				0				52	:16			2,850	2,850
55 Eval IP	Orb	239	+3	242	+11	253	32.2	.74	425	386	166	:35½			76,800	161,800
45-02N 15-51W			270/45				0				554	1:25½			14,700	14,700
Start Descent	Cru	233	+4	237	+13	250	34.1	.74	425	389	720	2:01			62,100	147,100
44-49N 16-22W			270/45				0				28	:04			300	300
Bends WHISKEY	Des	233	+4	237	+15	252	20.0	.74	425	389	745	2:05			61,800	146,800
43-02N 19-35W	On						0				174	:42			11,500	11,500
End Refuel	Load	233		233	+16	249	20.0		250	250	922	2:47			50,300	135,300
							0							*	38,000	38,000
On Load											922	2:47			88,300	173,300
			290/30				0				60	:09			2,800	2,800
Level Off	Cli	233	+3	236	+17	253	31.0	.74	425	410	982	2:56			85,500	170,500
39-52N 25-09W			290/30				0				257	:38			7,100	7,100
TP	Cru	233	+3	236	+18	254	32.0	.74	425	410	1239	3:34			78,400	163,400
38-20N 09-00W			290/30				0				195	1:45			18,100	18,100
Control Pt	Cru	105	0	105	+15	120	34.4	.74	425	455	2034	5:19			60,300	145,300
36-44N 06-04W			290/30				0				145	:19			1,000	1,000
Jerez Radio	Cru	081	-2	079	+11	090	34.8	.74	425	450	2179	5:38			57,300	142,300
37-23N 05-58W			290/30				0				39	:05½			900	900
Sevilla IP	Cru	005	-4	001	+10	011	35.0	.74	425	415	2218	5:43			56,400	141,400
38-18N 05-16W			290/30				0				65	:09			1,400	1,400
Paparroya TGT	Cru	030	-4	026	+10	036	35.2	.74	425	430	2283	5:52½			55,000	140,000
38-14N 03-44W			290/30				0				72	:09½			1,400	1,400
Lake IP	Cru	095	-1	094	+10	104	35.4	.74	425	455	2355	6:02			53,600	138,600
38-11N 02-49W			290/30				0				44	:06			1,000	1,000
Lake IP	Cru	095	-1	094	+9	103	35.6	.74	425	455	2399	6:08			52,600	137,600
37-30N 01-41W			290/30				0				56	:07½			1,200	1,200
Nellis TGT	Cru	070	-2	068	+8	076	35.8	.74	425	450	2455	6:15½			51,400	136,400
39-28N 00-24W			290/30				0				83	:11			1,700	1,700
Valencia IP	Cru	046	-3	043	+8	051	36.0	.74	425	440	2538	6:26½			49,700	134,700
39-56N 03-12E	Cru		290/30				0				168	:22½			1,400	1,400
Ile Mallorca N.	Tip	080	-2	078	+7	085	36.5	.74	425	451	2706	6:59			46,300	133,300
43-56N 04-49E			270/45				0				250	:34			4,800	4,800
Avignon PRE IP	Cru	015	-5	010	+6	016	37.2	.74	425	440	2956	7:33			41,500	128,500
44-54N 04-53E			270/45				0				59	:08			1,200	1,200
Valence IP	Cru	003	-6	357	+6	003	37.5	.74	425	430	3015	7:41			40,300	125,300
45-44N 04-57E	Cru		270/45				0				49	:07			1,000	1,000
Lyon (Bron AB)	TGT	003	-6	355	+6	003	37.6	.74	425	430	3064	7:48			39,300	124,300
49-37N 01-37W			270/45				0				353	:53½			7,100	7,100
Cherbourg IP	Cru	312	-4	308	+8	316	39.0	.74	425	395	3417	8:41½			32,200	117,200
Plymouth Eng			270/45				0				106	:16½			2,200	2,200
Start .81 Mach	Cru	295	-3	292	+10	302	39.3	.74	425	385	3523	8:58			30,000	115,000
50-42N 03-33W			270/45				0				32	:04			800	800
Exeter PRE IP	Cru	051	-3	048	+11	059	39.4	.81	472	507	3555	9:02			29,200	114,200
51-04N 01-48W			270/45				0				68	:08			1,500	1,500
Salisbury IP	Cru	072	-2	070	+10	080	39.6	.81	472	515	3623	9:10			27,600	112,600
51-28N 00-27W			270/45				0				56	:06½			1,300	1,300
TGT End .81 Mach	Cru	065	-2	063	+9	072	39.8	.81	472	515	3679	9:16½			26,300	111,300
54-40N 01-12W			270/45				0				195	:28			3,400	3,400
West Hartlepool	Cru	351	-6	345	+10	355	40.3	.74	425	417	3874	9:44½			22,900	107,900
54-07N 03-12W	Cru		270/45				0				78	:12			1,400	1,400
Barrow in Furness	285		+2	287	+11	298	40.7	.74	425	383	3952	9:56½			21,500	106,500
			270/45				0				150	:20			2,300	2,300
Upper Heyford	Cru	152	-5	157	+11	168	41.1	.74	425	445	4102	10:16½			19,200	104,200

DATE OF TAKE-OFF: ENGINE START / TAKE-OFF TIME; LANDING TIME / DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Kings)		
EXT TANKS WT		
OPERATING WT		85,000
FUEL WEIGHT: FWD		
CWD		
AWD		
R.R.		
ATO		
EXT		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		176,000
START ENG AND TAXI FUEL ALL		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
453	9600	50°F

CRITICAL FIELD LENGTH: 8600

TAKE-OFF: DISTANCE 7500; SPEED 152

SPEED: CRITICAL ENGINE FAILURE 120; NEWERS BEST PLANE 164; LIMIT 97

NO. OF ATO BOTTLES REQUIRED	
ATO BTL PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Planned NACA Day

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App 3, Annex B, 26SRW OPORD 133-54 (27Sep54)

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NON-REFUEL ROUTE

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)
		265BW	RB-47E				

PRE-FLIGHT PLAN

FROM / ROUTE	T.O. / Alt	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
Upper Heyford	TO														81,000	176,000
51-56N 01-19W	Acct														4,800	4,800
Upper Heyford												:03			86,200	171,200
												:14			6,550	6,550
Level Off	Cru	236		236	+10	246	31.8	.74	425	425	114	:194			79,650	164,650
50-08N 06-42W			270/45								88	:134			2,450	2,450
Land's End TP	Cru	236	+4	240	+11	251	32.1	.74	425	390	202	:33			77,200	162,200
51-20N 10-00W			270/45								183	:28			5,000	5,000
TP	Cru	295	-3	292	+13	305	32.7	.74	425	385	385	1:01			72,200	157,200
44-00N 09-15W			270/45								444	1:02			10,600	10,600
TP	Cru	176	+8	182	+13	195	34.2	.74	425	430	829	2:04			61,600	146,600
44-00N 04-00W			270/45								228	:29			4,600	4,600
TP	Cru	090	0	090	+11	101	34.9	.74	425	470	1057	2:33			57,000	142,000
43-15N 02-56W			270/45								65	:08			1,300	1,300
Bilbao Cont Pt	Cru	133	+4	137	+10	147	35.0	.74	425	459	1122	2:41			55,700	140,700
43-31N 01-29W			270/45								65	:08			1,300	1,300
TP Bayonne	Cru	076	-1	075	+9	084	35.2	.74	425	460	1187	2:50			54,400	139,400
44-50N 00-35W			270/45								90	:12			1,800	1,800
TP Bordeaux	Cru	026	-5	021	+8	029	35.6	.74	425	447	1277	3:02			52,600	137,600
45-40N 00-09E			270/45								68	:08			1,300	1,300
TGT Angoulême	Cru	029	-5	024	+8	032	35.8	.74	425	450	1335	3:10			51,300	136,300
46-18N 00-26W			270/45								15	:02			1,000	1,000
Niort TP	Cru	329	-5	324	+8	332	35.0	.74	425	405	1350	3:16			50,300	135,300
47-12N 01-35W			270/45								70	:10			1,500	1,500
TP Nantes	Cru	318	-5	313	+9	322	36.2	.74	425	397	1420	3:27			48,800	133,800
48-31N 02-48W			270/45								94	:14			2,100	2,100
TGT St Brieuc AF	Cru	328	-5	323	+9	332	36.5	.74	425	404	1514	3:41			46,700	131,700
50-23N 04-07W			270/45								123	:18			2,600	2,600
Start .81 TP Plymouth	Cru	336	-6	330	+10	340	36.9	.74	425	410	1767	4:09			44,100	129,100
50-42N 03-30W	max		270/45								32	:04			800	800
Exeter PRE TP	mach	051	-3	048	+11	059	37.0	.81	472	507	1799	4:03			43,300	128,300
51-04N 01-45W	max		270/45								68	:08			1,600	1,600
TP Salisbury	mach	072	-2	070	+10	080	37.2	.81	472	515	1867	4:11			41,700	126,700
51-28N 00-27W	max	065	270/45								56	:06			1,300	1,300
End .81 TGT Lond-nat	mach		-2	063	+9	072	37.4	.81	472	515	1923	4:17			40,400	125,400
54-40N 01-12W			270/45								196	:25			1,800	1,800
West Hartlepool	Cru	351	-6	345	+10	355	38.1	.74	425	417	2018	4:54			38,600	121,600
58-30N 06-19W			270/45								288	:43			5,800	5,800
Isle of Lewis	Cru	324	-5	319	+12	331	39.1	.74	425	400	2306	5:36			30,800	115,800
57-41N 06-20W			270/45								49	:07			900	900
Isle of Skye	Cru	182	+6	188	+14	202	39.3	.74	425	425	2355	5:43			29,900	114,900
54-52N 02-56W			270/45								204	:27			3,400	3,400
Carlisle	Cru	146	+5	151	+12	163	39.9	.74	425	450	2559	6:02			26,500	111,500
51-56N 01-19W			270/45								136	:22			3,100	3,100
Upper Heyford	Cru	161	+6	167	+11	178	40.6	.74	425	440	2715	6:28			23,400	108,400

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT TANKS WT (Empty)		
OPERATING WT		85,000
FUEL LOAD: FWD		
CTR		
AFT		
FWD AUX		
R.R.		
ATO		
EXT.		
TOTAL		91,000
BOMBS WT		
AMMO WT		
ADD FLUID WT		
INITIAL GROSS WT		176,000
START ENG AND TAXI FUEL ALT		2,000
TAKE-OFF GROSS WT		174,000

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
453	9600	50°F

CRITICAL FIELD LENGTH: 8600

TAKE-OFF	
DISTANCE 7500	SPEED 152

SPEED		
CRITICAL ENGINE FAILURE	ENGINE BEST FLARE	LINE
120	164	97

NO. OF ATO BOTTLES REQUIRED
PREFLIGHT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

REMARKS: Mission planned NACA Day

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RB-47 TIME & SPEED SCHEDULE

REFUEL MISSION:

Take-off Time	Start 20° Bank Turn	Climb Speed	Level Off Alt	Rendz Time	1st TP	Control Point	Jerez Radio	Cherbourg	Upper Heyford
0520	0522	Optimum	33M	0725	0830	1000	1019	1225	1400
0522	0524	"	32.5M	0725	0836	1010	1029	1250½	1425½
0524	0526	"	32M	0725	0842	1020	1039	1320½	1456
0526	0528	"	31.5M	0725	0843	1030	1049	1332	1507
0528	0530	"	31M	0725	0854	1039	1058	1401½	1536½

NON-REFUEL MISSION:

Take-Off Time	Start 20° Bank Turn	Climb Speed	Level-off Alt at .74	Control Pt Bilbao	Plymouth	Upper Heyford
0604	0606	Optimum	31.8M	0845½	1003	1232
0619	0621	"	"	0900½	1018	1247
0634	0636	"	"	0915½	1033	1302
0649	0651	"	"	0930½	1048	1317
0704	0706	"	"	0945½	1103	1332
0719	0721	"	"	1000½	1118	1347

App IV, Annex B
26SRW OPORD 133-54 (27 Sep 54)

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HEADQUARTERS
26TH STRATEGIC REOONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York

ANNEX "C"

OPERATIONS ORDER

SERIAL NO. 133-54

COMMUNICATIONS

1. GENERAL:

a. SACCEI, 7AD CEI, ACP's, JANAPS, and radio facility charts apply except as modified herein.

2. CALL SIGNS:

a. B-47 Aircraft "Challenge" expanded.

b. Tanker Aircraft "Roomservice" expanded, air/ground as listed in area facility charts.

c. SACCTAD: "Low Life".

3. COMMUNICATIONS CONTROL STATIONS:

a. Croughton - Primary.

b. Sidi Slimane - Secondary.

c. Lajes - Tertiary.

4. RECOGNITION & IDENTIFICATION:

a. IFF: Not required (See Communications flimsy)

b. Authentication: AFSAL 5104

5. POSITION REPORTS:

a. Hourly HF position reports are required in accordance with SAC Regulation 55-11 Procedure "BRAVO" applies.

b. FIR/ATCC reports will be required.

c. Frequencies and air/ground R/T procedures are contained in the communications flimsy.

Annex C
26SRW
OPORD 133-54
27 Sep 54

SECRET

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6. SACCTAD:

a. SACCTAD to be used with "BRAVO" type position reports will be "Low Life".

7. EMERGENCY PROCEDURE:

a. IAW ACP 130, 135, JANAP 300 and current area Facility Charts.

8. FREQUENCIES:

a. Frequencies for ocean station vessels are contained in the communications flimsy.

9. WEATHER AIRCRAFT:

a. The weather aircraft will pass WX data to one of the listed AACS stations and may be contacted on Channel 6, for INTERPLANE 278.9 Communications. Additional back up frequencies are listed in the communications flimsy.

10. FREQUENCIES:

a. Position reports: Area Facility "Charts".

b. Air Refueling: See air refueling annex.

c. Tactical: See Communications Flimsy.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 133-54

SECURITY

1. GENERAL:

a. AF Regulation 205-1, SAC Regulations 205-4, 205-8, 205-11, 205-16 and 26th SRW Regulation 355-1 apply.

b. To preclude sabotage, added security precautions must be established in accordance with SAC Regulation 205-4. The procedures established in this annex will be effective during this operation and as further directed by the Wing Commander.

c. Squadron Commanders will be responsible for the rigid security of their assigned area, aircraft and other material. Squadron personnel will be utilized 24 hours daily.

d. An access roster of all authorized personnel will be made available to the guard of each tactical squadron entry point.

e. Each squadron will assign an officer of the guard.

f. Any personnel apprehended with inadequate identification will be turned over to the squadron officer of the guard for necessary disposition.

g. All items of supply or equipment brought into the aircraft parking area and maintenance area will be inspected jointly by the delivering and receiving agency.

h. Commanders of the Field Maintenance and Periodic Maintenance Squadrons will have joint responsibility for aircraft and personnel under their control.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
29 September 1954

OPERATIONS ORDER

SERIAL NO. 140-54

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26SRW
OPORD 140-54
29 Sep 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
29 September 1954

OPERATIONS ORDER

SERIAL NO. 140-54

TABLE OF CONTENTS

Basic Operations Order

Annex A - Intelligence

Annex B - Air Operations

Appendix I - Target Photography Required

Appendix II - Mapping Photography Required

Appendix III - Format For Weekly Mission Report

Annex C - Communications

Annex D - Security

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26SRW
OPORD 140-54
29 Sep 54

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AUTH: COMDR 26SRW
DATE: 29 Sep 54
INIT: [illegible]

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York

OPERATIONS ORDER

SERIAL NO. 140-54

CHARTS AND MAPS: As required.

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major H M Hennington
4th Strategic Reconnaissance Squadron	Major W H Edwards
10th Strategic Reconnaissance Squadron	Major L I Sunderland
26th Field Maintenance Squadron	Major J H Atkins Jr
26th Armament & Electronics Squadron	Major J A Nicholson
26th Periodic Maintenance Squadron	Major K S Knowlton

1. GENERAL SITUATION: The Strategic Air Command is in urgent need of adequate target materials on strategic western European targets which might fall under hostile control in the event of war.

a. Alien Forces: See Intelligence Annex A.

b. Friendly Forces:

(1) The Royal Norweigan Air Force and Com Air North desire fighter intercepter training within their area of responsibility against B-47, RB-47 type aircraft. They have agreed to make identification passes only in accordance with Com Air North's Standard Exercise Procedure 51-1, 3 Jun 54. Closure on identification passes will be made no closer than 1000 feet, and will not include head-on, front quarter or coordinated attacks.

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(2) 3921st Reconnaissance Technical Squadron:

(a) Will process and evaluate film and submit reports in accordance with 7ADiv OPORD 140-54.

(b) Will prepare and forward critique materials to 26th Strat Recon Wing's critique section at UPPER HEYFORD on all photography within 2 working days after receipt of films and logs at WEST DRAYTON.

(3) 3918th Air Base Group:

(1) Provides necessary motor transport and courier personnel at UPPER HEYFORD (cleared to handle CONFIDENTIAL) to deliver classified exposed film to the 3921st Recon Tech Sq, WEST DRAYTON.

(2) Commander 26th Strat Recon Wing will notify the Commander 3918th Air Base Group each day after the last aircraft has landed that the film is ready to deliver to WEST DRAYTON. This film must be delivered to the 3921st Recon Tech Squadron within 6 hours.

2. MISSION: To procure acceptable aerial photographic coverage of all targets and target areas listed in Annex B, Appendices I & II.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th, and 10th Strategic Reconnaissance Squadrons:

(1) Provide aircraft and crews to accomplish this project.

(2) Obtain pre-strike reconnaissance on IP-Targets listed in Annex B, Appendices I and II, as specified for each target.

(a) One IP-Target radar run in accordance with SACR 95-1, 95-2, 200-5 and SAC Manual 50-38, using sawtooth gain procedures.

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(b) Small scale photography 1:25,000 or smaller - 5 miles before to 5 miles past target.

(c) Large sclae photography 1:15,000 or larger - 5 miles before to 5 miles past target.

(3) Mapping and charting photographic requirements:

(a) Obtain mapping andcharting photography (see par 3x(12)), suitable for photographic requirements on chart and mosaic areas listed in Annex B as follows:

1. Vertical tri-met camera with 6-inch focal length in accordance with mission folder.

2. Three camera multi-station (36-inch) in accordance with mission folder.

(b) The area to be covered by aerial mapping photography is that area sufficient to cover each series 25 mosaic and series 100 chart as shown in the mission folder prepared by the 3921st Recon Tech Squadron. Standards of acceptability are generally in accordance with SACR 50-26. However, certain deviations have been directed by higher headquarters and will be adhered to as contained in par 3x(12) of this operations order. Mission folders prepared by the 3921st Recon Tech Sq contain maps of the same series and scale to be used by the 3921st in film evaluation, and should therefore be utilized for flight purposes. If additional flight maps are required, it is recommended that maps of the same scale and series be utilized.

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(4) Prior to departure from UK for rotation to the ZI, all material will be returned to Headquarters 7th Air Division, ATTN: ID.

b. 26th Armament & Electronics Squadron:

(1) Provide necessary specialists and maintenance support as required to accomplish this mission.

(2) Prepare all exposed film and logs to be delivered by the 3918th Air Base Group to the 3921st Recon Tech Sq at WEST DRAYTON within six hours after the last reconnaissance aircraft for each day has landed at home base. A transmittal form accompanying film and logs will specify the target area and flight lines covered, sortie and aircraft number, date and hour flown, and will reference Project 54MP-7.

c. 26th Periodic Maintenance Squadron:

26th Field Maintenance Squadron:

(1) Provide necessary specialists and/or maintenance support as required to accomplish this mission.

x. General Instructions:

(1) This mission is known as Project 54MP-7.

(2) Execution order will be VOCOMDR 26th Strat Recon Wing.

(3) RB-47 aircraft will not fly closer than 225 nautical miles from the border of the USSR or its satellites.

(4) The region in which the flights are to be conducted is limited to that portion of Norway bounded by: the Norwegian coast at 64 degrees north latitude (64-00N), east to the town of Steinkjer (64-00N 11-28E), then south to the town of Roroes (62-34N 11-21E), along the Glomma River to the town of Fredrickstad (59-13N 10-57E)

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southwest to 58-23N 10-30E. No flights will be made north or east of this area without the approval of Headquarters 7th Air Division.

(5) Overflight of Norway will require prior diplomatic clearance. The 26th Strat Recon Wing will pass the following information to Lancer Control, High Wycombe, 36 hours prior to take-off, who in turn will pass the information to Headquarters Allied Air Forces, Northern Europe (Com Air North, Oslo, Norway).

(a) Number and type of aircraft.

(b) Call signs.

(c) Planned route.

(d) Altitude.

(e) Estimated time of departure.

(f) Times of turning points.

Lancer Control will insure that requests for clearance are received by AAFNE (Com Air North) a minimum of 24 hours prior to scheduled take-off time. Cancellations of, or alteration to proposed flight plan will be passed by telephone when necessary and confirmed by priority message. Headquarters AAFNE, upon receipt of a clearance request will obtain clearance through the appropriate national authority who will disseminate this information to the relevant air commanders through whose territory the aircraft are routed. The defense forces so notified will be at liberty to make identification intercepts only on RB-47 aircraft.

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(6) Air to air communications between RNAF fighter aircraft is not possible (not UHF equpped), therefore if fighters insist on closing attacks closer than 1000 feet, a lateral rocking of the wings by the reconnaissance aircraft will signify that attacks are to cease. Fighter attacks closer than 1000 feet against RB-47 aircraft will be reported to Headquarters 7th Air Division. to include type aircraft, identifying markings and type of attack.

(7) Aircraft will not carry live ammunition while flying over Norway.

(8) Restricted and prohibited areas will be avoided at all times except in emergencies.

(9) A minimum altitude of 10,000 feet and a maximum altitude of 35,000 feet is required while flying over Norway. Airways in Norway are controlled up to 17,000 feet. Aircraft flying above this altitude should follow the quadrantal system of altitude separation.

(10) Aircraft should be routed through areas of maximum radar coverage within Norway if practical.

(11) Specifications for the accomplishment of IP-Target pre-strike aerial reconnaissance are as follows:

(a) Cameras:

1. Large scale: Three camera multi-station with 36-inch lens. Scale must be 1:15,000 or larger.

2. Small scale: Vertical tri-met with 6 inch - lens Scale must be 1:25000 or smaller.

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(b) Flight altitude: 30,000 feet above mean terrain for all photography.

(c) Direction of flight: From designated IP, if radar is to be accomplished simultaneously; otherwise, as desired.

(d) Forward overlap: Desired 60%, minimum 52%, maximum 70%.

(e) Side lap: not applicable.

(f) Crab: Not applicable to fixed mount camera.

(g) Cloud coverage: 1/8 or less.

(h) Navigation line of flight to carry aircraft directly over target to afford maximum coverage for study of installation. However, large scale photography of small target installations, such as power plants, will be acceptable for project requirements even though target is not centered if it is determined that the installation is completely covered.

(i) Small and large scale cover is desired and will be flown from five miles before to five miles past target in direction of flight. However, photography will be accepted if the distance of cover before and after target in direction of flight is at least 1/2 the lateral coverage of the large scale multi camera.

(j) Targets which are acceptably covered by large scale photography only on first attempt will not be reflown unless directed by Headquarters 7th Air Division. This does not delete the project requirement for obtaining small scale photography when possible.

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(12) The specifications for the accomplishment of mapping and charting are as follows:

(a) Cameras:

1. Small scale: vertical tri-met 6-inch focal length.

2. Large scale: three camera multi 36-inch focal length.

(b) Flight altitude: 30,000 feet above mean terrain.

(c) Direction of flight: true east-west or west-east.

(d) Forward overlap: desired 60%, minimum 55%, maximum 65%.

(e) Side lap: desired 30%, minimum 10%, maximum 50%.

(f) Crab: not applicable to fixed mount cameras.

(g) Cloud coverage: no greater than 1/8 coverage.

(13) 50-8 training will have first priority; however, project 54MP-7 will be accomplished to the maximum extent possible.

(14) Accepted project mapping photography will be credited to flight crew 50-8 minimums in accordance with SAC message DOTRFC 5107. Credit will accrue as follows (ref change 1, 23 Apr 54, to Supplement 1, SACR 50-8:

(a) One credit under par 7d(1)(b) for each series 100 chart flight line acceptably covered by small scale (6 in) photography at 30,000 feet or above.

(b) One credit under par 7d(1)(a) for each series 100 chart flight line acceptably covered by large scale photography at 30,000 feet or above.

(c) It is not mandatory that the oblique cameras of the tri-met installations be operating to accrue training credit for high or low altitude daylight photographic accomplishment.

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(15) Reports: Required reports from tactical units are as follows:

(a) A special weekly Summary of Reconnaissance Operations in accordance with format in Annex B, App III, will be distributed as follows: Comdr SAC, 2 copies; Comdr 2AF 2 copies; Comdr 7th ADiv, Attn: OD, 2 copies.

(b) All reports pertaining to this project will cite Project 54MP-7 in the first paragraph of the report.

(16) Classification of aerial and radar film logs, plots, ROF M-number photography, R-51 reports, weekly and monthly status reports and RT-65 reports will be "CONFIDENTIAL - US EYES ONLY".

(17) Classification of special P.I. reports (target folders) and target annotated aerial photos (AFR 95-18, titling excluded) will be classified "SECRET - US EYES ONLY".

(18) Classification of items, correspondence and information not covered above will be in accordance with subject content per AFR 205-1.

(19) Code word for this project is "POLAR BEAR", and will be used only when requesting diplomatic clearances.

(20) In the event of an emergency landing in Norway, the crews will be briefed to refer to their mission as a "routine navigational training mission" <u>being particularly cautious not to mention the fact that reconnaissance work is being done</u>. It will be the responsibility of the aircraft commander to insure that his aircraft is guarded at all times, and to contact the Air Attache at Oslo, Norway as soon as possible.

(21) The following is a list of airfields in Norway that can be used for emergency landings:

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BASE	COORDINATES	CONTROL TOWER	UHF	RUNWAY LENGTH
GARDEMEEN	60-12N 11-05E	Yes	Yes (257.8) Yes (360.3)	8776
SOLA	58-53N 05-38E	Yes	Yes (257.8)	8300
ORLANDET	63-42N 09-36E	Yes	No	8776
LISTA	58-06N 06-37E	No	No	8038
JARISBERG	59-18N 10-22E	No	No	8120
RYGGE	59-22N 10-44E	No	No	8005
BODO	67-16N 14-23E	Yes	No	8448

Note: The above data may not coincide with the latest facility charts due to military security restrictions. (Above information was extracted from "USAF List of Usable Airfields", 15 July 54, classified CONFIDENTIAL)

4. ADMINISTRATIVE AND LOGISTICAL:

a. Omitted.

b. This operations order may be destroyed prior to 26th Strat Recon Wing's return to the ZI.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) Commander 7th Air Division, APO 125, USAF (mailing).

(2) Commander 7th Air Division, South Ruislip, England (teletype).

b. Communications: See Annex C.

SULLIVAN
Colonel
Commander

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ANNEXES:

A - Intelligence
B - Air Operations
App I - Target Photography Required
App II - Mapping Photography Required
App III - Format for Weekly Mission Report
C - Communications
D - Security

DISTRIBUTION:

Comdr 7ADiv	1
Chief 7ADiv Flt Contr	1
Comdr 3921 RTS	2
Comdr 2AF	2
Comdr 801ADiv	2
Comdr 3918 ABG	1
Comdr 26SRW	1
Comdr 3SRS	5
Comdr 4SRS	5
Comdr 10SRS	5
Comdr 26FMS	1
Comdr 26PMS	1
Comdr 26A&E	1
DM 26SRW	1
DDM 26SRW	1
DOI 26SRW	1
DO 26SRW	5
Historian 26SRW	5

OFFICIAL:

ROBERT T. HALL for
Lt Colonel, USAF
Director of Operations

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26SRW
OPORD 140-54
29 Sep 54

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ANNEX "A"

TO

26SRW OPERATIONS ORDER 140-54

INTELLIGENCE

1. Intelligence Summary: Omitted

2. INTELLIGENCE REQUIREMENTS:

(1) General - In addition to the established operational requirements, unusual sightings or attempts to interfere with the accomplishment of the mission of the 26th Strategic Reconnaissance Wing will be reported.

(2) Specific.

(a) Were any interceptions made against reconnaissance aircraft by non-US fighters, including pacing tactics and formation flying?

(b) Were any sightings made as listed in JANAP 146B or SAC Manual 55-8 (par. 6a, General Instructions)?

(c) Was any jamming and/or interference with radio/radar systems encountered?

(d) Were any other sightings of an unusual nature observed?

a. Means of Obtaining Information - Only those sources normally available to the unit in the form of crew observations, photo or electronics reconnaissance will be utilized to obtain information contained in paragraph a above.

b. Means of Reporting EEI - Information required in paragraph 2a above will be submitted, if obtained, in accordance with SAC Manual 55-8 and JANAP

Annex "A"
26SRW Ops O 140-54
20 Sept 54

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146B, as applicable. In all cases where collected Essential Elements of Information are not transmitted by instructions contained in SAC Manual 55-8 and other existing directives, this information should be forwarded as expeditously as possible, on AF Form 112. Initial "Hot News information should be passed by telephone, if security classification permits, during normal duty hours to headquarters, 7th Air Division, Attention: Director of Intelligence, or to the Staff Duty Officer, during non-duty hours.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Targets Materials.

(1) Maps.

(a) Available navigational maps and charts may be drawn from the Target Branch, 26th Wing Intelligence Section.

(2) Target Material.

(a) Flight folders will be prepared and distributed to the flying organization by this Headquarters for each mission.

b. Evasion and Survival - Reference SAC Basic Intelligence Planning Guide (BIPG) Volume I, Section V dated 1 February 1954. Insure that crew members are familiar with the provisions of SAC Regulation 200-8 "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of American Personnel", dated 29 October 1953.

c. Reports and Distribution.

(1) R-23 Initial Enemy Reaction Report, SAC Manual 55-8 (when applicable)

(2) R-24 Initial Intelligence Report, SAC Manual 55-8 (when applicable)

(3) Provisions of paragraph 6a SAC Manual 55-8 will be complied with.

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Colonel, USAF
Commander

OFFICIAL:

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Commander

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Intelligence

Annex "A"
26SRW Ops O 140-54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
29 September 1954

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 140-54

AIR OPERATIONS

1. GENERAL:

a. This Annex and Appendices contain necessary Route and Target Information.

b. All flights will be made under IFR.

c. All danger and prohibited areas will be avoided.

d. Fuel reserve will be a minimum of 30,000 pounds within 30 minutes of Fairford VOR.

2. OPERATIONAL CONCEPTS:

a. All missions will be flown in accordance with SAC Tactical Doctrine.

3. TAKE OFF AND ROUTE TACTICS:

a. Take off will be at 15 minute intervals.

b. Routes will be flown as directed by Wing Commander.

c. Coast in and out points will be made good.

(1) UNITED KINGDOM:

(a) Coast out point will be the town of Hornsea (53-55N 00-10W)

(b) Coast in point will be the town of Seaham Harbor (54-50N 01-20W)

(2) NORWAY:

(a) Coast in and coast out points will be made at points where Maximum Ground Radar Tracking Coverage is Available.

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(b) Above information will be supplied by Wing Intelligence at mission briefing.

(c) Until above information is available the Entrance and Exit point will be Kristiansand Radio (58-12N 08-05E)

4. REPORTING PROCEDURES:

a. All aircraft will be under control of "Brize Norton Control" until "500 on Top", after which normal reporting procedures will be complied with. For details see Communications Annex "C".

5. PRIMARY ALTERNATES:

	FIELD ELEVATION	LONGEST RUNWAY
a. BRIZE NORTON	+ 283 FT.	10,000 FT.
b. FAIRFORD	+ 283 FT.	9,900 FT.
c. LAKENHEATH	+ 39 FT.	9,000 FT.
d. MARSTON	+ 180 FT.	9,000 FT.
e. MILDENHALL	+ 30 FT.	9,000 FT.
f. SCULTHORPE	+ 200 FT.	9,000 FT.

6. EMERGENCY ALTERNATES:

a. Any suitable alternate in England. For Norway see PAR 3x (21).

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APPENDIX I

IP TARGET PHOTOGRAPHY REQUIRED:

TGT	B.E.NUMBER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
1. BERGEN	0105-9999	6020N/0520E	HERSVIK	6110N-0454E	X	
2. TRONDHEIM	0104-9999	6326N/1025E				X
3. KRISTIANSAND	0151-9979	5808N/0800E	FGERSUND	5827N/0602E	X	
4. STAVANGER	0151-9998	5858N/0545E	BREMES	5947N/0511E	X	
5. PORSGRUNN	0151-0136	5909N/0940E	ARENDAL	5827N-0845E	X	
6. DRAMMEN	0151-0341	5944N/1013E	LARVIK	5903N-1002E	X	X
7. TONSBERG	0151-9963	5917N/1025E				X
8. KRISTIANSUND	0105-0027	6307N/0745E	ALESUND	6228/0609E	X	
9. ALESUND	0105-0091	6228N/0609E	FLORD	6106N-0502E	X	X
11. HORTEN	0151-9988	5926N/1030E	KRAGER	5853N-0924E	X	
12. SANDEFJORD	0151-0137 0151-0246	5907N/1014E	ARENDAL	5827N-0845E	X	

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APPENDIX I, ANNEX B
26SAW OPORD 140-54
29 Sep 54

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APPENDIX I

	TARGET	B.E. NUMBER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
13.	MOSS	0151-0133 0151-0249	5925N/1040E	KRAGER	5853N-0924E	X	
16.	SAUDA	0151-9967	5939N/0620E	SKUDENTS HAVEN	5909N-0516E	X	X
18.	BJOLVOFOSSEN	0105-0005	6022N/0623E	SOLUND	6105N-0451E	X	X
19.	RUJKAN	0151-9970	5952N/0834E	HOLE	6006N-1012E	X	
20.	TYSSEDAL	0105-9975	6006N/0634E	FRESVIK	6104N-0656E	X	X
21.	SKIEN	0151-0265	5912N/0936E	TVEDESTRAND	5837N-0855E	X	
22.	KONGSBERG	0151-9982	5939N/0939E	HELGERAD	5904N-1024E	X	
23.	GULLAUG	0151-0118	5930N/1014E	GJAUNES	5846N-0920E	X	X
25.	HOYANGER	0105-0007	6114N/0606E	HORDABBY	6042N-0457E	X	
26.	EYDEHAVN	0151-0029 0151-0200	5830N/0853E	MANDAL	5802N-0727E	X	
27.	HOLMESTRAND	0151-9983	5929N/1018E	TVEITSUND	5900N-0832E	X	
28.	NOTODDEN	0151-0305	5934N/0917E	GJAERNESS	5846N-0920E	X	X
29.	EVJE	0151-	5834N-0747E	VESTEYGD	5806N-0635E	X	X
30.	HAMAR	0104-0134 0104-0126	6047N/1104E	OSLO	5955N-1044E	X	
31.	SKOYEN		5955N/1041E	SANDEFJORD	5908N-1014E	X	X
33.	SKI	0151-0116	5943/1053E	SKIEN	5912N-0936E	X	
34.	NITTEDAL	0104-0156	6001N/1057E	BAKKEN	6015N-0920E	X	X

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APPENDIX I

	TARGET	B.N.NUMMER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
35.	HONNFOSS	0140-0135	6010N/1015E	HOLLA	5917N-0915E	X	
36.	GJOVIK		6048N/1042E	SOR-FRON	6133N-0955E	X	
37.	KAMEO		5928N/1042E	KRAGERO	5853N-0924E	X	X
38.	OGSTAD	0151-0082	5958N/1038E	HOVIN	5951N-0900E	X	
40.	EIDSFOSS		5936N/1002E	RJUKAN	5953N-0834E	X	
41.	TYSSO		6023N/0552E	SOLUND	6105N-0450E	X	X
42.	VINSTRA	0104-0268	6134N/0933E	GJOVIK	6048N-1042E	X	X
43.	DALE	0105-0016	6035N/0549E	HERSVIK	6110N-0454E	X	X
44.	KNABEN	0151-0003	5840N/0659E	VESTBYGO	5807N-0635E	X	X
45.	AARIAL	0105-0090	6114N/0744E	MASFJORDEN	6048N-0519E	X	X
46.	VIGELAND	0151-0026	5814N/0758E	BIRKEDAL	5847N/0618E	X	X
47.	LOKKEN	0104-0114	6307N/0945E	TITRAN	6340N-0822E	X	X
48.	HOSANGER	0105-	6034N-0527E	ÉRVIK	6210N-0508E	X	X
49.	SANDBACK		5822N/0620E	SKUDENESHAVEN	5909N-0516E	X	X
51.	NORH	0104-0276 0104-0277	6016N/0858E	SANDE	5936N-1012E	X	X
56.	RAUMOES	0104-0125	6043N/1037E	HAUG	6003N-1004E	X	

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App I, Annex B
26SRW OPORD 140-54
29 Sep 54

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APPENDIX I

	TARGET	B.E. NUMBER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
57.	STORD	0151-0234	5947N/0530E	HORDABOY	6042N-0457E	X	X
58.	SLEMMESTAD		5947N/1030E	BERD	5859N-0953E	X	
59.	DALEN	0151-0024	5927N/0800E	SKIEN	5912N-0936E	X	X
60.	HATVIK		6014N/0535E	FINNOY	5910N-0550E	X	X
61.	FILVET	0151-0127	5935N/1037E	NORE	6010N-0900E	X	X
62.	SON/LASK	0151-0339	5931N/1042E	KRODEREN	6008N-0947E	X	
63.	HURCM	0151-0128	5940N/1033E	L NGESUNDE	5900N-0945E	X	
64.	LYSAKER	0151-0049	5954N/1036E	LANGESUNDE	5900N-0945E	X	X
65.	ODDA	0105-0002 0105-0071	6004N/0633E	STRAND	5903N-0556E	X	
66.	ARLIFOSS	0151-0318	5940N/0909E	GJAERNES	5846N-0919E	X	X
68.	GRONVOLLFOSS	0151-0314	5939N/0914E	KRAGERA	5852N-0923E	X	X
69.	HERGEN		5906N/0938E	GRIMSTAD	5821N-0835E	X	X
70.	HOL	0104N-0270	6035N/0821E	SHARUN	6002N-0952E	X	X
71.	LILIEHAMMER	0104-0278	6107N/1028E	SET	6148N-0933E	X	X
72.	BOYIEFOSS	0151-0317	5836N/0843E	MANDAL	5802N-0727E	X	X
73.	HOGEFOSS	0151-0310	5857N/0830E	HOVAG	5811N-0815E	X	X
74.	IVELAND	0151-0308	5823N/0750E	GJAERNES	5846N-0920E	X	X

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APPENDIX I

	TARGET	B.E. NUMBER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
75.	NOMELAND	0151-0306	5822N/0754E	GJAERNES	5836N-0920E	X	X
76.	SKJERKA	0151-0294	5833N/0722E	EIGERAY	5826N-0553E	X	X
77.	HERLANDJFOSS	0105-0084	6035N/0533E	SKUDENS HAVEN	5909N-0516E	X	X
78.	TMBRETFOSS	0151-0315	5954N/0955E	BERG	5859N-0953E	X	
79.	GRONSDAL	0105-0085	6026N/0551E	SOLUND	6105N-0451E	X	X
80.	MAR		6000N/0848E	HOILA	5916N-0916E	X	X
81.	MAUDALFALLENE		5845N/0619E	HANGESEND	5925N-0516E	X	X
82.	TAFJORD	0105-0081	6213N/0728E	HARAMSOY	6241N-0611E	X	X
83.	LYSE		5903N/0640E	SOREIDE	6005N-0514E	X	X
84.	DROBAK	0151-0257	5939N/1039E	LANGESUND	5900N-0945E	X	
85.	VARVIK	0151-0262	5904N/1000E	HOVIN	5951N-0900E	X	
87.	BREVIK-STRATHELLE	0151-	5905N/0942E	FROLAND	5831N-0838E	X	
88.	LANGESUND	0151-0231 0151-0263	5859N/0945E	FROLAND	5831N-0838E	X	
89.	ARENDAL	0151-0266	5827N/0848E	MANDAL	5802N-0727E	X	
90.	MANDAL	0151-0268	5802N/0727E	OGNA	5831N-0548E	X	
91.	FARSUND	0151-0269	5805N/0648E	KLEPP	5847N-0538E	X	

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App I, Annex B
26SRW OPORD 140-54
20 Sep 54

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APPENDIX I

	TARGET	B.E. NUMBER	COORDINATES	IP	COORDINATES	RADAR	VISUAL
92.	FLEKKEFJORD	0151-0270	5817N/0641E	BRU	5902N-0539E	X	
93.	EGERSUND	0151-0271	5827N/0600E	VAGE	5917N-0522E	X	
94.	SANDNES	0151-0272	5851N/0544E	BREMNES	5947N-0511E	X	
95.	HAUGESUND	0151-0233 0151-0273	5925N/0517E	MJOVIK	6020N-0500E	X	
96.	ANDALSNES	0105-0073	6235N/0742E	RUNDOY	6225N-0536E	X	X
97.	MOLDE	0105-0072	6244N/0711E	RUNDOY	6225N-0536E	X	X
100.	RISOR		5843N/0914E	KRISTIANSAND	5809N-0801E	X	
101.	NESBYN	0104-0166	6033N/0905E	HONEFOSS	6010N-1015E	X	X

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APPENDIX II

MAPPING PHOTOGRAPY REQUIRED:

MOSIACS:

TARGET	CEN COORDINATES	B.E. NUMBERS	S.C FLIGHT LINES
NORE HY E. PWR PLT	6016N/0858E	0104-0133	143,144
RAUFOSS AMMO & EXP PLT	6043N/1037E	0104-0125	138,139
ALESUND AM LIAAEN SHPYD	6228N/0609E	0105-	116,117,118
PORT OF KRISTIANSUND	6307N/0745E	0105-0027	108,109,110
HOYANGER AL. PLT	6123N/0604E	0105-0007	132,133
EYDENHAUN AL. PLT	5830N/0853E	0151-0029	165,166
EVJE CPR & NICK SMEL	5834N/0747E	0151-0031	164,165
SANDEFJORD SHPYD FRANAES	5907N/1014E	0151-0137	157,158,159
PORSGRUNN/HEROYA	5909N/0940E	0151-	157,158
ERAMEN	5944N/1013E	0151-	150,151
NOTODDEN/SKIEN & TINFOSS	5915N/0935E	0151-	155,156

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App II, Annex B
26SRW OPOND 140-54
29 Sep 54

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APPENDIX II

CHARTS:

TARGET	CEN COORDINATES	B.E.NUMBER	SAC FLIGHT LINES
TRONDHEIM	6325N/1025E	0104-9999	103,104,105,106,107,108
BERGEN	6020N/0520E	0105-9999	140,141,142,143,144,145,146
TYSSEDAL/ODDA	6006N/0634E	0105-9975	143,144,145,146,147,148
SAUDE	5939N/0620E	0151-9967	149,150,151,152,153,154
RJUKAN	5952N/0834E	0151-9970	146,147,148,149,150,151
STAVANGER	5850N/0540E	0151-9998	159,160,161,162,163,164
NOTODDEN	5934N/0917E	0151-0303	150,151,152,153,154,155
KRISTIANSAND	5810N/0801E	0151-9979	167,168,169,170,171,172

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App II, Annex B
26SRW OPORD 140-54
29 Sep 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
29 September 1954

APPENDIX III

ANNEX "B"

OPERATIONS ORDER 140-54

FORMAT FOR WEEKLY MISSION REPORT

SUBJECT: Mission Report for Week Ending _____
(Date)

TO:

1. Mission as Planned and Executed:

To include:

Overall purpose of mission.

Operations order under which missions were performed.

Total number of reconnaissance missions planned during the period of the report.

Total number of reconnaissance missions flown during the period of the report.

Total flying time accomplished for all aircraft during the period of the report.

a. Reconnaissance Sortie _____
(number)

(1) Mission as planned:

To include:

Aircraft number.

Crew number.

Aircraft Commanders last name.

Date mission was scheduled.

App III
Annex B
26 SRW Op Ord 140-54
29 Sep 54

SECRET

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Names, number and country of targets to be covered by radar photography.

Names, number and country of targets and/or flight lines to be covered by aerial photography.

(2) Mission as executed:

To include:

Time and date aircraft departed (Local Time)

Total hours flown.

Names, number and country of targets of opportunity planned in flight and covered by radar photography.

Names, number and country of targets and/or flight lines of opportunity planned in flight and covered by aerial photography.

Targets covered by acceptable radar photography, by name, number and country.

Targets covered by acceptable aerial photography, by name, number, country and scale.

Targets of opportunity covered by acceptable radar photography, by name, number and country.

Targets of opportunity covered by acceptable aerial photography, by name, number, country and scale.

(3) Difficulties encountered:

To include:

Reasons why sortie was not flown and/or accomplished as planned.

b. (Repeat same information as set forth in para 1a above for each sortie)

2. General results:

a. Radar Scope Photography:

To include:

Number of targets covered by acceptable radar photography.

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b. AERIAL PHOTOGRAPHY:

To include:

Number of Small Scale targets flown.

Number of Small Scale targets accepted.

Number of Small Scale targets rejected.

Number of Small Scale targets unevaluated.

Number of Large Scale targets flown.

Number of Large Scale targets accepted.

Number of Large Scale targets rejected.

Number of Large Scale targets unevaluated.

Number of Flight Lines flown.

Number of Flight Lines accepted.

Number of Flight Lines rejected.

Number of Flight Lines unevaluated.

3. REMARKS AND RECOMMENDATIONS:

To include:

Factors directly related and affecting the accomplishment of the assigned mission.

Items recommended for action by higher headquarters.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York New York
29 September 1954

ANNEX "C"

OPERATIONS ORDER

SERIAL NO. 140-54

COMMUNICATIONS

1. Appropriate JANAPS, ACPs, Radio Facility Charts, SAC and 7AD CEIs apply except as modified herein.

2. Administrative Communications facilities at Sola and Gardermoen include the following:

   a. Base administrative telephone system.

   b. Duplex teletype circuit with on-line encryption capability to High Wycombe.

   c. Operational telephone circuit to COMAIRNORTH with switching capability to High Wycombe via Paris.

3. Tactical Communications control stations will be as follows:

   a. Croughton Primary

   b. Sola Secondary

   c. Rhien Main Tertiary.

4. Normal FIR/ATC reporting applies. Where direct contact with FIR is not possible HF equipped aircraft can relay through Sola or Croughton. Sola only should be used for Norweigan FIR's. UHF only equipped aircraft can relay through the UHF facilities listed in (5) below.

5. Navigational aids will be as listed in current radio facility charts. Following additional UHF facilities not listed in radio facility charts are installed and operational:

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a. Sola, Norway:

Control Tower - Frequency 257.8 and 3023.5 kcs.

Stavenger - ATC Frequency 353.8 mcs and 8913.5 kcs.

b. Gardermoen, Norway:

Control Tower - Freq 257.8, 360.3 mcs and 3023.5 kcs.

GCA - Freq 344.0 mcs - search.

Freq 385.4 mcs - final

c. Karup, Denmark:

Control Tower - Freq 257.8 mcs.

GCA - Frequency 344.0 mcs - search.

Frequency 385.4 mcs - final.

d. Salborg, Denmark:

Control Tower - Frequency 257.8 mcs.

e. Skrydstrup, Denmark:

Control Tower - Frequency 257.8 mcs.

f. Vaerlose, Denmark:

Control Tower - Frequency 257.8 mcs.

g. Kastrup, Denmark:

Control Tower - Frequency 257.8 mcs and 3023.5 kcs.

Kastrup Approach - Frequency 3023.5 kcs.

All above UHF facilities are on an on-call basis and must have prior notification when facilities are to be utilized. This notification will be accomplished through request to Lancer Control.

6. Hourly tactical position reports will be rendered to one of the control stations listed in paragraph 3 above for relay to "SURFBOARD" (Commander, 7th Air Division, High Wycombe - Lancer Control).

7. Instructions contained in "Special Notices" of Radio Facility Charts will be complied with.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York New York
29 September 1954

ANNEX "D"

OPERATIONS ORDER

SERIAL NO. 140-54

SECURITY

1. GENERAL:

a. If a forced landing on a cleared flight over Norway becomes necessary the Aircraft Commander will contact by radio:

(1) High Wycombe control (UHAB)

(2) The nearest USAF base or ground station. The Aircraft Commander will report his dedision to land, the reason for landing, present position, and the location of airfield or area at which landing will be made.

(3) The Aircraft Commander will insure that the aircraft and equipment are properly safe-guarded by a crew member until the Air Attache has been notified and a qualified guard has been provided. The mission will be referred to as a "Routine Navigational Training Mission" with the crew being particularly cautious not to mention the fact that reconnaissance work is being accomplished.

b. Since the mission is a cleared mission over a friendly country, assistance can be expected from Government Authorities.

c. Immediately upon landing, the aircraft commander or his representative will take immediate action to communicate with the Air Attache in Oslo, Norway.

Annex D
26 SRW Op Ord 140-54
29 Sep 54

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Air crews may give Name, Grade, Service Number, Organization and Date of Birth to Norweigan Officials.

e. The aircraft commander will insure that aircrew conduct is such that friendly relations can be maintained with the Norweigan Government.

f. Take off from a non scheduled landing area in Norway will not be attempted without that country's clearance.

g. No part of this OPS ORDER will be carried on the mission.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

OPERATIONS ORDER

SERIAL NO. 142-54

31

26SRW
OPORD 142-54
11 Oct 54

SECRET

26 OSL - 313

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AUTH: COMDR 7AD
DATE: 11 OCT 54
INIT: EMM

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

OPERATIONS ORDER

SERIAL NO. 142-54

CHARTS AND MAPS: As required

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj H M Hennington
4th Strategic Reconnaissance Squadron	Maj W H Edwards
10th Strategic Reconnaissance Squadron	Maj J I Sunderland
26th Field Maintenance Squadron	Maj J H Atkins Jr
26th Armament & Electronics Squadron	Maj J A Nicholson
26th Periodic Maintenance Squadron	Maj K S Knowlton

1. GENERAL SITUATION: The 7th Air Division has directed the 26th Strategic Reconnaissance Wing to procure necessary radar and aerial photographic coverage of certain areas in NORTH AFRICA. The purpose is to provide a supplement to the AOF and ROF programs, and to provide current photography on areas of interest to Headquarters SAC not in the AOF program, also to provide realistic training for SAC personnel.

a. Alien Forces: See Annex A.

b. Friendly Forces:

(1) 3921st Reconnaissance Technical Squadron: [illegible]

(2) Will process and evaluate film and submit reports in accordance with 7th Air Division Operations Order 142-54

26 OSL - 313

SECRET

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(b) Will prepare and forward critique materials to 26th Strat Recon Wing's Critique Section at UPPER HEYFORD on unaccepted photography within two working days after receipt of films and logs at WEST DRAYTON.

(2) 3918th Air Base Group:

(a) Provide necessary base support.

(b) Provide necessary motor transport and courier personnel at UPPER HEYFORD (cleared to handle CONFIDENTIAL) to deliver classified exposed films to the 3921st Recon Tech Sq at WEST DRAYTON.

(c) Commander, 26th Strat Recon Wing will notify the Commander 3918th Air Base Group each day after the last aircraft has landed that the film is ready for delivery to WEST DRAYTON. This film must be delivered to the 3921st Recon Tech Sq within six hours.

2. MISSION: To procure acceptable radar and aerial photographic coverage of targets listed in Annex B, Appendices I, II & III.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th and 10th Strategic Reconnaissance Squadrons:

(1) Provide aircraft and crews necessary to accomplish this project.

(2) IP-target photographic requirement:

(a) Obtain pre-strike reconnaissance on Ip-targets listed in Annex B, Appendix I, as specified for each target. (Reference para 3x(5)).

1. One IP-target radar run in accordance with SAC Reg 95-1, 95-2, 200-5 and SAC Manual 50-28 using saw-tooth gain procedure.

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2. Two oblique photos on each target listed in Annex B, Appendix II.

a. One photo with target near center.

b. One photo with target near bottom.

(2) Mapping and charting photographic requirement:

(a) Obtain mapping and charting photography suitable for photographic requirements on chart and mosaic areas listed in Annex B, Appendix III as follows (Rer para 3x(6):

1. Vertical tri-met camera with 6-inch focal length in accordance with flight lines in mission folders furnished by Wing Intelligence.

2. Three camera multi-station 36-inch in accordance with flight lines in mission folders furnished by Wing Intelligence.

(b) The area to be covered by aerial mapping photography is that area sufficient to cover each Series 25 mosaic and Series 100 chart as shown in the mission folder furnished by Wing Intelligence. Standards of acceptability are generally in accordance with SAGR 50-26. However, certain deviations have been directed by higher headquarters and will be adhered to as contained in para 3x (6) of this operations order. Missions Folders furnished by this headquarters contain maps of the same series and scale to be used by the 3921st in film evaluation, and should therefore be utilized for flight purposes. If additional flight maps are required, it is recommended that maps of the same scale and series be utilized.

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b. 26th Armament & Electronics Squadron:

(1) Provide necessary specialists and maintenance support as required to accomplish this project.

(2) Prepare all exposed film and logs to be delivered by the 391st Air Base Group to the 392lst Recon Tech Sq at WEST DRAYTON, within six hours after the last reconnaissance aircraft for each day has landed at home base. A transmittal form accompanying film and logs will specify the target area and flight line covered, sortie and aircraft number, date and hours flown, and reference Project 53-AFR-21.

c. 26th Field Maintenance Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialista and/or maintenance support as required to accomplish this project.

x. General Instructions:

(1) This mission is known as Project 53-AFR-21.

(2) Execution order will be VOCO DR 26th Strat Recon Wing.

(3) RB-47 aircraft will not fly closer than 225 nautical miles from the borders of the USSR or its satellites.

(4) First priority will be 50-8 training; however, project requirements will be accomplished to the maximum extent possible.

(5) Specifications for the accomplishment of pre-strike aerial reconnaissance are as follows:

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(a) Cameras: Forward oblique camera to obtain one photo with target at center and one photo with target near bottom.

(b) Flight altitude: 30,000 feet above mean terrain.

(c) Direction of flight: From selected IP if radar is to be accomplished simultaneously; otherwise, as desired. Radar IP's will be selected by flight organization and will be listed in radar photo logs furnished the 3921st Recon Tech Sq with photography.

(d) Cloud coverage: 4/8 or less with immediate target area unobstructed.

(6) The specifications for the accomplishment of mapping and charting requirements are as follows:

(a) Cameras:

1. Small scale: vertical tri-met 6-inch focal length.

2. Large scale: Three camera multi-station with 36-inch focal length.

(b) Flight altitude: 30,000 feet above mean terrain.

(c) Direction of flight: True east-west or west-east.

(d) Forward overlap: Desired 60%, minimum 55%, maximum 65%.

(e) Side lap: Desired 30%, minimum 10%, maximum 50%.

(f) Crab: Not applicable.

(7) 7th Air Division Lancer Control, High Wycombe, will obtain diplomatic clearance for overflight of all foreign countries required. Special clearance will be required for the following Spanish territories:

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(a) Canary Islands.

(b) Spanish Morocco.

(c) Spanish Sahara, (Rio de Oro)

26th Strat Recon Wing will submit requests for diplomatic clearance to 7th Air Division Lancer Control, High Wycombe, in accordance with 7th Air Division Reg 55-4.

(8) Accepted project mapping photography will be credited to flight crew 50-8 minimums IAW SAC message DOTRF 5107, 21 Sep 54. Credit will accrue as follows, reference Change1, 23 Apr 54, to Supplement XI, SCARC 50-8:

(a) One credit under para 7d(1)(b) for each Series 100 chart flight line acceptably covered by small scale (6") photography at 30,000 feet or above.

(b) One credit under para 7d(1)(a) for each Series 100 chart flight line acceptably covered by large scale photography at 30,000 feet or above.

(c) It is not mandatory that the oblique cameras of the tri-met installations be operating to accrue training credit for high or low altitude daylight photographic accomplishment.

(9) In the event of emergency landing, crews will safeguard aircraft and classified equipment aboard in accordance with SACR 205-15 and be briefed to refer to their mission as a "Routine Navigational Training Mission". Aircraft commander will contact Air Attache of appropriate country ASAP.

(10) Prior to departure from UK for rotation to the ZI, all 53-AFR-21 project material will be returned to Headquarters 7ADiv ATTN: ID.

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(11) Reports: Required reports from tactical units are as follows:

(a) A special weekly summary of reconnaissance operations in accordance with format in Annex B, Appendix IV. Distribution of this report will be as follows: Comdr SAC, 2 copies; Comdr 2AF, 2 copies; Comdr 7ADiv, Attn: OD, 2 copies.

(b) A narrative report will be furnished Headquarters SAC, Attn: DIM upon completion of TDY, supported by statistics as shown below:

1. Total radar targets flown.
2. Total radar targets accepted.
3. Percentage radar targets accepted.
4. Linear miles large scale photo flown.
5. Linear miles large scale photo accepted.
6. Percentage of large scale photos accepted.
7. Linear miles small scale photo flown.
8. Linear miles small scale photo accepted.
9. Percentage of small scale photo accepted.
10. Linear miles photo mapping flown.
11. Linear miles photo mapping accepted.
12. Percentage photo mapping accepted.
13. Number of targets covered by required obliques.
14. Number of target obliques accepted.
15. Percentage obliques accepted.

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16. Number of flight lines flown.

17. Number of flight lines accepted.

18. Percentage of flight lines accepted.

Operational Statistics:

1. Number sorties flown.

2. Number camera aborts.

3. Number radar aborts.

4. Number aircraft aborts.

5. Number weather aborts.

6. Total aborts.

7. Number aircraft.

8. Number crews.

9. Total number personnel.

10. Total photo time.

11. Total flying time on project.

(c) Reports required IAW para 6a SAC Manual 55-8

4. ADMINISTRATIVE AND LOGISTICS:

a. Omitted.

b. This operations order may be destroyed prior to 26th Strat Recon Wing's return to ZI.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) Commander 7th Air Division, APO 125, USAF (mailing).

(2) Commander 7th Air Division, South Ruislip, England (teletype).

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b. Communications:

(1) Appropriate JANAPs, ACPs, Radio Facility Charts, SACCEI and 7AD CEI apply except where modified herein.

(2) Communications Control Stations will be as follows:

(a) Croughton - Primary.

(b) Sidi Slimane - Secondary.

(c) Any USAF air/ground station listed in RFC - Alternate.

(3) Position reports to ATCCs of the various FIR's will be made utilizing UHF facilities wherever feasible. If these reports cannot be accomplished via UHF, reports will be transmitted to one of the communications control stations with instructions that it be relayed to the appropriate ATCC.

(4) Hourly tactical HF position reports will be made to one of the communications control stations in accordance with the current BRAVO procedure. These reports will be addressed to POLICEMAN (CACCTAD for 7AD - 5AD).

(5) Aircraft not equipped with HF may relay tactical BRAVO type position reports through another aircraft or any USAF UHF facility. Tactical reports will not be made to civil operated facilities for relay to military addresses utilizing SACTADS.

(6) Navigational aid facilities are listed in the current RFC.

(7) Mark X IFF will be operated on mode I, normal when aircraft are operating within 200 NM of the North African Coast. At all times the IFF will be turned off.

(8) AFSAL 510b67 applies for air/ground authentication when required.

(9) Call signs:

(a) SACCAL: air/ground.

(b) Air/ground stations as listed in Facility Charts.

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SULLIVAN
Colonel
Commander

ANNEXES:

A - Intelligence
B - Air Operations
Appendix I Radar IP Targets
Appendix II Oblique Camera Targets
Appendix III Mapping Photography
Appendix IV Format for Weekly Msn Rpt
C - Security

DISTRUBUTION:

Comdr 5AD	1
Comdr 7AD	1
Comdr 7AD (Flt Cont)	1
Comdr 3921 RTS	2
Comdr 2AF	2
Comdr ROLAD	2
Comdr 391PABG	1
Comdr 26SRW	1
Comdr 3SRS	5
Comdr 4SRS	5
Comdr 10SRS	5
Comdr 26FMS	1
Comdr 26PMS	1
Comdr 26A&E	1
DM 26 SRW	1
DDM 26SRW	1
DOI 26SRW	10
DO 26SRW	5
Historian 26SRW	5

OFFICIAL:

Earl M. Weeks
for ROBERT T. HALL JR.
Lt. Col., USAF
Director of Operations

26SRW OpOrd 142-54
11 Oct 54

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING
APO 194, US FORCES

ANNEX "A"

TO

OPERATIONS ORDER 142-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation - Refer to 7th Air Division "A Study of North Africa". Information contained in this study furnishes necessary data, on areas covered by this operations order.

b. Enemy Order of Battle - N/A.

c. Captabilities of Enemy Forces: Reference Vol I Basic Intelligence Planning Guide (BIPG) dated 1 February 1954, as amended. Hqs SAC. Also see 7th Air Division Intelligence Estimates and Procedures (IEP), Volume I and Special Intelligence Studies as amended.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information - Unusual sightings or attempts to interfere with the accomplishment of the mission of the 26th Strategic Reconnaissance Wing will be reported.

(1) Were any interceptions made against reconnaissance aircraft including pacing tactics and formation flying?

(2) Were any sightings made as listed in JANAP 146B or SAC Manual 55-8 (par. 6a, General Instructions)?

(3) Was any jamming and/or interference with radio/radar systems encountered?

(4) Were any other sightings of an unusual nature observed?

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b. Means of Obtaining Information - Photo or electronics reconnaissance will be utilized to obtain information contained in paragraph a above. However, such sources as crew observations, OSI and other reports should not be overlooked.

c. Means of Reporting EEI- Information required in paragraph 2 a above will be submitted, if obtained, in accordance with SAC Manual 55-8 and JANAP 146 as applicable. In all cases where collected Essential Elements of Information are not transmitted by instructions contained in SAC Reports Manual 55-8 and other existing regulations, this information should be forwarded as expeditiously as possible, on AF Form 112. Initial "Hot News" information should be passed by telephone, if security classification permits, during normal duty hours to headquarters 7th Air Division, Attention Director of Intelligence, or to the Staff Duty Officer, during non-duty hours.

3. INTELLIGENCE ACTIVITIES:

1. Maps and Target Materials

(a) Aeronautical charts and planning charts as required will be drawn frm Target Branch, 26th Wing Intelligence Section.

2. Target Material

(a) Flight folders will be prepared and distributed to the flying organization by the Target Branch, 26th Wing Intelligence Section.

b. Evasion and Survival - Crew members will be apprised of the provisions of SAC Reg 200-8 "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of American Personnel" Dtd 29 Oct 53.

SULLIVAN
Colonel, USAF
Commander

OFFICIAL:

KOLLER
Lt Col, USAF
Intelligence

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 142-54

AIR OPERATIONS

1. General:

a. This annex and appendices contain necessary route and target information.

b. All flights will be made under IFR.

c. All danger and prohibited areas will be avoided.

d. Fuel reserve will be minimum of 30,000 Lbs. within 30 minutes of Fairford VOR.

2. Operational Concepts:

a. All missions will be flown in accordance with SAC tactical doctrine.

3. Take off and Route Tactics:

a. Take off will be at a minimum of 15 minute intervals.

b. Routes will be flown as directed by the Wing Commander.

4. Reporting Procedures:

a. All aircraft will be under control of "Brize Norton Control" until "500 on top" after which normal reporting procedures will be complied with. For details see Communications Annex "C".

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5. Primary Alternates:

	Field Elevation	Longest Runway
a. Brize Norton	+ 283 FT.	10,000 FT.
b. Fairford	+ 283 FT.	9,900 FT.
c. Laken Heath	+ 39 FT.	9,000 FT.
d. Manston	+ 180 FT.	9,000 FT.
e. Mildenhall	+ 30 FT.	9,000 FT.
f. Sculthorpe	+ 200 FT.	9,000 FT.

6. Emergency Alternates:

a. Any suitable alternate in England.

b. North Africa.

BASE	COORDINATES	JET FACILITIES	RUNWAY LENGTH
ALGIERS (MAISON BLANCHE)	36.42N 03.13E	Yes	8,000 FT.
TRIPOLI (WHEELUS)	32.54N 13.17E	Yes	11,000 FT.
BEN GUERIR	32.07N 07.52W	Yes	14,000 FT.
NOUASSEUR	33.23N 07.35W	Yes	11,000 FT.
SIDI SLIMANE	34.14N 06.03W	Yes	11,000 FT.

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SECRET

APPENDIX I

ANNEX B

RADAR IP-TARGETS

App I
Annex B
26SRW OPORD 142-54
11 Oct 54

SECRET

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APPENDIX I, ANNEX B
RADAR IP-TARGETS

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
ALGERIA				
2.	CONSTANTINE AIRFIELD LE KROUB	3617N/0641E	0345-8009	508B205
3.	TEBESSA A/F	3606N/0622E	0345-8015	
7.	SOUK-AHRAS	3618N/0757E	0345-	
8.	DJIDJELLI I	3649N/0545E	0345-8010	
9.	SETIF/AINE ARNAT	3611N/0520E	0345-8013	
10.	BEDJAS A/F	3626N/0607E		
12.	ALGER A/F MAISON BLANCHE	3642N/0313E	0346-8021	514B215
15.	MOUZAIAVILLE A/F	3629N/0241E	0346-8026	
16.	LA PASSET A/F	3610N/0026E	0346-8024	
17.	ORLEANSVILLE A/F	3613N/0120E	0346-8027	
19.	ARZEW A/F	3551N/0018W	0421-8009	
20.	ORAN/LA SENIA A/F	3537N/0037W	0421-8025	
21.	TAFARAOUI/LARTIQUE A/F	3532N/0032W	0421-8030	
22.	SIDI BEL ABBES A/F	3511N/0036W	0421-8029	

App I
Annex B
265BW OPORD 142-54
11 October 1954

SECRET

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SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
23.	AIN OUSSERA A/F	3526N/0256E	0421-8006	
24.	AIN SEFRA A/F	3246N/0030W	0421-8007	
25.	DJELFA A/F	3443N/0319E	0421-8014	
26.	GHARDAIA/NOUMERATE A/F	3222N/0349E	0421-8016	
27.	LAGHOUAT A/F	3348N/0252E	0421-8017	
28.	LE KREIDER A/F	3410N/0005E	0421-8018	
29.	LOURMEL A/F	3531N/0059W	0421-8019	
30.	MASCARA/ST ANDRE A/F	3522N/0006E	0421-8020	
31.	MECHERIA A/F	3332N/0015W	0421-8021	
32.	MOSTAGANEM/NOISY LES BAINS A/F	3546N/0003E	0421-8022	
33.	RELIZANE EAST A/F	3545N/0037E	0421-8027	
34.	SAIDA A/F	3454N/0009E	0421-8028	
35.	THIERSVILLE A/F	3513N/0009E	0421-8031	
36.	TIARET A/F	3524N/0123E	0421-8032	
37.	AIN TEMONCHENT A/F	3518N/0108W		

SECRET

App I
Annex B
26SIW OPORD 142-54
11 October 1954

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
38.	BURDEAU A/F	3525N/0147E		
39.	VERNEGAUX A/F	3539N/0002E		
40.	BOGHARI A/F	3550N/0245E		
41.	EL ABOID SIDI CHEIKH A/F	3418N/0117W		
42.	EL ARICHA A/F	3413N/0117W		
43.	BEDEAU A/F	3430N/0048W		
44.	TILHEMET A/F	3309N/0321E		
45.	GERYVILLE/WEST A/F	3342N/0057E		
46.	BENI-OUNIF A/F	3201N/0113W		
47.	BATNA A/F	3533N/0610E	0422-8000	
49.	BOU SAADA A/F	3520N/0412E	0422-8002	
50.	CANROBERT A/F	3550N/0707E	0422-8003	
51.	TEBESSA A/F	3526N/0808E	0422-8005	
52.	TOUGGOURT A/F	3305N/0603E	0422-8006	
53.	YOUKS LE BAINS	3529N 0758E	0422-8007	
54.	LE KOUIF A/F	3533N/0821E		
55.	ZELFANA A/F	3221N/0414E		

App I
Annex B
26SEM OPORD 142-54
11 October 1954

SECRET

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SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
56.	EL OUED GUEMAR A/F.	3331N/0647E		
57.	FORT FLATTERS A/F	2808N/0650E	0451-8000	
58.	FORT LAMLEMAND A/F	3120N/0618E		
59.	EL GOLEA A/F	3035N/0252E	0452-8000	
60.	OUARGLA A/F	3156N/0525E	0452-8001	
61.	TIMIMOUN A/F	2914N/0014E	0452-8002	
62.	BENI ABBES A/F	3007N/0209W	0453-8005	
63.	COLOMB BECHAR A/F	3137N/0214W	0453-8006	
64.	TINDOUF A/F	2743N/0810W	0537-8006	
65.	BOU BERNOUS A/F	2715N/0258W	0538-8000	
66.	ADRAR A/F	2753N/0016W	0539-8000	
67.	AOULEF/CHEURFA A/F	2703N/0107E	0539-8001	
68.	IN SALAH A/F	2611N/0227E	0539-8004	
69.	REGGAN A/F	2644N/0011E	0539-8005	
70.	DJANET FORT CHARLET A/F	2427N/0930E	0540-8000	
71.	TAMANRASSET A/F	2248N/0532E	0572-8000	
72.	BILON 5 A/F	2218N/0106[illegible]	0572-8003	

SECRET

App I Annex B
26SRW OPORD 142-54
11 Oct 54

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
CANARY ISLANDS:				
73.	GANDO A/F	2757N/1522W	0455-8000	
74.	PUERTO DE LA LUS SPS	2809N/1525W	0455-8003	
75.	LOS RODEROS A/F	2828N/1620W	0455-8004	
76.	ARRECIFE A/F	2856N/1336W	0455-8002	
77.	TEFIA A/F	2833N/1400W	0455-8005	
FRENCH MOROCCO:				
80.	TIT MELLIL	3336N/0728W	0420-8044	
81.	CASABLANCA/CAZES	3334N/0741W	0420-8006	
84.	PETIT JEAN	3413N/0544W	0420-9996	A-525
87.	OUED N JA	3400N/0514W	0420-8047	
88.	FES/INMOUZER	3356N/0459W	0420-8037	
93.	KASBA TADLA/VILLE	3237N/0616W	0420-8016	
94.	BENI MELLAL	3224N/0620W	0420-8002	
95.	TAZA EAST	3414N/0357W	0420-8043	
96.	SETTAT-SIDI LASSENE	3254N/0742W	0420-8042	

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAP NUMBER
97.	MECHRA BEL KSIRI	3437N/0558W	0420-8048	
98.	OUEZZANE AF	3448N/0538W		
99.	BEN GUERIR NEW	3207N/0752W	0420-8050	
100.	BEN GUERIR	3215N/0757W	0420-8001	
101.	CHENIA A/F	3204N/0836W		
102.	EL DJEMA SAHIM A/F	3220N/0847W		
103.	EL KELSA DES SRHARNA A/F	3204N/0725W		
104.	MISSOUR	3303N/0358W	0420-8040	
105.	MIDELT	3241N/0440W	0420-8039	
106.	OUED ZEM	3253N/0636W	0420-8023	
107.	IFRANE	3330N/0509W	0420-8013	
108.	EL HAJEB	3338N/0521W	0420-8008	
109.	GUERCIF	3414N/0323W	0420-8012	
110.	BENI TADJIT	3217N/0329W	0420-8003	
111.	TALSINT A/F	3222N/0328W		
112.	RICH A/F	3216N/0430W		

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
113.	KHENIFRA A/F	3257N/0540W		
114.	BOULHAUT A/F	3339N/0708W		
115.	OUJDA/ANGAD	3447N/0156W	0421-8003	
116.	EL AIOUNA EAST	3435N/0229W	0421-8034	
117.	BOU ARFA	3231N/0157W	0421-8002	
119.	DJFNANE KRATER A/F	3334N/0158W		
120.	BERKANE A/F	3458N/0220W		
121.	SAIDIA DU KISS A/F	3505N/0213W		
122.	ZAGORA	3019N/0551W	0453-8004	
123.	KSAR ES SOUK	3157N/0424W	0453-8003	
125.	BOUDENIB	3158N/0336W	0453-8000	
126.	AMELLAGO A/F	3158N/0501W		
127.	TAGOUNIT A/F	2958N/0536W		
128.	TAZARINE A/F	3046N/0534W		
129.	ALNIF A/F	3108N/0509W		
130.	TINDJAD A/F	3130N/0501W		

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SECRET

App I
Annex B
26SRW OPORD 142-54
11 Oct 54

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
131.	TINERHIR A/F	3132N/0534W		
133.	SIDI ZOUINE	3139N/0821W	0454-8013	
135.	MOGADOR SOUTHEAST	3124N/0941W	0454-8012	
136.	TAROUDANT 2	3030N/0850W	0454-8014	
137.	TIZNIT	2942N/0944W	0454-8009	
138.	OUARZAZATE	3056N/0654W	0454-8007	
139.	COULIMINE	2901N/1003W	0454-8003	
140.	AKKA	2921N/0816W	0454-8001	
141.	EL KSABI A/F	2859N/1010W		
142.	TISSINT A/F	2955N/0720W		
143.	MICHLEFT A/F	2935N/1003W		
144.	ACDZ A/F	3041N/0628W		
145.	TAZENAGHT A/F	3036N/0711W		
146.	IGOUDAR A/F	3036N/0827W		
147.	SKOURA A/F	3103N/0634W		
148.	EL KELSA DE M'GOUMA A/F	3114N/0609W		

App I
Annex B
26SRW OPORD 142-54
11 Oct 54

SECRET

SECRET

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SECRET

TARGET NO.	NAME	COORDINATES	B.F. NUMBER	TAB NUMBER
149.	AZILAL A/F	3159N/0633W		
150.	INI N'TANOUT A/F	3118N/0852W		
151.	CHICHAOUA A/F	3133N/0846W		
SPANISH MOROCCO & INTERNATIONAL ZONE - TANGIER:				
152.	TANGIER	3547N/0548W	0420-9995	A-527
153.	TANGIER/BOUCHOLF A/F	3543N/0554W	0420-8035	
154.	CEUTA	3553N/0518W	0420-9992	A-528
155.	TETUAN/RIO MARTIN	3535N/0519W	0420-8034	
156.	LARACHE/AUMERA	3504N/0605W	0420-8033	
157.	MELILIA	3518N/0257W	0421-9998	A-529
158.	MELILIA/NADOR TAOUIMA	3509N/0255W	0421 8005	
159.	MELILIA/ATALAYON A/F	3513N/0255W	0421-8004	
MALTA:				
160.	TA KALI A/F	3554N/1425E	0423-8007	
161.	MARSASCIROCCO SEAPLANE STA	3549N/1433E	0423-8004	
162.	KRENDI A/F	3550N/1426E	0423-8002	

SECRET

App I
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
LIBYA:				
164.	TRIPOLI A/F WHEELUS	3254N/1317E	0423-8010	526B203
165.	TRIPOLI A/F CASTEL BENITO	3240N/1309E	0423-8008	526B202
166.	MISURATE WEST A/F	3220N/1503E	0423-8009	
167.	ZLITEN A/F	3225N/1440E		
168.	SORMAN A/F	3245N/1233E		
169.	SORMAN EAST A/F	3246N/1238E		
170.	ZUARA A/F	3254N/1206E		
172.	LETE A/F	3206N/2013E	0424-8005	
174.	TOCRA A/F	3231N/2233E	0424-8008	
175.	DERNA A/F	3242N/2241E	0424-8004	
176.	CAMBUT 3 A/F	3150N/2437E	0448-8006	
177.	EL ADEN A/F	3151N/2355E	0449-8000	
178.	MARBLE ARCH A/F	3027N/1834E	0449-8001	
179.	RHADAMES A/F	3003N/0930E	0451-8002	
180.	NALUT A/F	3149N/1057E		

SECRET

SECRET

App I
Annex B
26SRM OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
181.	GHAT A/F	2456N/1010E	0540-8002	
182.	MURZUK 2	2556N/1353E	0541-8003	
183.	UBARI A/F	2640N/1245E	0541-8002	
184.	SEBHA A/F	2700N/1427E	0541-8001	
185.	BRAK 2 A/F	2740N/1417E	0541-8000	
186.	KUFRA/EL GIOF	2412N/2319E	0543-8001	
SPANISH SAHARA (RIO DE ORO)				
187.	SIDI IFNI A/F	2923N/1011W	0454-8011	
188.	EL AIOUM A/F	2633N/1304W	0536-8001	
189.	CABO JUBY A/F	2757N/1256W	0537-8001	
190.	LA AQUERRA A/F	2050N/1705W	0575-8004	
191.	VILLA CISNEROS A/F	2345N/1559W	0575-8006	
192.	CAP BLANCA A/F	2054N/1703W		
TUNISIA:				
194.	TUNIS A/F EL OUINA	3651N/1015E	0345-8023	530B204

SECRET

SECRET

App I
Annex B
26SRW OPOHD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
196.	BIZERTE/ROLAND GARROS	3715N/0948E	0345-8017	
197.	SOUK AL ARBA A/F	3629N/0847E	0345-8021	
198.	LE KEF	3605N/0836E	0345-8020	
199.	SOUSSE	3549N/1038E	0422-9999	A-531
201.	SFAX A/F (EL MAOV)	3443N/1041E	0422-8019	
203.	TOZEUR	3356N/0810E	0422-8022	
204.	THELEPTE/FERIANA	3500N/0836E	0422-8021	
205.	HEMADA A/F	3221N/1024E	0422-8018	
206.	MEDENINE WEST	3321N/1027E	0422-8017	
207.	KEBILI/BAZMA A/F	3340N/0905E	0422-8015	
208.	KAIROUAN A/F	3542N/1012E	0422-8012	
209.	GAFSA A/F	3424N/0848E	0422-8011	
210.	DJORF	3341N/1044E	0422-8008	
211.	DOUZ A/F	3327N/0902E		
212.	DJERBA/MELLITA A/F	3352N/1047E		
213.	LA FAUCONNERIE A/F	3500N/1010E		

SECRET

App I
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX II

ANNEX B

OBLIQUE CAMERA TARGETS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX II, ANNEX B
OBLIQUE CAMERA TARGETS

TARGET NO.	NAME	COORDINATES	B.A. NUMBER	T.S. NUMBER
ALGERIA				
1.	CONSTANTINE	3622N/0637E	0345-9996	A-508
2.	CONDE SMENDOU RR BR OVER OUED RHUMEL	3630N/0604E	0345-0013	508B200
3.	LE KROUB RR BR OVER OUED RHUMEL	3618N/0612E	0345-0014	508B201
4.	EL GUERRAH RR CLASS YDS	3608N/0637E	0345-0135	
5.	TELSGNE RR CLASS YDS	3607N/0602E	0345-0139	
6.	OUED RHUMEL RR CLASS YDS	3611N/0612E	0345-0142	
7.	OUED ATHENEMIA HYDRO ELEC PWR PLT	3614N/0617E		
8.	BONE	3653N/0745E	0345-9993	A-510
9.	PETIT RR BR OV OUED SEYBOUSSE	3647N/0735E	0345-0011	C-5773
10.	ALLELICK RR BR OVER CANAL	3650N/0717E	0345-0061	510B202
11.	BONE APPROACHES GOLFE DE BONE	3654N/0740E	0345-0093	510B207
12.	DUZERVILLE SWITCH & TRANS STA	3647N/0744E	0345-0146	
13.	BOUGIE	3645N/0505E	0345-9992	A-509
14.	FERR TL HYDRO PWR PLT - U/G CHARAOUFTIS	3633N/0521E	0345-0147	

APPENDIX II, ANNEX B
263RW OpOrd 142-54
11 Oct 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
15.	KIRRATA HYDRO PWR PLT - IRIL END. (U/C)	3629N/0515E	0345-0148	
16.	PHILLIPEVILLE	3653N/0655E	0345-9991	A-511
17.	ROBERTVILLE RR BR NORTH	3643N/0651E	0345-0043	5118203
18.	COL DES OLIVIERS RR TNL STE WILHELMINE	3646N/0646E	0345-0044	508B202
19.	ST CHARLES RR FACILITIES	3645N/0655E		
20.	SOUK - AHRAS	3618N/0757E	0345-	
21.	SIDI BADER RR BR OV OUED MEDJERDA	3620N/0810E	0345-0008	C-5770
22.	SOUK - AHRAS RR BR EAST OV OUED MEDJERDA	3618N/0801E	0345-0009	C-5771
23.	DUVIVIER RR BR OV OUED SEYBOUSE	3629N/0745E	0345-0010	C-5772
24.	SOUK - AHRAS RR TUNNEL SOUTH	3615N/0757E	0345-0068	C-5782
25.	AIN SEYNOUR RR BR	3619N/0753E	0345-0132	
26.	GUELMA RR BR OV OUED BOU HAMDANE	3628N/0722E	0345-0012	C-5774
27.	MEZLOUG RR BR OV OUED BOU SELLAM	3604N/0514E	0345-0015	C-5775
28.	LES PORTES DE FER RR BR EAST	3610N/0424E	0345-0016	C-5776
29.	BENI MANSOUR RR BR	3616N/0424E	0345-0017	C-5777

APPENDIX II
ANNEX B
OBLIQUE CAMERA TARGETS
26SRW OpOrd 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
30.	TAZMALT RR BR OV OUED SOUMMAM	3621N/0423E	0345-0021	C-5778
31.	MANSOURAH RR BR EAST	3605N/0435E	0345-0027	C-5780
32.	CUELMA RR CLASS YDS	3628N/0730E	0345-0137	
33.	MAILLOT HYDRO PWR PLT GOURIET	3621N/0417E	0345-0149	
34.	MICHELET HYDRO PWR PLT SOUKEL DJEMA	3635N/0419E	0345-0151	
35.	DJIDJELLI I	3649N/0545E	0345-3010	
36.	SETIF/AIN ARNAT	3611N/0520E	0345-8013	
37.	BORDJ BOU ARRERIDI HYDRO-ELECT P STA	3604N/0446E		
38.	SETIF RR FACILITIES	3611N/0525E		
39.	SETIF HYDRO ELECT PLANTS	3612N/0505E		
40.	BEDJAS A/F	3626N/0607E		
41.	ALGER	3646N/0303E	0346-9999	A-514
42.	ALGER RR BR OV OUED HARRACH MAISON CARRE	3643N/0308E	0346-0013	514B200

SECRET

APPENDIX II
ANNEX B
OBLIQUE CAMERA TARGETS
26SRW OpOrd 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.S. NUMBER	TAB NUMBER
43.	FONDOUK HYDRO PWR PLT HAMIZ	3636N/0321E	0346-1224	
44.	ALGER A/F MAISON BLANCHE	3642N/0313E	0346-8021	514B215
45.	REGHAIA A/F	3645N/0323E	0346-8025	
46.	ALGER THR PWR PLT	3645N/0312E		
47.	AIN TAYA PET REF	3647N/0318E		
48.	ALGER PET STORAGE	3649N/0300E		
49.	BLIDA	3629N/0249E		
50.	BLIDA RR BR OV OUED CHELIFF	3628N/0246E	0346-0021	C-6020
51.	BOUFARIK A/F	3633N/0253E	0346-8023	
52.	MOUZAIAVILLE A/F	3629N/0241E	0346-8026	
53.	MENERVILLE RR BR	3645N/0331E	0346-0015	C-6015
54.	PALESTRO RR BR PALESTRO GEORGES	3639N/0341E	0346-0016	
55.	DRA EL MIZAN RR BR	3621N/0356E	0346-0017	C-6017
56.	PALESTRO RR BR OV ROAD N-5	3636N/0336E	0346-0019	C-6018
57.	OUED FODDA RR BR OV OUED FODDA	3611N/0132E	0346-0023	C-6022

SECRET

APPENDIX II
ANNEX B
OBLIQUE CAMERA TARGETS
26SRW OpOrd 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	PLATE NUMBER	DWG NUMBER
58.	MALAKOFF RR BR OV OUED SLY	3607N/0111E	0346-0024	C-6023
59.	EL ESNAM RR BR OV OUED EL DOUS	3620N/0359E	0346-0025	C-6024
60.	DUPERRE RR BR OV OUED CHELIFF	3618N/0159E	0346-0036	C-6025
61.	ROUINA RR BR OV OUED ROUINA	3611N/0149E	0346-0043	
62.	BORNNI HYDRO PWR PLT IGHZER N'CHEBEL	3630N/0358E	0346-1221	
63.	DOLLFUSSVILLE HYDRO PWR PLT GHRAIB	3610N/0234E	0346-1223	
64.	LA PASSET A/F	3610N/0026E	0346-8024	
65.	ORLEANSVILLE A/F	3613N/0120E	0346-8027	
66.	ORLEANSVILLE THR PWR PLT	3610N/0119E		
67.	LAVARANDE EXP PLT	3615N/0210E		
68.	ORAN	3543N/0039W	0421-9999	A-515
69.	ORAN PET STR DOCK AREA 5 ALGERONAPTE	3543N/0043W	0421-0015	515B201
70.	ARZEW PET RFY & STR PORT AREA CIPAN	3552N/0018W	0421-0029	C-5974
71.	ORAN SWITCH & TRANS STA PETIT LAC	3540N/0035W	0421-0036	

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SECRET

APPENDIX II
ANNEX B
OBLIQUE CAMERA TARGETS
26SRW OpOrd 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	MAP NUMBER
72.	SAINT LUCIEN SWITCH & TRANS STA	3531N/0024W	0421-0047	
73.	ORAN/LA SENIA A/F	3537N/0037W	0421-8025	
74.	TAFARAOUI/LARTIQUE A/F	3532N/0032W	0421-8030	
75.	SIDI BEL ABBES	3511N/0038W		
76.	INKERMAN RR BR OV OUED RIOUS	3558N/0055E	0421-0001	C-5965
77.	RELIZANE RR BR OV OUED MINA	3545N/0031E	0421-0002	C-5966
78.	PERREGAUX RR BR OV OUED HABRA	3535N/0002E	0421-0003	C-5967
79.	MOSTAGANEM THR PWR PLANT	3556N/0005E	0421-0004	C-5968
80.	DESCARTES RR BR OV OUED TELLOUT	3456N/0058W	0421-0005	C-5969
81.	LEMORICIERRE RR BR OV OUED CHABET WI KEBIR	3454N/0108W	0421-0007	C-5971
82.	AINE TEMOUCHENT HYDRO PWR PLT TESSALA	3518N/0109W	0421-0033	
83.	SIDI BOU HANIFIA HYDRO PWR PLT	3519N/0002W	0421-0034	
84.	PREVOST PARADOL HYDRO PWR PLT P BAKHADDA	3522N 0101E	0421-0038	
85.	TLEMCEN POWER PLANT	3453N/0118W	0421-0040	
86.	AIN OUSSERA A/F	3526N/0256E	0421-8006	

SECRET

App II
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAI NUMBER
87.	AIN SEFRA A/F	3246N/0030W	0421-8007	
88.	DJELFA A/F	3443N/0319E	0421-8014	
89.	GHARDAIA/NOUMERATE A/F	3222N/0349E	0421-8016	
90.	LAGHOUAT A/F	3348N/0252E	0421-8017	
91.	LE KREIDER A/F	3410N/0005E	0421-8018	
92.	LOURMEL A/F	3531N/0059W	0421-8019	
93.	MASCARA/ST ANDRE A/F	3522N/0006E	0421-8020	
94.	MECHERIA A/F	3332N/0015W	0421-8021	
95.	MOSTAGANEM/NOISY LES BAINS A/F	3546N/0003E	0421-8022	
96.	RELIZANE EAST A/F	3545N/0037E	0421-8027	
97.	SAIDA A/F	3454N/0009E	0421-8028	
98.	THIERSVILLE A/F	3513N/0009E	0421-8031	
99.	TIARETT A/F	3524N/0123E	0421-8032	
100.	BURDEAU A/F	3525N/0147E		
101.	PERREGAUX A/F	3539N/0002E		
102.	RELIZANE RR FACILITIES	3545N/0034E		

SECRET

App II
Annex B
26SFW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
103.	BOGHARI A/F	3550N/0245E		
104.	EL ABOID SIDI CHEIKH A/F	3418N/0117W		
105.	EL ARICHA A/F	3413N/0117W		
106.	BEDEAU A/F	3430N/0048W		
107.	SAIDA THR POWER PLANT	3450N/0009E		
108.	TILREMPT A/F	3309N/0321E		
109.	GERYVILLE/WEST A/F	3342N/0057E		
110.	BENI-OUNIF A/F	3201N/0113W		
111.	TEBESSA RR BR NORTH	3525N/0826E	0422-0005	C-5962
112.	TEBESSA RR BR	3528N/0805E	0422-0012	C-5963
113.	CLAIREFONTAINE RR BR OV OUED MELLEGUE	3556N/0754E	0422-0022	C-5964
114.	MORSOTT RR BR NORTH	3541N/0759E	0422-0023	C-6031
115.	MORSOTT RR BR SOUTH	3538N/0801E	0422-0024	C-6032
116.	CLAIREFONTAINE RR CLASS YD	3552N/0754E	0422-0052	
117.	QUENZA RR CLASS YD	3527N/0808E	0422-0053	
118.	BATNA A/F	3534N/0610E	0422-8000	
119.	BISKRA A/F	3447N/0545E	0422-8001	

SECRET

App II
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.F. NUMBER	TAB NUMBER
120.	BOU SAADA A/F	3520N/0412E	0422-8002	
121.	CANROBERT A/F	3550N/0707E	0422-8003	
122.	TEBESSA A/F	3526N/0303E	0422-8005	
123.	TOUGGOURT A/F	3305N/0603E	0422-8006	
124.	YOUKS LE BAINS	3529N/0758E	0422-8007	
125.	LE KOUIF A/F	3533N/0821E		
126.	ZELFANA A/F	3221N/0434E		
127.	EL OUED GUEMAR A/F	3331N/0647E		
128.	FORT FLATTERS A/F	2800N/0650E	0451-8000	
129.	FORT LALLEMAND A/F	3120N/0618E		
130.	EL GOLEA A/F	3035N/0252E	0452-8000	
131.	OUARGLA A/F	3150N/0525E	0452-8001	
132.	TIMIMOUN A/F	2924N/0014E	0452-8002	
133.	BENI ABBES A/F	3007N/0209W	0453-8005	
134.	COLOMB BECHAR A/F	3137N/0214W	0453-8006	
135.	TINDOUF A/F	2742N/0810W	0537-8006	

SECRET

App II
Annex B
26SEW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
136.	BOU BERNOUS A/F	2715N/0258W	0538-8000	
137.	ADRAR A/F	2753N/0016W	0539-8000	
138.	AOULEF/CHEURFA A/F	2703N/0107E	0539-8001	
139.	IN SALAH A/F	2711N/0227E	0539-8004	
140.	REGGAN A/F	2644N/0011E	0539-8005	
141.	DJANET/FORT CHAMLET A/F	2427N/0930E	0540-8000	
142.	TAMANRASSET A/F	2243N/0532E	0572-8000	
143.	BIDON 5 A/F	2218N/0106E	0572-8003	
CANARY ISLANDS:				
144.	LAS PALMAS	2809N/1525W		
145.	GANDO A/F	2757N/1522W	0455-8000	
146.	SANTA CRUZ DE LA PALMA	2841N/1746W		
147.	SANTA CRUZ DE TENERIFE	2827N/1615W		
148.	LOS RODEROS A/F	2828N/1620W	0455-8004	
149.	ARRECIFE A/F	2856N/1336W	0455-8002	
150.	TEFIA A/F	2833N/1400W	0455-8005	

SECRET

App II
Annex B
26STW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
FRENCH MOROCCO:				
151.	CASABLANCA	3337N/0736W	0420-9999	A-520
152.	NOUASSEUR	3322N/0735W	0420-8045	
153.	TIT MELLIL	3336N/0728W	0420-8044	
154.	MEDIOUNA	3324N/0732W	0420-8021	
155.	CASABLANCA/CAZES	3334N/0741W	0420-8006	520B216
156.	CASABLANCA HARBOR APP ATLANTIC	3341N/0746W	0420-0103	
157.	FEDALA PET STR S.O.P.A.	3343N/0724W	0420-0071	520B213
158.	CASABLANCA PET STR P.U.G. FR ARMY	3336N/0733W	0420-0056	520B208
159.	FEDALA HWY BR OVER OUED NEFIFKH	3342N/0720W	0420-0049	520B204
160.	FEDALA HWY BR OVER OUED MELLAH	3336N/0723W	0420-0048	520B203
161.	CASABLANCA SWITCHING & TRANS STA TIT MELLIL	3334N/0730W	0420-0048	520B203
162.	SIDI MAROUF SINTERING PLT	3328N/0729W		
163.	AIA	3333N/0719W		
164.	PORT LYAUTEY	3418N/0637W	0420-9998	A-521
165.	PORT LYAUTEY/BIR EL RAMI	3415N/0637W	0420-8038	
166.	PORT LYAUTEY PET STR SF 15	3418N/0634W	0420-0062	521B205

SECRET

App II
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
167.	SIDI YAHYA DU RBARB RR BR OV OUED TIFLET	3419N/0618W	0420-0021	521B200
168.	RABAT SALE	3402N/0650W	0420-9997	A-524
169.	RABAT/SALE	3402N/0646W	0420-8028	
170	RABAT/VILLE	3359N/0650W	0420-8027	
171.	SKHIRAT HWY BR OV OUED YGUEM	3352N/0700W	0420-0036	524B208
172.	BOUZNIKA HWY BR OV OUED CHERRAT	3349/0707W	0420-0035	524B207
173.	RABAT RR TNL AGUEDAL TO RABAT/VILLE	3359N/0653W	0420-0023	524B201
174.	PETIT JEAN	3413N/0544W	0420-9996	A-525
175.	SIDI SLIMANE	3414N/0603W	0420-8046	
176.	BEGRA	3414N/0559W	0420-8000	
177	DAR BEL AMRI HYDRO PWR PLANT EL KANSERA	3403N/0554W	0420-0044	525B202
178.	SIDI SLIMANE RR BR OV OUED BETH	3417N/0555W	0420-0020	525B201
179.	PETIT JEAN RR BR OV OUED RDOM	3416N/0544W	0420-0019	525B200
180.	FES	3404N/0459W	0420-9994	A-522
181.	OUED N JA	3400N/0514W	0420-8047	
182.	FES/IMMOUZER	3356N/0459W	0420-8037	

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
183.	FES PET STR SHELL	3402N/0502W	0420-0063	522B203
184.	FES RR BR OV OUED SEBOUL MESDOURA	3403N/0453W	0420-0017	522B202
185.	FES RR TUNNEL	3404N/0447W	0420-0016	522B201
186.	MEKNES	3354N/0534W	0420-9993	A-523
187.	MEKNES RR BR OV OUED OUISLAN	3355N/0519W	0420-0018	523B200
188.	SAFI	3218N/0914W		
189.	MAZAGAN	3315N/0830W		
190.	KHOURIBGA NORTH	3254N/0658W	0420-8019	
191.	KHOURIBGA SOUTH	3251N/0656W	0420-8018	
192.	KASBA TADLA/VILLE	3237N/0616W	0420-8016	
193.	KASBA TADLA/SOUTH	3234N/0618W	0420-8015	
194.	BENI MELLAL	3224N/0620W	0420-8002	
195.	KASBA TADLA HYD PWR PLANT I KASBA ZIDANIA	3230N/0626W	0420-0042	C-5746
196.	BENI MELLAH HYD PWR PLT AFOURER	3221N/0625W		
197.	TAZA EAST	3414N/0357W	0420-8043	
198.	SIDI ABDALLAH RR BR OV OUED INAQUENE	3411N/0417W	0420-0013	C-5739
199.	TAZA RR TNL SIDI BOU BAKER TNL	3412N/0410W	0420-0012	C-5738

App II
Annex B
26STW OPORD 142-54
11 Oct 54

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THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
200.	GUERCIF RR BR OV OUED MELLOULOU	3416N/0317W	0420-0009	C-5735
201.	TAZA RR FACILITIES	3414N/0401W		
202.	SETTAT	3300N/0737W		
203.	SETTAT-SIDI LASSENE	3254N/0742W	0420-8042	
204.	MECHRA BEL KSIRI	3437N/0558W	0420-8048	
205.	OUEZZANE A/F	3448N/0538W		
206.	MECHRA BEL KSIRI RR & HWY BR OUED SEBOU	3434N/0558W	0420-0047	C-5747
207.	BEN GUERIR NEW	3207N/0752W	0420-8050	
208.	BEN GUERIR	3215N/0757W	0420-8001	
209.	LOUIS GENTIL PHOSPHATE PLANT	3215N/0831W		
210.	CHEMIA A/F	3204N/0836W		
211.	EL DJEMA SAHIM A/F	3220N/0847W		
212.	EL KELSA DES SEHARNA A/F	3204N/0725W		
213.	BEN EL QUIDANE HYD PWR PLANT	3206N/0627W	0420-0041	C-5745
214.	MECHRA BENABBOU HYD PWR PLT INFOUT P	3241N/0752W	0420-0040	C-5744
215.	BOU LACUANE HYD PF DRAFURAT ST	3251N/0801W	0420-0039	C-5743

App II
Annex B
26SEW OPORD 142-54
11 Oct 54

SECRET

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THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	D.B. NUMBER	TAB NUMBER
216.	MECHRA BENABBOU ER BR OV OUED OUM ER RBIA	3239N/0743W	0420-0008	C-5734
217.	ALCAZARQUIVIR ER BR OV OUED LOUKOS	3458N/0554W	0420-0046	C-5749
218.	DOUAR EL CHEMADRA HYD IP S SAID MACHOU	3310N/0807W	0420-0038	C-5742
219.	TAHALA ER BR OV OUED BOU HELLOU	3406N/0436W	0420-0014	C-5740
220.	MISSOUR	3303N/0358W	0420-8040	
221.	MIDELT	3241N/0440W	0420-8039	
222.	OUED ZEM	3253N/0636W	0420-8023	
223.	IFRANE	3330N/0509W	0420-8013	
224.	EL HAJEB	3338N/0521W	0420-8008	
225.	GUERCIF	3414N/0323W	0420-8012	
226.	BENI TADJIT	3217N/0329W	0420-8003	
227.	TALSINT A/F	3232N/0328W		
228.	RICH A/F	3216N/0430W		
229.	KHENIFRA A/F	3257N/0540W		
230.	BOULHAUT A/F	3339N/0708W		
231.	OUIJDA	3441N/0155W	0421-	
232.	OUJDA/ANGAD	3447N/0156W	0421-8003	

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TARGET NO.	NAME	COORDINATES	R.B. NUMBER	TAB NUMBER
233.	KHEMIS HYD F R PLT BENI-BAHDEL	3442N/0130W	0421-0035	
234.	LALLA MAGHNIA RR BR OV OUED KSAB	3449N/0133W	0421-0013	C-5973
235.	LALLA M'GHNIA RR BR OV TAFNA	3447N/0138W	0421-0008	C-5972
236.	OUED EL HEIMER LEAD SMELTER	3427N/0154W		
237.	EL AIOUNA EAST	3435N/0229W	0421-8034	
238.	BOU ARFA	3233N/0157W	0421-8002	
239.	BERGUENT	3359N/0002W	0421-8000	
240.	DJENNANE KRAITER A/F	3334N/0158W		
241.	BOU BEKER ORE DRESSING PLANT	3429N/0143W		
242.	BERKANE A/F	3458N/0220W		
243.	SAIDIA DU KISS A/F	3505N/0213W		
244.	ZAGORA	3019N/0551W	0453-8004	
245.	KSAR ES SOUK	3157N/0424W	0453-8003	
246.	BOUMALNE	3122N/0559W	0453-8001	
247.	BOUDENIB	3158N/0338W	0453-8000	
248.	AMELLAGO A/F	3158N/0501W		
249.	TAGOUNIT A F	2958N/0536W		

SECRET

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App II
Annex B
26SBW OPORD 142-54
11 Oct 54

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THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
250.	TAZARINE A/F	3046N/0534W		
251.	ALNIF A/F	310[illegible]/0509W		
252.	TINDJAD A/F	3130N/0501W		
253.	TINERHIR A/F	3132N/0534W		
254.	AGADIR	3025N/0937W		
255.	AGADIR/BENSERGAD	3023N/0934W	0454-8000	
256.	MARRAKECH	3138N/0800W		
257.	SIDI ACUINE	3139N/0831W	0454-8013	
258.	MOGADOR SOUTHEAST	3124N/0941W	0454-8012	
259.	MOGADOR PORT FACILITIES	3130N/0946W		
260.	TAROUDANT 2	3030N/0850W	0454-8014	
261.	TIZNIT	2942N/0944W	0454-8009	
262.	OUARZAZATE	3056N/0654W	0454-8007	
263.	GOULIMINE	2901N/1003W	0454-8003	
264.	AKKA	2921N/0816W	0454-8001	
265.	EL KSABI A/F	2859N/1010W		
266.	TISSINT A/F	2955N/0720W		
267.	MICHLEFT A/F	2935N/1003W		

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App II
Annex B
26SEW OFORD 142-54
11 Oct 5[illegible]

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
268.	AGDZ A/F	3041N/0628W		
269.	TAZENAGHT A/F	3036N/0711W		
270.	IGOUDAR A/F	3036N/0827W		
271.	SKOURA A/F	3103N/0634W		
272.	ELKELSA DE M'GOUMA A/F	3114N/0609W		
273.	AZILAL A/F	3159N/0633W		
274.	INI N'T/NOUT A/F	3118N/0852W		
275.	CHICHAOUA A/F	3133N/0846W		
SPANISH MOROCCO & INTERNATIONAL ZONE - TANGIER:				
276.	TANGIER	3547N/0548W	0420-9995	A-527
277.	TANGIER/BOUCHOLF A/F	3543N/0554W	0420-8035	
278.	TANGIER RR BR OV OUED MHARHAR	3539N/0550W	0420-0007	527B202
279.	CEUTA	3553N/0518W	0420-9992	A-528
280.	CEUTA PET STR WEST PORT AREA YBORROLA	3553N/0521W	0420-0006	528B201
281.	TETUAN	3534N/0521W		
282.	LARACHE	3512N/0611W		
283.	LARACHE/AUMERA	3504N/0605W	0420-8033	

App II
Annex B
26SRW OPORD 142-54
11 Oct 54

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
284.	LARACHE HWY BR OV OUED LOUKOS	3512N/0606W	0420-0030	C-5741
285.	XAUEN HYD PWR PLANT TAUHART	3512N/0519W		
286.	XAUEN HYD PWR PLANT UAD	3515N/0516W		
287.	MELILLA	3518N/0257W	0421-9998	A-529
288.	MELILLA/NADOR TAOUIMA	3509N/0255W	0421-8005	
289.	MELILLA/ATALAYON A/F	3513N/0255W	0421-8004	
290.	MELILLA PORT FACILITIES	3518N/0254W	0421-0028	529B201
MALTA:				
291.	TA KALI A/F	3554N/1425E	0423-8007	
292.	MARSASCIROCCO SEAPLANE STA	3549N/1433E	0423-8004	
293.	VALLETTA A/F LUQA	3551N 1429E	0423-8003	C-5981
294.	KRENDI A/F	3550N/1426E	0423-8002	
295.	VALLETTA PET STR U/G NAVY	3554N/1431E		
LIBYA:				
296.	TRIPOLI	3254N/1312E	0423-9999	A-526
297.	TRIPOLI A/F WHEELUS	3254N/1317E	0423-8010	526B203
298.	TRIPOLI A/F CASTEL BENITO	3240N/1309E	0423-8008	526B202

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SECRET

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
299.	MISURATE WEST A/F	3220N/1503E	0423-8009	
300.	MISURATA MARINA PORT AREA	3222N/1513E		
301.	MISURATA THR PWR PLANT	3222N/1506E		
302.	ZLITEN A/F	3225N/1440E		
303.	HOMS PORT AREA	3239N/1416E		
304.	SORMAN A/F	3245N/1233E		
305.	SORMAN EAST A/F	3246N/1238E		
306.	ZUARA A/F	3254N/1206E		
307.	BENGHAZI	3206N/2003E	0424-9999	A-541
308.	BENGHAZI A/F BERKEFELD	3203N/2003E	0424-8006	541B202
309.	IETE A/F	3206N/2013E	0424-8005	
310.	BENINA	3206N/2016E	0424-8003	
311.	TOBRUCK	3204N/2400E	0424-9998	A-540
312.	TOCRA A/F	3231N/2233E	0424-8008	
313.	DERNA PORT FACILITIES	3246N/2238E	0424-0013	C-6034
314.	DERNA A/F	3242N/2241E	0424-8004	
315.	GAMBUT 3 A/F	3150N/2437E	0448-8006	
316.	EL ADEN A/F	3151N/2355E	0449-8000	

SECRET

App II
Annex B
26SAW OPORD 140-54 11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
317.	MARBLE ARCH A/F	3027N/1834E	0449-8001	
318.	RHADAMES A/F	3008N/0930E	0451-8002	
319.	NALUT A/F	3149N/1057E		
320.	GHAT A/F	2456N/1010E	0540-8002	
321.	MURZUK 2	2556N/1353E	0541-8003	
322.	UBARI A/F	2640N/1245E	0541-8002	
323.	SEBHA A/F	2700N/1427E	0541-8001	
324.	BRAK 2 A/F	2740N/1417E	0541-8000	
325.	KUFRA/EL GIOF	2412N/2319E	0543-8001	
326.	SIDI IFNI A/F	2923N/1011W	0454-8011	
327.	EL AIOUM A/F	2633N/1304W	0536-8001	
328.	CABO JUBY A/F	2757N/1254W	0537-8001	
329.	LA AGUERRA A/F	2050N/1705W	0575-8004	
330.	VILLA CISNEROS A/F	2345N/1559W	0575-8006	
331.	CAP BLANCA A/F	2054N/1703W		

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App II
Annex B
26SHW OFORD 142-54
11 Oct 54

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TARGET NO.	NAME	COORDINATES	B.E. NUMBER	TAB NUMBER
TUNISIA:				
332.	TUNIS	3648N/1011E	0345-9995	A-530
333.	TUNIS A/F EL AOUINA	3651N/1015E	0345-8023	530B204
334.	TUNIS/CARTHAGE	3650N/1018E	0345-8022	
335.	TUNIS RR TNL DE LA MANOUBIA	3649N/1006E	0345-0081	530B202
336.	DJEDEIDA RR BR OV OUED MEDJERDA	3650N/0958E	0345-0051	530B200
337.	BIZERTE	3716N/0953E	0345-9994	A-532
338.	BIZERTE/ROLAND GARROS	3715N/0943E	0345-8017	
339.	FERRYVILLE RR BR OV OUED TINDJA	3710N/0945E	0345-0125	
340.	FERRYVILLE NAVAL ORDNANCE DEPOT SIDI ABDALLAH	3710N/0948E	0345-0117	
341.	MATFUR RR FACILITIES	3703N/0940E		
342.	BIZERTE PET STR LAPECHEIRE	3719N/0950E		
343.	SOUK EL ARBA A/F	3629N/0847E	0345-8021	
344.	LE KEF	3605N/0836E	0345-8020	
345.	MASTOUTA RR BR OV OUED MEDJERDA	3638N/0912E	0345-0089	C-5791
346.	BEDJA RR BR OV ROAD TO OUED BEDJA	3646N-0913E	0345-0087	C-5790

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TARGET NO.	NAME	COORDINATES	B.N. NUMBER	TAB NUMBER
347.	SOUK EL KHEMIS RR BR OV OUED KASSEB	3637N/0900E	0345-0077	C-5789
348.	OUED MELIZ CHEMTOU RR BR OV OUED MELIZ	3628N/0836E	0345-0075	C-5788
349.	SOUK EL ARBA RR BR OV OUED MEDJERDA	3633N/0848E	0345-0054	C-5787
350.	NABEUR HYD PWR PLANT	3620N/0843E		
351.	BEJA HYD PWR PLT PONT DE TRAJAN U/G	3638N/0915E		
352.	FERNANA HYD PWR PLT	3639N/0842E		
353.	TESTTOUR HYD PWR PLT SIDI SALEM	3639N/0924E		
354.	TABARKA RR FACILITIES	3657N/0845E		
355.	SOUSSE	3549N/1038E	0422-9999	A-531
356.	SFAX	3444N/1045E	0422-9998	A-533
357.	SFAX A/F (EL MAOV)	3443N/1041E	0422-8019	
358.	SFAX ROADSTEAD MEDITERRANEAN SEA	3442N/1048E	0422-0037	533B204
359.	MSAKEN RR BR OV OUED BELLANI	3442N/1038E	0442-0020	533B203
360.	SFAX RR BR OV OUED SIDI SALAH	3453N/1047E	0422-0019	533B202
361.	SFAX RR BR	3449N/1045E	0422-0018	533B201
362.	GABES	3353N/1006E		
363.	GABES RR BR (2.7 MI N. OF GABES)	3356N/1005E	0422-0017	C-5961

SECRET

App II
Annex B
26SRW OPORD 142-54
11 Oct 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET NO.	NAME	COORDINATES	B.F. NUMBER	TAB NUMBER
364.	TOZEUR	3356N/0810E	0422-8022	
365.	THELEPTE/FERIANA	3500N/0836E	0422-8021	
366.	REMADA A/F	3221N/1024E	0422-8018	
367.	MEDENINE WEST	3321N/1 2[illegible]E	0422-8017	
368.	KEBILI/BAZMA A/F	3340N/0905E	0422-8015	
369.	KAIROUAN A/F	3542N/1012E	0422-8012	
370.	GAFSA A/F	3424N/0848E	0422-8011	
371.	DJOHF	3341N/1044E	0422-8008	
372.	SIDI BOU ALI RR BR OV OUED SED	3557N/1026E	0422-0021	531B200
373.	LA SKHIRRA RR BR OV OUED BOU SAID (6 MI S. OF LA SKHIRRA)	3416N/1001E	0422-0016	C-5960
374.	GRAIBA RR BR OV OUED BOU GRARAS	3427N/1011E	0422-0015	C-5959
375.	GRAIBA RR BR OV OUED KHEROUA (4 MI W. OF GRAIBA)	3430N/1011E	0422-0009	C-5955
376.	GAFSA RR BR OV OUED MELAH	3420W/0834E	0422-0008	C-5954
377.	NEFAOUL RR BR OV OUED ESSFA	3409N/0818E	0422-0006	C-5952
378.	DOUZ A/F	3327N/0902E		
379.	DJERBA/MELLITA A/F	3352/1047E		
380.	LA FAUCONNERIE A/F	3500N/1010E		

SECRET

App II
Annex B
26SEW OPORD 142-54
11 Oct 54

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SECRET

APPENDIX III

ANNEX B

MAPPING PHOTOGRAPHY

SECTION I: CHARTS

Sec I
App III
Annex B
26SRW OPORD 142-54
11 Oct 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX III

ANNEX B

MAPPING PHOTOGRAPHY

SECTION I:
CHARTS:
ALGERIA:

CHART NO.	NAME	CENTER COORDINATES	E.F. NUMBER	TAB NUMBER
0345-1-C	CONSTANTINE	3619N-0630E	0345-9996	A-508
0345-2-C	BONE	3650N-0742E	0345-9993	A-510
0345-3-C	BOUGIE	3635N-0508E	0345-9992	A-509
0345-4-C	PHILLIPEVILLE	3646N-0652E	0345-9991	A-511
0345-5-C	SOUK - AHRAS	3624N-0755E	0345-	
0346-1-C	ALGER	3638N-0314E	0346-9999	A-514
0421-1-C	ORAN	3542N-0030W	0421-9999	A-515

FRENCH MOROCCO:

0420-1-C	CASABLANCA	3333N-0732W	0420-9999	A-520
0420-2-C	PORT LYAUTEY	3419N-0632W	0420-9998	A-521
0420-3-C	RABAT SALE	3358N-0654W	0420-9997	A-524
0420-4-C	PETIT JEAN	3413N-0548W	0420-9996	A-525
0420-5-C	FES	3403N-0500W	0420-9994	A-522
0420-6-C	MEKNES	3353N-0531W	0420-9993	A-523

SECRET

SECRET

APP III
ANNEX B
26SRW OPORD 142-54

THIS PAGE IS DECLASSIFIED IAW EO 13526

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION I, CHARTS, FRENCH MOROCCO (CONT'D)

CHART NO.	NAME	CENTER COORDINATES	B-E. NUMBER	TAB NUMBER
0421-2-C	OUJDA	3437N-0144W	0421-	
SPANISH MOROCCO AND INTERNATIONAL ZONE - TANGIER:				
0420-7-C	TANGIER	3545N-0547W	0420-9995	A-527
0420-8-C	CEUTA	3543N-0517W	0420-9992	A-528
0421-3-C	MELILLA	3515N-0254W	0421-9998	A-529
MALTA:				
0423-1-C	VALLETTA	3554N-1427E	0423	
LIBYA:				
0423-2-C	TRIPOLI	3250N-1310E	0423-9999	A-526
0424-1-C	BENGHAZI	3202N-2007E	0424-9999	A-541
0424-2-C	TOBRUCK	3204N-2400E	0424-9998	A-540
TUNISIA:				
0345-6-C	TUNIS	3648N-1006E	0345-9995	A-530
0345-7-C	BIZERTE	3710N-0950E	0345-9994	A-532
0422-1-C	SOUSSE	3547N-1045E	0422-9999	A-531
0422-2-C	SFAX	3443N-1036E	0422-9998	A-533

APP III
ANNEX B
26SRW OPORD 142-54

SECRET

SECRET

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THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX III

ANNEX "B"

MAPPING PHOTOGRAPHY

SECTION II: MOSAICS

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX III

ANNEX B

MAPPING PHOTOGRAPHY

SECTION II:
MOSAICS:
ALGERIA:

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	T/B NUMBER
0345-1-M	TELERGMA A/F	3606N-0622E	0345-8015	
0345-2-M	OUED ATHENEMIA HYDRO ELECT	3614N-0516E		
0345-3-M	GUELMA RR BR OV OUED BOU HAMDANE	3628N-0720E	0345-0012	C-5774
0345-4-M	MEZLOUG RR BR OV OUED BOU SELLAM	3605N-0515E	0345-0015	C-5775
0345-5-M	LES PORTES DE FER RR BR EAST	3610N-0424E	0345-0016	C-5776
0345-6-M	BENI MANSOUR RR BR	3619N-0423E	0345-0017	C-5777
0345-7-M	MANSOURAN RR BR EAST	3605N-0435E	0345-0027	C-5780
0345-8-M	GUELMA RR CLASS YDS	3628N-0729E	0345-0137	
0345-9-M	MILLOT HYDRO PWR PLT GOURIET	3623N-0417E	0345-0149	
0345-10-M	MICHELET HYDRO PWR PLT SOUKEL DJEMAA	3635N-0416E	0345-0151	
0345-11-M	DJIDJELLI I	3646N-0545E	0345-0010	
0345-12-M	SETIF/AINE ARNAT	3612N-0522E	0345-8013	
0345-13-M	BORDJ BOU ARRERIDI HYDRO-ELECT P STA	3604N-0447E		
0345-14-M	SETIF HYDRO ELECT PLANTS	3612N-0507E	0345-	
0345-15-M	REDJAS A/F	3628N-0607E		

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MOSAICS NO.	NAME	CENTER COORDINATES	H.R. NUMBER	TAB NUMBER
0346-1-M	BLIDA	3631N-0251E	0346-	
0346-2-M	EL AFFROUN RR BR OV OUED BOU ROUMI	3631N-0242E	0346-0022	C-6021
0346-3-M	MENERVILLE RR BR	3641N-0333E	0346-0015	C-6015
0346-4-M	PALESTRO RR BR PALESTRO GEORGES	3637N-0338E	0346-0016	
0346-5-M	DRA EL MIZAN RR BR	3624N-0356E	0346-0017	C-6017
0346-6-M	OUED FODDA RR BR OV OUED FODDA	3612N-0130E	0346-0023	C-6022
0346-7-M	MALAKOFF RR BR OV OUED SLY	3606N-0113E	0346-0024	C-6023
0346-8-M	DUPERRE RR BR OV OUED CHELIFF	3619N-0201E	0346-0036	C-6025
0346-9-M	ROUINA RR BR OV OUED ROUINA	3615N-0150E	0346-0043	
0346-10-M	BORANI HYDRO PWR PLT IGHZER N'CHEBEL	3630N-0356E	0346-1221	
0346-11-M	DOLIFUSSVILLE HYDRO PWR PLT CHRAIB	3613N-0234E	0346-1223	
0346-12-M	LA PASSET A/F	3611N-0025E	0346-8024	
0346-13-M	ORLEANSVILLE A/F	3612N-0121E	0346-8027	
0346-14-M	LA VARANDE EXP PLT	3615N-0212E		
0421-1-M	SIDI BEL ABBES	3512N-0038W	0421	
0421-2-M	INKERMAN RR BR OV OUED RIOUS	3558N-0056E	0421-0001	C-5965
0421-3-M	RELIZANE RR BR OV OUED MINA	3546N-0034E	0421-0002	C-5966
0421-4-M	PERREGAUX RR BR OV OUED MABRA	3536N-0004E	0421-0003	C-5967

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APP III
ANNEX B
26SRW OPORD 142-54

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, ALGERIA (CONT'D)

MOSAICS NO.	NAME	CENTER COORDINATES	B.E. NUMBER	T/B NUMBER
0421-5-M	MOSTAGANEM TUR PWR PLT	3554N-0004E	0421-0004	C-5968
0421-6-M	DESCARTES RR BR OV OUED TELLOUT	3457N-0057W	0421-0005	C-5969
0421-7-M	LEMORICIERE RR BR OV OUED CHABET WI KEBIR	3454N-0107W	0421-0007	C-5971
0421-8-M	AINE TEMOUCHENT HYDRO PWR PLT TESSALA	3518N-0107W	0421-0033	
0421-9-M	SIDI BOU HANIFIA HYDRO PWR PLT	3520N-0004W	0421-0034	
0421-10-M	PREVOST PARADOL HYDRO PWR PLT P BAKHADDA	3522N-0102E	0421-0038	
0421-11-M	TLEMCEN PWR PLT	3450N-0120W	0421-0040	
0421-12-M	AIN OUSSERA A/F	3526N-0257E	0421-8006	
0421-13-M	AIN SEFRA A/F	3246N-0030W	0421-8007	
0421-14-M	DJELFA A/F	3443N-0319E	0421-8014	
0421-15-M	GHARDAIA/NOUMERATE A/F	3222N-0349E	0421-8016	
0421-16-M	LAGHOUAT A/F	3348N-0252E	0421-8017	
0421-17-M	LE KREIDER A/F	3410N-0004E	0421-8018	
0421-18-M	LOURMEL A/F	3531N-0059W	0421-8019	
0421-19-M	MASCARA/ST ANDRE A/F	3523N-0007E	0421-8020	
0421-20-M	MECHERIA A/F	3332N-0015W	0421-8021	
0421-21-M	MOSTAGANEM/NOISY LES BAINS A/F	3547N-0003E	0421-8022	
0421-22-M	SAIDA A/F	3452N-0009E	0421-8028	

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APP III
ANNEX B
26SEW OPORD 142-54

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MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	T/B NUMBER
0421-23-M	THIERSVILLE A/F	3514N-0012E	0421-8031	
0421-24-M	TIARET A/F	3524N-0123E	0421-8032	
0421-25-M	BORDEAU A/F	3525N-0147E	0421-	
0421-26-M	PERREGAUX A/F	3541N-0004E		
0421-27-M	BOGHARI A/F	3551N-0246E		
0421-28-M	EL ADICHA A/F	3414N-0117W		
0421-29-M	BEDEAU A/F	3431N-0048W		
0421-30-M	TILREMPT A/F	3310N-0322E		
0421-31-M	GERAYVILLE/WEST A/F	3342N-0057E		
0421-32-M	BENI-OUNIF A/F	3201N-0113W		
0422-1-M	TEBESSA AR BR NORTH	3526N-0823E	0422-0005	C-5962
0422-2-M	TEBESSA RR BR	3526N-0307E	0422-0012	C-5963
0422-3-M	CL LAFONT INF RR BR OV OUED MELLEGUE	3554N-0755E	0422-0022	C-5964
0422-4-M	NORBOTT AR BR NORTH	3539N-0759E	0422-0023	C-6031
0422-5-M	OUENZA RR CLASS YD	3557N-0°07E	0422-0053	
0422-6-M	BATNA A/F	3533N-0610E	0422-8000	
0422-7-M	BISKRA A/F	3447N-0546E	0422-8001	
0422-8-M	BOU SAADA A/F	3520N-0412E	0422-8002	
0422-9-M	CANROBERT A/F	3551N-0707E	0422-8003	

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, ALGERIA (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	TAB NUMBER
0422-10-M	TOUGGOURT A/F	3305N-0603E	0422-8006	
0422-11-M	YOUKS LE BAINS	3526N-0759E	0422-8007	
0422-12-M	LE KOUIF A/F	3533N-8023E	0422-	
0422-13-M	ZELFANA A/F	3221N-0413E		
0422-14-M	EL OUED GUEMAR A/F	3331N-0647E		
0451-1-M	FORT FLATTERS A/F	2808N-0650E	0451-8000	
0451-2-M	FORT LALLEMAND A/F	3119N-0618E		
0452-1-M	EL GOLEA A/F	3035N-0252E	0452-8000	
0452-2-M	OUARGLA A/F	3156N-0523E	0452-8001	
0452-3-M	TIMIMOUN A/F	2915N-0014E	0452-8002	
0453-1-M	BENI ABBES A/F	3007N-0209W	0453-3005	
0453-2-M	COLOMB BECHAR A/F	3136N-0214W	0453-8006	
0537-1-M	TINDOUF A/F	2743N-0810W	0537-8006	
0538-1-M	BOU BERNOUS A/F	2715N-0258W	0538-8000	
0539-1-M	ADRAR A/F	2752N-0016W	0539-8000	
0539-2-M	AOULEF/CHEURFA A/F	2702N-0107E	0539-8001	
0539-3-M	IN SALAH A/F	2711N-0227E	0539-8004	
0539-4-M	REGGAN A/F	2644N-0011E	0539-8005	
0540-1-M	DJANET/FORT CHARLET A/F	2427N-0930E	0540-8000	

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APP III
ANNEX B
26SRW OP ORD 142-54

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, ALGERIA (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	TAB NUMBER
0572-1-M	TAMANRASSET A/F	2248N-0532E	0572-8000	
0572-2-M	BIDON 5 A/F	2218N-0106E	0572-8003	
CANARY ISLANDS:				
0455-1-M	LAS PALMAS	2808N-1525W	0455-	
0455-2-M	GANDO A/F	2756N-1523W	0455-8000	
0455-3-M	SANTA CRUZ DE LA PALMA	2841N-1746W	0455-	
0455-4-M	SANTA CRUZ DE TENERIFE	2827N-1614W	0455-	
0455-5-M	LOS RODEROS A/F	2827N-1622W	0455-8004	
0455-6-M	ARRECIFE A/F	2857N-1335W	0455-8002	
0455-7-M	TEFIA A/F	2832N-1400W	0455-8005	
FRENCH MOROCCO:				
0420-1-M	SAFI	3217N-0914W	0420-	
0420-2-M	MAZAGAN	3315N-0831W	0420-	
0420-3-M	KHOURIBGA NORTH	3253N-0657W	0420-8019	
0420-4-M	KASBA TADLA/VILLE	3236N-0616W	0420-8016	
0420-5-M	BENI MELLAL	3223N-0620W	0420-8002	
0420-6-M	KASBA TADLA HYD PWR PLT P KASBA ZIDANIA	3230N-0626W	0420-0042	C-5746
0420-7-M	BENI MALLAH HYD PWR PLT AFOURER	3222N-0634W	0420-	
0420-8-M	TAZA EAST	3414N-0355W	0420-8043	

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APP III
ANNEX B
26SRW OP ORD 142-54

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MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	TAB NUMBER
0420-9-M	SIDI ABDALLAH RR BR OV OUED INAQUENE	3414N-0416W	0420-0013	C-5739
0420-10-M	TAZA RR TNL SIDI BOU BAKER TNL	3414N-0408W	0420-0012	C-5738
0420-11-M	GUERCIF RR BR OV OUED MELLOULOU	3414N-0317W	0420-0009	C-5735
0420-12-M	TAZA RR FACILITIES	3414N-0401W		
0420-13-M	SETTAT	3258N-0738W	0420-	
0420-14-M	SETTAT-SIDI LASSENE	3254N-0742W	0420-8042	
0420-15-M	MECHRA BEL KSIRI	3436N-0558W	0420-8048	
0420-16-M	OUEZZANE A/F	3446N-0537W	0420-	
0420-17-M	BEN GUERIR NEW	3206N-0752W	0420-8050	
0420-18-M	GEN GUERIR	3215N-0757W	0420-8001	
0420-19-M	LOUIS GENTIL PHOSPHATE PLT	3216N-0832W	0420-	
0420-20-M	CHEMIA A/F	3204N-0836W		
0420-21-M	EL DJEMA SAHIM A/F	3221N-0847W		
0420-22-M	EL KELSA DES SRHARNA A/F	3204N-0725W	0420-	
0420-23-M	BEN EL QUIDANE HYD PWR PLT	3206N-0627W	0420-0041	C-5745
0420-24-M	MECHRA BENABBOU HYD PWR PLT IMTOUT F	3239N-0750W	0420-0040	C-5744
0420-25-M	BOU LAQUANE HYD PP DRAQURAT STA	3250N-0802W	0420-0039	C-5743
0420-26-M	ALCAZARQUIVIR RR BR OV OUED LOUKOS	3458N-0554W	0420-0046	C-5749
0420-27-M	DOUAR EL CHENADRA HYD PP S SAID MACHOU	3310N-0808W	0420-0038	C-5742

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, FRENCH MOROCCO (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.F. NUMBER	TAB NUMBER
0420-28-M	TAHALA RR BR OV OUED BOU HELIOU	3405N-0434W	0420-0014	C-5740
0420-29-M	MISSOUR	3304N-0400W	0420-8040	
0420-30-M	MIDELT	3241N-0440W	0420-8039	
0420-31-M	OUED ZEM	3253N-0635W	0420-8023	
0420-32-M	IFRANE	3332N-0508W	0420-8013	
0420-33-M	EL HAJEB	3338N-0520W	0420-8008	
0420-34-M	BENI TADJIT	3217N-0329W	0420-8003	
0420-35-M	TALSINT A/F	3232N-0327W	0420-	
0420-36-M	RICH A/F	3217N-0423W		
0420-37-M	KHENIFRA A/F	3257N-0540W		
0420-38-M	BOULHAUT A/F	3337N-0708W		
0421-33-M	EL AIOUNA EAST	3435N-0229W	0421-8034	
0421-34-M	BOU ARFA	3230N-0158W	0421-8002	
0421-35-M	BERGUENT	3359N-0204W	0421-8000	
0421-36-M	DJENANE KRATER A/F	3333N-0150W	0421-	
0421-37-M	BERKANE A/F	3457N-0220W		
0421-38-M	SAIDIA DU KIDS A/F	3505N-0213W	0421-	
0453-3-M	ZAGORA	3019N-0550W	0453-8004	
0453-4-M	KSAR ES SOUK	3158N-0424W	0453-8003	

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APP III
ANNEX B
26SAW OP O.D 142-54

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APPENDIX III, ANNEX II, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, FRENCH MOROCCO (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.F. NUMBER	T.F. NUMBER
0453-5-M	BOUMALNE	3122N-0559W	0453-8001	
0453-6-M	BOUDENIB	3158N-0335W	0453-8000	
0453-7-M	AMELLAGO A/F	3158N-0501W		
0453-8-M	TAGOUNIT A/F	2957N-0534W		
0453-9-M	TAZARINE A/F	3046N-0534W		
0453-10-M	ALNIF A/F	3108N-0510W		
0453-11-M	TINDJAD A/F	3131N-0502W		
0453-12-M	TINERHIR A/F	3132N-0532W		
0453-13-M	UNKNOWN	3158N-0536W		
0454-1-M	AGADIR	3023N-0935W	0454-	
0454-2-M	MARRAKECH	3137N-0803W	0454-	
0454-3-M	SIDI ZOUINE	3138N-0821W	0454-8013	
0454-4-M	MOGADOR SOUTHEAST	3123N-0941W	0454-8012	
0454-5-M	MOGADOR PORT FACILITIES	3130N-0947W	0454-	
0454-6-M	TAROUDANT 2	3029N-0851W	0454-8014	
0454-7-M	TIZNIT	2941N-0945W	0454-8009	
0454-8-M	OUARZAZATE	3054N-0653W	0454-8007	
0454-9-M	GOULIMINE	2900N-1002W	0454-8003	
0454-10-M	AKKA	2920N-0815W	0454-8001	

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, FRENCH MOROCCO (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	TAB NUMBER
0454-11-M	EL KSABI A/F	2858N-1009W	0454-	
0454-12-M	TISSINT A/F	2955N-0720W		
0454-13-M	MICHLEFT A/F	2935N-1003W		
0454-14-M	AGDZ A/F	3042N-0629W		
0454-15-M	TAZENAGHT A/F	3037N-0712W		
0454-16-M	IGOUDAR A/F	3036N-0830W		
0454-17-M	SKOURA A/F	3103N-0633W		
0454-18-M	EL KELSA DE M'GOUMA A/F	3113N-0611W		
0454-19-M	AZILAL A/F	3200N-0634W		
0454-20-M	INI N'TANOUT A/F	3118N-0853W		
0454-21-M	CHICHAOUA A/F	3133N-0847W		
SPANISH MOROCCO AND INTERNATIONAL ZONE - TANGIER				
0420-39-M	LARACHE	3511N-0608W	0420-	
0420-40-M	LARACHE/AUMERA	3504N-0608W	0420-8033	
0420-41-M	XAUEN HYD PWR PLT TAURART	3513N-0517W		
LIBYA:				
0423-1-M	MISURATE WEST A/F	3220N-1503E	0423-8009	
0423-2-M	MISURATA MARINA PORT AREA	3223N-1514E	0423-	

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, LIBYA (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	[illegible]
0423-3-M	ZLITEN A/F	3225N-1439E	0423-	
0423-4-M	HOMS PORT AREA	3239N-1417E	0423-	
0423-5-M	SORMAN A/F	3245N-1235E	0423-	
0423-6-M	ZUARA A/F	3255N-1205E	0423-	
0424-1-M	TOCRA A/F	3232N-2232E	0424-8008	
0424-2-M	DERNA PORT FACILITIES	3245N-2239E	0424-0013	C-6034
0448-1-M	GAMBUT 3 A/F	3150N-2437E	0448-8006	
0449-1-M	EL ADEN A/F	3151N-2356E	0449-8000	
0449-2-M	MARBLE ARCH A/F	3027N-1834E	0449-8001	
0451-3-M	GHADAMES A/F	3009N-0930E	0451-8002	
0451-4-M	NALUT A/F	3149N-1057E	0451-	
0540-2-M	GHAT A/F	2456N-1010E	0540-8002	
0541-1-M	MURZUK 2	2555N-1353E	0541-8003	
0541-2-M	UBARI A/F	2641N-1243E	0541-8002	
0541-3-M	SEBHA A/F	2700N-1426E	0541-8001	
0541-4-M	BRAK 2 A/F	2739N-1416E	0541-8000	
0543-1-M	KUFRA/EL GIOF	2412N-2320E	0543-8001	
SPANISH SAHARA (RIO DE ORO)				
0454-22-M	SIDI IFNI A/F	2923N-1010W	0454-8011	
0536-1-M	EL AIOUM A/F	2633N-1306W	0536-8001	

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, SPANISH SAHARA (RIO DE ORO) (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.B. NUMBER	[illegible]
0537-2-M	CABO JUBY A/F	2756N-1255W	0537-8001	
0575-1-M	LA AGUERRA A/F	2049N-1703W	0575-8004	
0575-2-M	VILLA CISNEROS A/F	2345N-1559W	0575-8006	
0575-3-M	CAP BLANCA A/F	2058N-1703W		
TUNISIA:				
0345-16-M	SOUK-AL-ARBA A/F	3631N-0848E	0345-8021	
0345-17-M	LE KEF	3605N-0836E	0345-8020	
0345-18-M	MAJOUTA RR BR OV OUED MEDJERDA	3638N-0915E	0345-0089	C-5791
0345-19-M	MEDJEZ RR BR OV ROAD TO OUED BEJA	3645N-0915E	0345-0087	C-5790
0345-20-M	SOUK-EL-KHEMIS RR BR OV OUED KASSEB	3638N-0859E	0345-0077	C-5789
0345-21-M	OUED MELIZ CHENTOU RR BR OV OUED MELIZ	3628N-0834E	0345-0075	C-5788
0345-22-M	NABEUR HYD PWR PLT	3621N-0843E	0345-	
0345-23-M	FERNANA HYD PWR PLT	3639N-0842E		
0345-24-M	TESTOUR HYD PWR PLT SIDI SALEM	3639N-0923E		
0345-25-M	TABARKA RR FACILITIES	3657N-0845E		
0422-15-M	GABES	3354N-1006E	0422-	
0422-16-M	TOZEUR	3356N-0809E	0422-8022	
0422-17-M	THELEPTE/FERIANA	3500N-0836E	0422-8021	
0422-18-M	REMADA A/F	3220N-1028E	0422-8018	

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APPENDIX III, ANNEX B, MAPPING PHOTOGRAPHY, SECTION II, MOSAICS, TUNISIA (CONT'D)

MOSAIC NO.	NAME	CENTER COORDINATES	B.E. NUMBER	AGA NUMBER
0422-19-M	MEDENINE WEST	3321N-1027E	0422-8017	
0422-20-M	KEBILI/BAZMA A/F	3339N-0905E	0422-8015	
0422-21-M	KAIROUAN A/F	3542N-1012E	0422-8012	
0422-22-M	GAFSA A/F	3424N-0848E	0422-8011	
0422-23-M	DJORF	3342N-1044E	0422-8008	
0422-24-M	SIDI BOU ALI-RR BR OV OUED SFD	3556N-1026E	0422-0021	531B200
0422-25-M	LA SKHIRRA RR BR OV OUED BOU SAID (6 mi S of La Skhirra)	3417N-1002E	0422-0016	C-5960
0422-26-M	GRAIEM RR BR OV OUED BOU GRAMS	3429N-1010E	0422-0015	C-5959
0422-27-M	GAFSA RR BR OV OUED MELAH	3420N-0834E	0422-0008	C-5954
0422-28-M	NEFTA OUL RR BR OV OUED ESSFA	3409N-0816E	0422-0006	C-5952
0422-29-M	TOUZ A/F	3326N-0902E	0422-	
0422-30-M	DJERBA/MELLITA A/F	3351N-1049E		
0422-31-M	LA FAUCONNERIE A/F	3500N-1010E		

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APP III
ANNEX 3
26SRW OP ORD 142-54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

APPENDIX IV

ANNEX "B"

OPERATIONS ORDER 142-54

FORMAT FOR WEEKLY MISSION REPORT

SUBJECT: Mission Report for Week Ending _____ (Date)

TO:

1. Mission as Planned and Executed:

To include:

Overall purpose of mission.

Operations order under which missions were performed.

Total number of reconnaissance missions planned during the period of the report.

Total number of reconnaissance missions flown during the period of the report.

Total flying time accomplished for all aircraft during the period of the report.

a. Reconnaissance Sortie _____ (Number)

(1) Mission as planned:

To include:

Aircraft number.

Crew number.

Aircraft Commanders last name.

Date mission was scheduled.

App IV
Annex B
26SRW OpOrd 142-54
11 Oct 54

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Names, number and country of targets to be covered by radar photography.

Names, number and country of targets and/or flight lines to be covered by aerial photography.

(2) Mission as executed:

To include:

Time aircraft departed (Local Time)

Date aircraft departed.

Total hours flown.

Names, number and country of targets of opportunity planned in flight and covered by radar photography.

Names, number and country of targets and/or flight lines of opportunity planned in flight and covered by aerial photography.

Targets covered by acceptable radar photography, by name, number and country.

Targets covered by acceptable aerial photography, by name, number, country and scale.

Targets of opportunity covered by acceptable radar photography, by name, number and country.

Targets of opportunity covered by acceptable aerial photography by name, number, country and scale.

(3) Difficulties encountered:

To include.

Reasons why sortie was not flown and/or accomplished as planned.

b. (Repeat same information as set forth in paragraph 1a above for each sortie)

2. General results:

a. Radar Scope Photography:

To include:

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Number of targets covered by acceptable radar photography.

b. Aerial photography:

To include:

Number of Small Scale targets flown.

Number of Small Scale targets accepted.

Number of Small Scale targets rejected.

Number of Small Scale targets unevaluated.

Number of Large Scale targets flown.

Number of Large Scale targets accepted.

Number of Large Scale targets rejected.

Number of Large Scale targets unevaluated.

Number of Flight Lines flown.

Number of Flight Lines accepted.

Number of Flight Lines rejected.

Number of Flight Lines unevaluated.

3. Remarks and Recommendations:

To include:

Factors directly related and affecting the accomplishment of the assigned mission.

Items recommended for action by higher headquarters.

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New York, New York
11 October 1954

ANNEX "C"

OPER TIONS ORDER

SERIAL NO. 142-54

SECURITY

1. General:

a. If a forced landing on a cleared flight over North Africa becomes necessary the Aircraft Commander will advise:

(1) LANCER CONTROL through any USAF air/ground station.

(2) The nearest USAF base or ground station. The Aircraft Commander will report his decision to land, the reason for landing, present position, and the location of airfield or area at which landing will be made.

(3) The Aircraft Commander will insure that the aircraft and equipment are properly safe-guarded by a crew member until the Air Attache has been notified and a qualified guard has been provided. The mission will be referred to as a "Routine Navigational Training Mission" with the crew being particularly cautious not to mention the fact that reconnaissance work is being accomplished.

b. Since the mission is a cleared mission over a friendly country, assistance can be expected from Government Authorities.

c. Immediatly upon landing, the Aircraft Commander or his representative will take immediate action to communicate with the nearest United States Authorities. Preferibly with the Air Attache.

SECRET

26 OSL - 313

Annex C
26SRW OpOrd 142-54
11 Oct 54

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d. The Aircraft Commander will insure that his crews conduct is such that friendly relations can be maintained with the Local Government.

e. Take off from a non-scheduled landing area will not be attempted without local authorities permission.

f. No part of this OPS ORDER will be carried on the mission.

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26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
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11 October 1954

OPERATIONS ORDER

SERIAL NO. 143-54

32

26SRW
OPORD 143-54
11 Oct 54

SECRET

#31

26 OSC 315

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

OPERATIONS ORDER

SERIAL NO. 143-54

TABLE OF CONTENTS

Basic Operations Order

Annex A - Intelligence

Annex B - Air Operations

Appendix I - Target List

Annex C - Communications

Annex D - Security

26SRW
OPORD 143-54
11 Oct 54

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AUTH: COMDR 26SRW
DATE: 11 Oct 54
INIT: [illegible]

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

OPERATIONS ORDER

SERIAL NO. 143-54

CHART OR MAP REFERENCE: As required

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major H M Hennington
4th Strategic Reconnaissance Squadron	Major W H Edwards
10th Strategic Reconnaissance Squadron	Major L I Sunderland
26th Field Maintenance Squadron	Major J H Atkins Jr
26th Armament & Electronics Squadron	Major J A Nicholson
26th Periodic Maintenance Squadron	Major K S Knowlton

1. GENERAL SITUATION: A requirement exists for aerial photography of certain Icelandic targets for air objective folders.

   a. Intelligence: See Annex A

   b. Alien Forces: See Annex A

   c. Friendly Forces:

      (1) 3918th Air Base Group:

         (a) Provide necessary base support.

         (b) Provide necessary motor transport and courier personnel, cleared for SECRET material, to deliver exposed film and logs to 3921st Reconnaissance Technical Squadron within six hours after aircraft lands at Upper Heyford.

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(2) 3921st Reconnaissance Technical Squadron:

(a) Will process and evaluate film and submit reports in accordance with 7th Air Division Operations Order 143-54.

(b) Will prepare and forward critique materials to 26th Strat Recon Wing's critique section at Upper Heyford on unacceptable film within two working days after receipt of film and logs at West Drayton.

2. MISSION: To procure acceptable aerial photographic coverage of all targets listed in ANNEX B APPENDIX I, and to gather intelligence information on the Soviet Fishing Fleet.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th, and 10th Strategic Reconnaissance Squadrons:

(1) Provide aircraft and crews to accomplish this project.

(2) Obtain forward oblique and vertical pre-strike one pass spot photography covering complete installation, scale 1:15000 or larger suitable for stereo-study on all targets listed in ANNEX B APPENDIX I. Photography to be accomplished in accordance with SAC Manual 55-3, Reconnaissance Tactical Doctrine.

(3) Obtain intelligence information on the Soviet Fishing Fleet (see annex A).

b. 26th Armament & Electronics Squadron:

(1) Provide necessary specialists and maintenance support as required to accomplish this project.

(2) Prepare all exposed film and logs to be delivered by the 3918th Air Base Group to the 3921st Reconnaissance Technical Squadron within six hours after the last reconnaissance aircraft for each day has landed at home base.

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A transmittal form accompanying film and logs will specify sortie and aircraft number, date flown, and reference this operations order.

c. 26th Periodic Maintenance Squadron and 26th Field Maintenance Squadron:

(1) Provide nenessary specialists and or maintenance support as required to accomplish this project.

x. General Instructions:

(1) This project is known as 52AFR - 36.

(2) Execution order will be VOCO Commander 26th Strategic Reconnaissance Wing.

(3) RB-47 aircraft will not fly closer than 225 nautical miles to any U.S.S.R. or Satellite boundries.

(4) Target folders for this project will be sup lied by 26th Strat Recon wing Intelligence.

(5) All logs, film, reports, processed materials, and all other information pertinent to this project will be classified CONFIDENTIAL and will be marked with the special handling. Note: For use of Icelandic and US Government only, special handling required. All personnel concerned with this project will be thoroughly brief d on the above classification and soecial handling requirements.

(6) Friendly fighters are NOT cleared for practice attacks on RB-47 aircraft. Instances of any such attacks will be reported to 7th Air Division Headquarters.

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(7) In the event of emergency, crews will safe guard aircraft and classified equipment aboard in accordance with SAC Regulation 205-15.

(8) Operation of KEFLAVIK VOR to cover arrivals, will be requested by 26th Strat Recon Wing through Lancer Control eight hours in advance of first take off.

(9) Combat reporting, para 6A of SAC Manual 55-8, will be complied with. If reports are made the addressee will be "LOW LIFE" (7th Air Div & SAC).

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Omitted.

b. This operations order may be destroyed prior to 26th Strat Recon Wing's return to the ZI.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) Commander 7th Air Division APO 125, US Air Force (Mailing).

(2) Commander 7th Air Division South Ruislip, England. (Teletype).

SULLIVAN
Colonel, USAF
Commander

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ANNEXS:
A - Intelligence
B - Air Operations
App I - Target List
C - Communications
D - Security

DISTRIBUTION:

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Chief 7ADiv Flt Contr	1
Comdr 3921 RTS	2
Comdr 2AF	2
Comdr 801ADiv	2
Comdr 3918 ABG	1
Comdr 26SRW	1
Comdr 3SRS	5
Comdr 4SRS	5
Comdr 10SRS	5
Comdr 26M&E	1
Comdr 26PMS	1
Comdr 26FMS	1
DM 26SRW	1
DDM 26SRW	1
DOI 26SRW	10
DO 26SRW	5
Historian 26SRW	5

OFFICIAL:

ROBERT T. HALL JR
Lt. Col., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
APO 194, U S AIR FORCE

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 143-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation - See "Iceland: Atlantic Bastion", Air Intelligence Digest USAF, July 1951, p. 37-42. The situation described in the cited article remains basically unchanged, and crews landing at Icelandic bases should exercise due precaution against possible sabotage. In the past the Soviet Fishing Fleet in Icelandic waters has consisted of as many as 250 vessels, three of which were reported to have been equipped with shipborne early warning radar. The bulk of the fleet normally makes its appearance in this area about the middle of July, where its position and activity is under surveillance by the US Navy. However, the Soviets have been known to operate fishing vessels in this area from February through October.

b. Capabilities of Enemy Forces - During 1954 an estimated 250 Soviet and Satellite fishing vessels were reported operating within approximately a 90 mile radius of 6930N/0900W (information dated 11 September 1954). Radars which will possibly be used by this fishing fleet are EW Surface Search Radars, generally effective 100 to 110 nautical miles. Specific types are: SO-1, 2960-3020 mcs, of which the Soviets received approximately 303 sets during World War II as lend lease; SF and SL, 2900-3100 mcs. The Soviets received 78 of these radars. It is possible that the

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SG 3019-3100 mc EW surface search shipborne radar will be encountered. The Soviets received 25-50 of these sets. IFF equipment may be fitted to some of the vessels probably transmitting on Freq about 150 MCS.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information

(1) General

(a) The primary purpose of this operation is to photograph certain installations in Iceland.

(b) Additional requirement is the gathering of intelligence information on the Soviet Fishing Fleet.

(c) In the event of emergency landing in Iceland, any attempts to sabotage the aircraft or subvert the crew will be reported in detail.

(2) Specific:

(a) Photography as specified in the operations order.

(b) Facts on Soviet or unidentified large fishing fleets as to numbers, type of vessels, location, course and speed.

(c) Attitude of Icelandic people toward the crew in event of forced landing.

(d) Sabotage attempts.

(e) Subversive attempts.

(f) Unidentified naval movements.

(g) Unidentified aircraft.

(3) The EEI general and specific covered above is merely a guide and all items considered of an unusual nature should be reported.

b. Means of Obtaining Information

(1) Photography will be used to accomplish the primary mission set

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forth in this operations order. Crew observation, and radar, will be utilized to obtain the other SPI given above.

c. Means of Reporting SPI

(1) Information desired above, if obtained, will be forwarded to Headquarters 7th Air Division, Director of Intelligence, by use of the appropriate report in SAC Manual 55-8. In those instances where collected SPI are not transmitted IAW SAC Manual 55-8, this information should be forwarded by TWX and followed on AF Form 112, and IAW JANAP 146B.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials

(1) Navigation maps and charts as required will be drawn from the Target Branch, 26th Wing Intelligence Section.

(2) Targets which will be covered under this operations order are listed in Appendix I to this Annex. Target materials, in the form of mission folders, will be prepared by the Wing Intelligence Section and distributed during target study period.

b. Survival

(1) Iceland lies between 6324N and 6632N, with its northern coast just touching the Arctic Circle. Most of its surface is rugged, barren, and rocky in many places, covered with large glaciers on local ice caps. Inhabited areas are found only along the coast and in the coastal valleys. In Reykjavik the average temperature in January is about 30°F, the average for July is about 51°F. On the uninhabited, high, inland plateau it is often extremely cold.

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forth in this operations order. Crew observation, and radar, will be utilized to obtain the other EEI given above.

c. Means of Reporting EEI

(1) Information desired above, if obtained, will be forwarded to Headquarters 7th Air Division, Director of Intelligence, by use of the appropriate report in SAC Manual 55-8. In those instances where collected EEI are not transmitted IAW SAC Manual 55-8, this information should be forwarded by TWX and followed on AF Form 112, and IAW JANAP 146B.

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(2) In the event of bail-out or crash landing along the coast of Iceland, every effort should be made to reach either a fishing village or one of the numerous isolated weather stations located throughout the area. Reference USC number 87, 1/1,000,000, 8th edition. Stations located following coordinates:

(1) 6541N/1805W (2) 6540N/2019W (3) 6610N/2313W
(4) 6352N/2109W (5) 6546N/1427W (6) 6350N/1636W
(7) 6633N/1801W (8) 6539N/1607W (9) 635[illegible]N/2226W
(10) 6404N/2013W (11) 6415N/1513W (12) 6602N/1721W
(13) 6432N/2146W (14) 6347N/1804W (15) 6559N/2123W
(16) 6521N/2111W (17) 6530N/2406W (18) 6526N/1919W
(19) 6436N/1412W (20) 6628N/1557W (21) 6409N/2157W
(22) 6516N/1400W (23) 6443N/2122W (24) 6611N/1850W
(25) 6620N/1446W (26) 6505N/2246W (27) 6456N/1341W
(28) 6324N/2017W (29) 6325N/1901W

(3) Reference SAC Basic Intelligence Planning Guide (BIPG) Vol I. Section V, dated 1 Feb 1954. All crew members will be apprised of provisions of SAC Reg 200-8 "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of American Personnel" dated 29 October 1953.

OFFICIAL:

SULLIVAN
Colonel, USAF
Commander

KOLLEN
Lt Col, USAF
D/Intelligence

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 143-54

AIR OPERATIONS

1. GENERAL:

a. This annex and appendices contain necessary route and target information.

b. All flights will be made under IFR.

c. All danger and prohibited areas will be avoided.

d. Fuel reserve will be a minimum of 30,000 Lbs. within 30 minutes of Fairford VOR.

e. General procedure for bailout over Iceland: If it should become necessary to bailout within the vicinity of Iceland, and sufficient control of the aircraft and time permits, the following procedure will apply:

(1) Fly over Keflavik range (TFK, 310.5Kcs) at 8000 feet minimum altitude.

(2) Track outbound a course of 119 degrees magnetic heading which is the same heading as the East leg of the Keflavik range.

(3) Jet Aircraft:

(a) Fly 15-18 minutes at 200K (230MPH) for 50 nautical miles.

(b) Fly 10-14 minutes at 250K (288MPH) for 50 nautical miles.

(4) Abandon aircraft.

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(5) Approximate coordinates of the best bailout section of the area are as follows:

64-05N 20-55W 64-50N 20-55W

64-05N 20-50W 64-50N 20-20W

(6) The area is predominately farm land, interspersed with narrow streams and marshes. You should land within 5 miles of a town or, most likely within 1 mile of a farmhouse. If no town or farmhouse is within sight, walk south.

2. Operational Concepts:

a. All missions will be flown in accordance with SAC tactical doctrine.

3. Take off and Route Tactics:

a. Take off will be at a minimum of 15 minute intervals.

b. Routes will be flown as directed by the Wing Commander.

4. Reporting Procedures:

a. All aircraft will be under control of "Brize Norton Control" until "500 on top" after which normal reporting procedures will be complied with. For details see Communications Annex "C".

5. Primary Alternates:

	Field Elevation	Longest Runway
a. Brize Norton	+ 283 FT.	10,000 FT.
b. Fairford	+ 283 FT.	9,900 FT.
c. Laken Heath	+ 39 FT.	9,000 FT.
d. Manston	+ 180 FT.	9,000 FT.
e. Mildenhall	+ 30 FT.	9,000 FT.
f. Sculthorpe	+ 200 FT.	9,000 FT.

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6. Emergency Alternates:

a. Any suitable alternate in England.

b. In the event of an emergency landing in Norway, the crews will be briefed to refer to their mission as a "routine navigational training mission" being particularly cautious not to mention the fact that reconnaissance work is being done. It will be the responsibility of the aircraft commander to insure that his aircraft is guarded at all times, and to contact the Air Attache at Oslo, Norway as soon as possible.

(1) The following is a list of airfields in Norway that can be used for emergency landings:

BASE	COORDINATES	CONTROL TOWER	UHF (257.8)	RUNWAY LENGTH
GARDERMEN	60-12N 11-05E	Yes	Yes(360.3)	8776
SOLA	58-53N 05-38E	Yes	Yes (257.8)	8300
ORLANDET	63-42N 09-36E	Yes	No	8776
LISTA	58-06N 06-37E	No	No	8038
JARISBERG	59-18N 10-22E	No	No	8120
RYGGE	59-22N 10-44E	No	No	8005
BODO	67-16N 14-23E	Yes	No	8448

Note: The above data may not coincide with the latest facility charts due to military security restrictions. (Above information was extracted from "USAF list of Usable Airfields", 15 July 54, classified CONFIDENTIAL).

c. Keflavik 63.59N, 22.36W; 168 Elevation, 10,000 FT. Runway. (Iceland)

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APPENDIX I TO AIR OPERATIONS ANNEX "B" TO 26SRW OPERATIONS ORDER 143-54

TARGET LIST

B.E.	TAB	TITLE	COORDINATES
0087-0059	C-6163	Siglufjordhur Petroleum Storage "S,H.F., Iceland Government"	66-09N 18-54W
0087-0051		Bruar Hydro Power Plant Laxamyri Laxa River	65-49N 17-19W
		Akureyri Spsta	65-41N 1802W
		Solas A/F	65-47N 18-01W
		Kopasker A/F	66-18N 16-30W
		Garfarlond	65-16N 16-06W
		Egilsstadir A/F	65-20N 14-24W
		Budareyri A/F & Sp Sta	65-02N 14-05N
		Dufunefsfoil A/F	64-54N 19-28W
		Fjordungsalda A/F	64-50N 18-20W
		North of Bruarjokull A/F	64-50N 18-04W

Appendix I
Annex B
26SRW OpOrd 143-54
11 Oct 54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

ANNEX "C"

OPERATIONS ORDER

SERIAL NO. 143-54

COMMUNICATIONS

1. Appropriate JANAPS, ACPs, SAC and TAC CEIs and Radio Facility Charts apply except where modified herein.
2. Primary communication control stations are Croughton and Keflavik.
3. Hourly HF tactical position reports will be rendered to "SURF BOARD" (Lancer Control) through one of the communication control stations.
4. HF or UHF position reports will be made to the appropriate ATCC#8 OAC stations.
5. Any reports required IAW paragraph 6A, SAC Regulation 55-8 will be transmitted to one of the communication control stations for relay to "Low - Life", at no other time will Low - Life", be used.
6. Aids to navigation are listed in the applicable area Radio Facility Charts. Operation of Keflavic VOR to cover arrivals will be requested through Lancer control eight(8) hours in advance. NOTE: VOR not flight checked, to be used for homing only.
7. IFF is not to be used at any time during this mission.
8. AFSAL 5104 applies for air/ground authentication when required.
9. Call Signs:
   (a) SACDAL: Air/Ground
   (b) Air/ground stations as listed in Radio Facility Charts.
   (c) Air/air Challenge (expanded)

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
11 October 1954

ANNEX "D"

OPERATIONS ORDER

SERIAL NO. 143-54

SECURITY

1. General:

a. If a forced landing on a cleared flight over Iceland becomes necessary the Aircraft Commander will advise:

(1) LANCER CONTROL through any USAF air/ground station.

(2) The nearest USAF base or ground station. The Aircraft Commander will report his decision to land, the reason for landing, present position, and the location of airfield or area at which landing will be made.

(3) The Aircraft Commander will insure that the aircraft and equipment are properly safe-guarded by a crew member until the Air Attache has been notified and a qualified guard has been provided. The mission will be referred to as a "Routine Navigational Training Mission" with the crew being particularly cautious not to mention the fact that reconnaissance work is being accomplished.

b. Since the mission is a cleared mission over a friendly country, assistance can be expected from Government Authorities.

c. Immediatly upon landing, the Aircraft Commander or his representative will take immediate action to communicate with the nearest United States Authorities. Preferably with the Air Attache.

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d. The Aircraft Commander will insure that his crew's conduct is such that friendly relations can be maintained with the Local Government.

e. Take off from a non-scheduled landing area will not be attempted without local authorities permission.

f. No part of this OPS ORDER will be carried on the mission.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
12 October 1954

OPERATIONS ORDER

SERIAL NO. 144-54

26SRW OpOrd 144-54
12 Oct 54

260CL - 314

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CONFIDENTIAL

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
APO 194, c/o Postmaster
New York, New York
12 October 1954

OPERATIONS ORDER

SERIAL NO. 144-54

CHARTS AND MAPS: As Required

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj H M Hennington
4th Strategic Reconnaissance Squadron	Maj W H Edwards
10th Strategic Reconnaissance Squadron	Maj J I Sunderland

1. GENERAL SITUATION: The Royal Air Force has developed a small light weight portable reflector. It is desired that the 26th SRW conduct tests of these reflectors, as an aid to airborne radar for assist in approach and landings at Upper Heyford.

a. Intelligence: Omitted

b. Enemy Forces: Omitted

c. Friendly Forces:

(1) 3918 Air Base Group:

1. Provide services and facilities as directed by 7th Air Division Ops Order 144-54.

(2) 3921st Reconnaissance Technical Squadron:

1. 26th SRW will require one film positive of radar photography on all runs.

2. 26th SRW will require six radar scope photos of at least five different ranges on each approach, to include minimum and maximum range that reflectors may be picked up.

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2. MISSION: To experiment with various layouts of these reflectors and to determine their suitability for use in radar assisted approach and landing.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th, and 10th Strategic Reconnaissance Squadrons:

(1) Provide aircraft and crews to accomplish this project.

(2) Brief observers to accomplish radar photography on all approach and landings at Upper Heyford (see 3X(4)).

(3) Debrief observers in accordance with format furnished by Wing Project Officer.

(4) Forward completed formats to 26th SRW Wing Director of Operations by 1300 hours Friday of each week.

x. General Instructions:

(1) Nickname assigned this project is "BRITE LITE APPROACH", all reports and photography on this project will bear that nickname.

(2) This Operations Order is effective as of 0800z 12 October 1954.

(3) PROJECT OFFICER WILL BE: Capt. Urban F. Thinnes, 10th SRS, who will be responsible for:

(a) Monitoring briefing and debriefing of all crews on this project.

(b) Compiling data for necessary reports.

(c) Changing layout of the reflectors as experience dictates.

(d) Maintaining close liaison with 3910th Air Base Group Project Officer.

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(4) 26 SRW observers will follow through on all landings and will take radar scope pictures at the rate of 1:4 SCAN. Observers will indicate on O-15 data plate and photo log project name, "BATTS LIGHT APPROACH".

(5) Reports:

(a) On the 15th and 30th of each month Commander 26th SRW will submit report as follows: Report will be classified SECRET.

1. Total number of radar assist approaches.
2. Maximum range at which reflectors can be seen.
3. Average range at which reflectors are seen.
4. Synopsis of crew opinion as to feasibility of approach and landing at Upper Heyford by radar assist, with reflectors and without reflectors.
5. Report will include one film positive of radar photo showing typical penetration and approach.
6. Report will be appropriately illustrated with radar scope photos and will be submitted in six copies.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Omitted

b. This operations order will be destroyed prior to 26th Strat Recon Wing's return to the ZI.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Omitted

26SRW OpOrd 144-54
12 Oct 54

260CL - 314

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SULLIVAN
Colonel
Commander

OPERATIONS ORDER

SERIAL NO. 144-54

DISTRIBUTION:

Comdr 3921 RTS	1
Comdr 7AD	1
Comdr 801AD	2
Comdr 3918 ABG	1
Comdr 26SRW	1
Comdr 3rd SRS	5
Comdr 4th SRS	5
Comdr 10th SRS	5
Comdr 26th R&E	1
DO 26SRW	5
DOI 26SRW	1
Historian 26SRW	5
Project Officer 26SRW	1

OFFICIAL:

for ROBERT T. HALL JR
Lt. Col., USAF
Director of Operations

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SECRET

NOVEMBER 1954

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE
AIR FORCE BASE
COLUMBUS, OHIO

MICROFILMED

SECRET 26OSL-13-1

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AUTH: CMDR 26th SRW
DATE 14 Jan 55
NAME Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 30 NOVEMBER 1954

Henry R. Sullivan
HENRY R. SULLIVAN., Brig. Gen.
Commander

Charles A. Wright
CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Curtis H. Watson

SECRET

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TABLE OF CONTENTS

Title Page
Table of Contents ---------- i
Authority ---------- ii
Foreword ---------- iii

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelation ---------- 1
Redeployment of Wing to Lockbourne ---------- 2
Second Air Force Staff Inspection ---------- 2
26th ARSq New T/O ---------- 2
TDY Personnel Expenses ---------- 3

CHAPTER II PERSONNEL

Personnel Strength ---------- 5
Manning ---------- 6
SAC Rating System ---------- 7
Combat Crew Status ---------- 9

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis ---------- 11
Mission Analysis ---------- 12
Air Training Program ---------- 13
RBS Photo-Flash Requirements ---------- 14
Maximum External Gross Weight ---------- 14
Wing Navigation ---------- 15
Photo Capability ---------- 16
Wing EWP ---------- 17
Intelligence ---------- 18
Flying Safety ---------- 19

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS (Continued)

CHAPTER IV MATERIEL PAGE

Tactical Maintenance Summary ---------- 21
Ejection Escape System ---------- 23
26th Wing Flight Line Personnel ---------- 24
Maintenance Standarization Team ---------- 25

APPENDIX

Roster of Key Personnel ---------- 28
Glossary ---------- 29
Bibliography ---------- 33
List of Exhibits ---------- 34

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

2AF Regulation 210-1, dated 10 January 1954.

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FOREWORD

The month of November was an extremely busy one for the 26th Strategic Reconnaissance Wing. The majority of the workload was created by, and while, the wing was TDY to England and Lajes, Azores.

The primary operational objective during November was the completion of 50-8 requirements. November saw the close of another training quarter for the wing.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 30 November 1954, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

26th Air Refueling Squadron, Medium

3rd Strategic Reconnaissance Squadron, Medium

4th Strategic Reconnaissance Squadron, Medium

10th Strategic Reconnaissance Squadron, Medium

26th Armament and Electronics Maintenance Squadron

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During the first half of November primary activies of the 26th Strategic Reconnaissance Wing was focused on redeployment of personnel and equipment from the UK and Lajes. On 14th November 1954 the first full scale deployment of this wing was completed. However upon returning to Lockbourne many sections of the wing found an accumulation of work which normally follows in the wake of such a deployment.

First on schedule for the wing was an annual Second Air Force staff inspection. In general, organization and administrative activities were found to be organized and functioning in an excellent manner. Findings and comments made by Second Air Force Inspectors will be found throughout this report.

During early November the wing received a new Strategic Air Command Table of Organization No. 1-1179P-s, Headquarters SAC, July 1954, for the 26th Air Refueling Squadron. Among the more important changes noted in the new T/O were; an authorized build-up to thirty combat crews; a change in Aircraft Observer AFSC's, with twenty-one 01525P; also the authorization of Nav-Bombardiers in place of the previous 01534A's; (Air Refueling Aircraft Observer Navigation); and an increase of personnel in the Personal Equipment to an authorization of seven (7).

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Under T/O 1-1179PS, the primary mission of the 26th Air Refueling Squadron is; "To maintain a state of readiness for and execute assigned air refueling missions." Air Force Manual 50-7, Department of the Air Force, Washington, 1 November 1954, more fully states the squadron's mission: "This mission is primarily to refuel assigned aircraft day or night under varied weather conditions. The secondary mission..... is to airlift personnel and equipment in support of unit deployment."

Shortly after returning from deployment, the 801st Air Division Commander, requested the 26th Wing to compile information and prepare a cost sheet showing personnel expenses incurred, as a result of the TDY move.

The Wing Adjutant Section sent out a memorandum to each squadron of the wing requesting that each individual who accompanied the wing on TDY, fill out a check sheet recording all expenditures. This included the most minute expense encountered before, during and after the temporary duty. The checklist included the following items; morale and recreation expenses above normal, communication and telephone, BOQ and field ration fees, meals obtained commercially when mess was closed, upkeep of home and yard, movement of dependents, storage

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of household goods, storage of automobile, extra transportation expenses, extra hospital and medical expenses, extra house rental, and extra insurance.

Squadron commanders were instructed to submit expense records of personnel in his squadron to the Wing Comptroller not later then 6 December 1954. The outcome and summary of this survey will be included in the wing's December history.

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CHAPTER II

PERSONNEL

A total of 2,209 individuals was assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, at the end of November 1954.[1] Of this total, 414 were officers and 1,795 airmen. In comparing these figures respectively with October 1954 assigned strength, there was a gain of 19 officers and 30 airmen as of the end of this reporting period.[2] The gain of officers stemmed mainly from observers school. Airmen were gained from Basic Training Stations.[3]

---

1. Weekly Means Strength Rpt, November 1954, prep by Stat Svs, 801st AB Gp.
2. Weekly Means Strength Rpt, October 1954, prep by Stat Svs, 801st AB Gp.
3. Interview M/Sgt Regis Cole, NCOIC Pers Sect, 26th SRW by T/Sgt Watson, 26th SRW Hist Tech. Dec 54.

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The following is a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing during the November reporting period:[4]

	TOTAL AUTH	TOTAL ASGD
OFFICER	378	414
AIRMEN	1,669	1,795
TOTAL	2,047	2,209

Personnel manning of the wing continued to reflect a shortage of "5" and "7" level individuals within the tactical and maintenance squadrons. These recurring soft spots in the wing's manning were noted in the radar and aircraft maintenance fields. In a more broader sense the wing is not hampered by a numerical shortage, but rather a shortage of airmen in the higher skilled levels. During this period, the wing sustained a loss of airmen through normal ETS and continued to experience further aggravation by the assignment of non-technical airmen to shipment overseas and training schools. A particular critisim was voiced as to the projected status in the administrative, transportation, supply and operations specialist fields. As an illustration of this statement, the wing is authorized eleven (11) Coleman Drivers with ten (10) assigned. In the near future, four

4. Rpt Status of Offs & Amn, November 1954, prep by 26th SRW Pers Sect.

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(4) of these will be lost from the wing, three (3) through shipment to other commands and one (1) through ETS.[5]

The immediate solution of replacement for the skills being lost by this headquarters is a tensified training program of helper level airmen who require a long period of training before they inturn become effective.[6]

Under the remarks of the Wing Commander's T12 Training Report for the month of November, it was recommended that the requirement for skilled personnel in overseas commands be weighed very carefully against the affect these losses are having on tactical wings situated within the Zone of Interior. It was further pointed out that losses such as those referred to above (Coleman Drivers) cannot be sustained without affecting the operational capabilities of this wing.[7]

The Personnel Portion of the SAC Rating System saw the following scores obtained in November 1954: Officers Manning in Required Specialties was 50 percent of the maximum score received. This high score was realized as the results of 321 officers in required specialties against an authorized strength

5. 26th SRWg Cmdr's Remarks, Part V of Air Training Report for Mo. of November 1954. (RCS:3-SAC-T12). CL: CONFIDENTIAL Exhibit No. 8.
6. Ibid.
7. Ibid.

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of 376. Percentage wise, this represented a total of 92 percent effectively manned.[8]

Manning in Required Specialties as relationed to Airmen was divided into two categories, namely, Airmen Specialties and Airmen Support. Of the 1,254 airmen authorized in the category of Airmen Specialties, there were 864 in required specialties resulting in a percentage of 68.8 for this item and 10 percent of SAC Maximum Score. In the Airmen Support category figures indicated 440 in required specialties of the 512 authorized, resulting in a 85.9 percentage in required specialties category; and rendering a 70 percent average of SAC Maximum Score.[9]

The Wing's Ground Safety Score was 100 percent of the maximum score for November with an Accident Cost Index of $.31, thereby giving a rating for this item of 100 percent.

This period held forth a 20 percent score under SAC Control Rating System for wing reenlistments. There were 121 discharges of which 21 reenlisted. The major portion of the wing's reenlistments were airmen who were separated from service to drop the indefinite status and reenlist to receive the bonus. Another category was career airmen completing their term of service and reenlisting at this station.[10]

8. Ltr, fr Cmdr, 801st AD to Cmdr 2AF, Subj: SAC Mgmt Control System Scores (RCS:2AF-U2) C : SECRET. Exhibit No. 3.
9. Ibid.
10. Ibid.

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The wing's MTD Utilization percentage was 48.7 of the maximum score for this period. There was an average of 646 manhours utilized on R/RB-47 mechanical MTD compared to the 3,500 hours standard, while 1,584 hours were utilized on KC-97F/G MTD in comparison to the 2,000 hours standard.[11]

Activity surrounding the combat crew status of the wing continued to mark various changes throughout the month of November. On 10 November 1954, two (2) non-combat ready RB-47 crews were dissolved when the aircraft commanders were assigned to staff positions. On this same date one (1) non-combat ready RB-47 crew was dissolved to better utilize the crew personnel. There was also one (1) non-combat ready crew formed on 10 November 1954. As of the end of November 1954, there was a total of 41 combat ready and seven (7) non-combat ready crews assigned to the wing.[12]

On 10 November 1954, the following crew status was made concerning the KC-97G/F crews; two (2) non-combat ready KC-97G were upgraded to combat ready status; three non-combat ready KC-97G crews were formed. This made a total of 11 combat ready and three (3) non-combat ready KC-97G crews assigned to

11. Ltr, fr Cmdr, 801st AD to Cmdr 2AF, Subj: SAC Mgmt Control System Scores (RCS:2AF-U2) CL: SECRET. Exhibit No. 3.
12. Ibid.

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the 26th Wing. On the same date, one (1) combat ready KC-97F crew was downgraded to non-combat status, and one (1) combat ready KC-97F crew was formed, making a total of 9 combat ready and two (2) non-combat ready KC-97F crews assigned this headquarters. Further discussion on combat crews will be found in the Operations Chapter of this report in relation to the wing's EWP.[13]

13. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Mo. of Nov 1954 (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 8 and 26th ARSq Cmdrs Remarks.

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CHAPTER III

OPERATIONS AND TRAINING

During November 1954, aircraft and crews of the 26th Strategic Reconnaissance Wing, Medium, operating from Lockbourne Air Force Base, flew a total of 332 sorties totaling 1,998 flying hours. Of the total figures above, KC-97 aircraft of the 26th Air Refueling Squadron flew 98 sorties totaling 470 hours, compared with 78 sorties and 537 hours scheduled for the month. RB-47 and YRB-47 aircraft of the 3rd, 4th and 10th Strategic Reconnaissance Squadrons flew 234 sorties totaling 1,428 hours as compared to 190 sorties and 1,302 hours scheduled.[1]

1. Rpt Form 110A, Mo. Rpt of A/C Opns, Nov 1954, prep by Stat Svs, 801st AB Gp and Weekly Acft Requirements Record, 26th SRW, for the Period 7 Nov thru 5 Dec 1954. Exhibit No. 11.

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Flying time allotted for this period was reduced to commensurate with the loss of working days during the Thanksgiving holidays. However, routine training (50-8) absorbed the large majority of flying time perfomred by the wing.

During the month of November 1954, deployment of KC-97 aircraft from Lajes, Azores and a number of ferrying missions, composed Higher Headquarters directed missions for the 26th Air Refueling Squadron. Two (2) KC-97 aircraft were deployed from Lajes to Lockbourne, flying a combined total of 33 hours and 15 minutes; there were 18 hours and 20 minutes expended in ferrying three (3) crews to Boeing Airplane Plant, Seattle, Washington, for the purpose of ferrying two (2) KC-97G aircraft to this station. However, this did not materialize, in that the aircraft was redesignated for Sedalia Air Force Base. Thirteen hours and 55 minutes were flown in the performance of ferrying Second Air Force Inspection Team to and from Lockbourne.[2] One (1) KC-97 aircraft was dispatched on a short TDY to Second Air Force Headquarters for utilization by the Commanding General, Second Air Force. Airmen personnel who accompanied the aircraft on this TDY received a letter of commendation for their fine performance.[3]

2. 26th ARSq Cmdr's Remarks to Section H of Air Tng Report for the Mo. of Nov 1954. (RCS:4-SAC-T12). CL: CONFIDENTIAL Exhibit No. 10.
3. Ibid and Ltr, Fr Hq 2AF to Cmdr 801st ADiv, Cite CS. Subj: "Letter of Appreciation." Exhibit No. 7.

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Final high headquarters directed mission of the month performed by the 26th Air Refueling Squadron concerned the ferrying of personnel to Kindly and Offutt Air Force Bases. Ports of call for this mission reads as follows: Lockbourne Air Force Base - Barksdale Air Force Base - Offutt Air Force Base - Andrews Air Force Base - Kindly Air Force Base - Lockbourne Air Force Base - Offutt Air Force Base - Barksdale Air Force Base - Lockbourne Air Force Base. This mission was flown for a total of 29 hours and 50 minutes during a six (6) day period.[4]

Higher Headquarters Missions flown by crew of the Wing's reconnaissance squadrons totaled 75 hours and 45 minutes. Of this time 22 hours and 35 minutes were flown on WADC Project Q56-700 (XQ-56 Radar); 28 hours and 50 minutes flown in the performance of Special Photo Projects 54AF-64 and 54PS-9B; 24 hours and 20 minutes devoted to Photo-flash Bomb Test.[5]

The Air Training Program of the wing under SAC Regulation 50-8, reflected 99.1 percent (RB-47) and 99.7 percent (KC-97) completeness as of 30 November 1954. Two major problem areas associated with the Jet Air Training Program existed in accomp-

4. 26th ARSq Cmdr's Remarks to Section H of Air Tng Rpt for the Mo. of Nov 1954. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 10.
5. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Nov 1954. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 8.

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lishment of RBS photo-flash requirements and maximum external refueling. These problem areas were also indicated in Second Air Force inspection report of the wing during this period.[6]

The accomplishment of quarterly RBS photo-flash requirements were not expected to exceed 90 percent during the period of the Second Air Force Inspection due to insufficient Bomb Pilot time while the wing was deployed in the United Kingdom. However, as of 30 November, quarterly RBS photo-flash requirements were reported by Operations as 100 percent complete.

The second area which existed in meeting SAC Minimum training requirements concerned maximum external gross weight hookups (1900,000 lbs Gross Weight). Through the authority of Second message ODD 9600, 23 August 1954, Subject: 2AF Operations Order 33-54 dated 21 August 1954, the 26th Wing was directed not to deploy RB-47 aircraft to the United Kingdom equipped with external tanks. In accordance with this order, external tanks were removed from all RB-47 aircraft on 13 September prior to the initial deployment. However, redeployment of wing personnel to Lockbourne was extended through 10 November 1954. This extended time developed a problem area of such a nature wherein

6. 2AF Insp Rpt of 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg 8 - 19 Nov 1954. 2AF Cl-File No. S-13769CL: SECRET.

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maintenance personnel required for the reinstallation of external tanks were delayed thereby delaying the immediate reinstallation of the external tanks on RB-47 aircraft on station as of 3 November 1954. Therefore, the time required for this installation as a result precluded the accomplishments of maximum external gross weight hookups during the training quarter.[7]

Due to this situation being beyond the control of this headquarters, a request for waiver of maximum external gross weight hookups for the recent training quarter was submitted to Second Air Force. This request for waiver was disapproved by confidential message 2AFOTA 10976, dated 29 November 1954. However, in the Wing Commander's remarks to the Air Training Report for the month of November, it was requested that this recommendation for waiver be reconsidered.[8]

During Second Air Force Inspection it was observed that the wing's navigation capability was excellent and maintaining an average of approximately 18 nm C.E for night celestial legs. All RB-47 aircraft assigned to the wing has sextants located in the co-pilot's canopy and this configuration has proven to be very satisfactory. However, a Wing Policy requiring the

7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Nov 1954 (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 8.
8. Ibid, and 2AF Insp Rpt of the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg 15-18 Nov 1954. 2AF Cl-File No. CL: SECRET.

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periscopic sextant to be removed from the aircraft after each mission was reported in the Second Air Force Inspection Report. Second Air Force Inspectors indicated that this procedure has proved to be undesirable and encourages malfunctions, as concluded after use by other Second Air Force B-47 Wings.[9] Corrective action taken by the wing consisted of a new Wing Policy effective 10 December 1954 requiring periscopic sextants to be stored in the aircraft.

As previously reported, photo capability of the wing has been limited to day photography; however, sufficient K-37 cameras and trip units have been received as of 14 December 1954. These cameras have been checked for operations, thereby affording all 45 RB-47s of the wing utilization of one (1) K-37 camera in the Prim Vertical position.

The percentage of acceptable photos was average during this period except for Photo-flash RBS runs which were low. This fact was primarily attributed to the runs accomplished while overseas on Heston RBS site in London, which is a very complex target. In addition, the wing had limited target data information available. As recorded in Second Air Force Inspection Report, another problem area associated with RBS accomplishments, was due to the lack of automatic tone control installed in the jet aircraft.[10]

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9. 2AF Insp Rpt of the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg, 8-19 Nov 1954, 2AF Cl-File No. S-13769 CL: SECRET.
10. Ibid.

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In reply to this item the wing reported 26 automatic tome controls were installed during December, with a target date of 1 January 1955, for complete installations in all RB-47 aircraft assigned the wing.[11]

Observation of the Second Air Force Inspector, considered the wing capable of performing their assigned Emergency War Plan. However, it was pointed out that the program had been delayed primarily due to instruction from Strategic Air Command not to take any part of the Wing's EWP with them during the overseas TDY. As of the 14th of November 1954, 23 crews were given EWP assignment and only 14 crews had received initial EWP briefing. Also, no crew had accomplished trainer runs on accomplished target plates.[12]

In reply to the aforementioned observation made by Second Air Force Inspectors, the wing related the following facts;.... On 9 November 1954, four (4) lead crews were regressed to combat ready status. This change in status necessitated the deletion of these crews from EWP assignments. In order to assign the highest priority sorties to the most capable ready crews, it was necessary to reassign EWP sorties within the lead and combat ready crews of the wing. A total of 14 crews retained their

11. From draft copy of 26 SRWg D/O reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/O Sect.
12. 2AF Inspection Rpt of the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg, 8-19 Nov. 1954.

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original EWP assignments and nine (9) crews, either had a sortie reassignment or were newly assigned to the EWP program. In addition to the above, last August 1954, the force requirement of the 26th Wing EWP was increased and new crews were added to the program. These later crews only had the opportunity of limited target study prior to the Wing's deployment to the U.K. At the time of the (Second Air Force) Inspection, an accelerated EWP target study program was being implemented and in accordance with Second Air Force Regulation 50-2, 14 crews had been given EWP examinations. As of 30 November 1954, a total of twenty (20) crews participated in thirty-three (33) target study periods (66 hours of target study).[13] The Wing Operations Section pointed out further that extreme emphasis has been placed on UST runs by the crews on available target plates. Also, inconsistency of the "In-Commission rate" of the T-2 trainer, has generated considerable bearing on accomplishing the desired trainer runs.

In the Second Air Force Inspection Report, devoted to the 26th Wing's Intelligence Section, it was recorded that this section was organized and operating effectively. Also, the consolidation of all Squadron Intelligence personnel at wing

13. From draft copy of 26th SRWg D/O reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/O Sect.

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level, showed merit. The Intelligence Section was charged with monitoring and accomplishing the EWP training requirements. Furthermore, this report pointed out that emphasis will be required in accomplishing the balance of the EWP prediction plates, initial and regular monthly studies and trainer runs on prediction plates, for crews assigned EWP targets.[14]

The Wing Intelligence's answer to Second Air Force report indicated that schedules for EWP target study provide eight (8) hours of target study per month, minimum per crew. Also, a master record chart has been implemented which establishes target study and UTS runs on a monthly basis. Furthermore, emphasis is being placed on the accomplishment of the remaining prediction plates. However, a completion date cannot be given, due to the extreme shortage of necessary intelligence information.[15]

The Flying Safety Program of the 26th Wing was considered above average by Second Air Force Inspectors. In addition, it was pointed out that the Flying Safety Officer was maintaining proficiency in the unit tactical aircraft and demanding compulsory attendance by all crew chiefs at monthly flying safety meetings.[16]

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14. 2AF Insp Rpt of the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg, 8-19 Nov 54. 2AF Cl-File No. S-13769. CL: SECRET.
15. From draft copy of 26th SRWg D/O reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/O Sect.
16. 2AF Insp Rpt of the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg, 8-19 Nov 1954, 2AF CL-File No. S-13769. CL: SECRET.

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In summary, this period saw the return of the 26th Strategic Reconnaissance Wing to Lockbourne with a highly successful mission to its credit. Although personnel deployment was extended over a longer period than anticipated, sections of the wing moved effeciently while awaiting full personnel manning.

This history proposed to reflect the major items observed by Second Air Force Inspection Staff during this period, particularly involving the wing's operation. At this point it may be added that the wing operated accident free during the month of November 1954. With 23,334 flying hours for the year of 1954. The wing's overall accident rate was 12 point 85 with major accident rate at 8 point 57, ending November 1954.

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CHAPTER IV

MATERIEL

The 26th Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Columbus 17, Ohio, possessed as of 30 November 1954, a total of 47 jet reconnaissance aircraft and 21 tanker aircraft.[1] These aircraft consisted of the following number and type; ten (10) KC-97Fs, eleven (11) KC-97Gs, two (2) YRB-47s, and 45 RB-47s. An average of approximately 27 hours was flown by KC-97Fs and 28 hours flown by the KC-97Gs. RB-47 aircraft flew an average of 29 hours, while YRB-47 aircraft averaged 54 hours during the month of November.[2]

1. Rpt, Form 110A, Mo. Rpt of A/C Opns, Nov 1954, prep by 801st AB Gp, Stat Svs.
2. Ibid.

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The following chart indicates operational and maintenance data as recorded by this command's tactical and tanker aircraft during November 1954:[3]

	NOVEMBER 1954
Number of Aircraft On Hand	68
Number Hours Aircraft On Hand	41,987
Number of Hours Aircraft In-Commission	33,084
Number of Hours Aircraft Flown	1,995
Percentage of Time Aircraft In-Commission	78.7%
Percentage of Time Aircraft Flown	6%
Number of Hours Aircarft Out of Commission Due to Maintenance	7,201
Number of Hours Aircraft Out of Commission Awaiting Parts	1,380
Number of Landings Made	1,161

The following chart reflects a breakdown of operational and maintenance data performed by KC-97G/F, tanker aircraft and YRB/RB-47 reconnaissance aircraft during the month of November 1954:[4]

	KC-97F/G	YRB/RB-47
Number of Aircraft On Hand	21	47
Number of Hours Aircraft On Hand	8,092	33,895
Number of Hours Aircraft In-Commission	6,664	26,420

3. Rpt, Form 110A, Mo. Rpt of A/C Opns, Nov 1954, prep by 801st AB Gp, Stat Svs.
4. Ibid.

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	KC-97F/G	YRB/RB-47
Number of Hours Aircraft Flown	580	1,415
Percentage of Time Aircraft In-Commission	82%	77.9%
Percentage of Time Aircraft Flown	8%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	1,459	5,742
Number of Hours Aircraft Out of Commission Awaiting Parts	720	660
Number of Landings Made	275	886

One of the major items given to discussion by Second Air Force Inspector of the Wing's Materiel Section concerned "Ejection Escape Systems". As cited by Second Air Force Inspection report, the Materiel Section was giving adequate coverage to all phases of maintenance with exception of Air Force Special Subject Letter 121-10. Air Force Letter 121-10 (Maintenance and Inspection of Ejection Escape Systems) was not being properly monitored or implemented as indicated by the lack of attendance at the Seat Ejection Class in the local MTD[5] (only ten (10) maintenance men had attended this training course).

As corrective action to this discrepancy, the Wing Director of Materiel, directed all unit B-47 squadron commanders to survey qualifications of their maintenance personnel relative to the ejection escape system. All personnel considered not to be

5. 2AF Insp Rpt to the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg 8-19 Nov 1954, 2AF CL-File No. S-13769. CL: SECRET.

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qualified in the inspection and maintenance of this system will be entered in the seat ejection class of the local MTD. This action was to be implemented not later than January 1955.[6]

An analysis of irregularities found on two (2) RB-47E and one (1) KC-97G aircraft by the Second Air Force Inspectors, revealed that the Wing's maintenance was furnishing operation with safe aircraft. However, an average of 3.5 critical items found on the RB-47E aircraft indicated insufficient inspectional coverage by supervisors to assure high quality maintenance. Critical items were those which could affect the safety of flight if not corrected prior to next preflight.[7]

This situation reverts to a personnel problem, in that it is impossible to furnish sufficient inspectional coverage of maintenance by supervisors due to the limited number of supervisory personnel assigned the 26th Wing. All discrepancies reported by Second Air Force Inspectors were corrected.[8]

Second Air Force Inspection indicated that Wing Flight Line organizations were organized as directed by SAC Manual 66-12 and capable of supporting the Wing's mission. A shortage of supervisors was noted in these organizations. It was in-

6. From draft copy of 26th SRWg D/M reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/M Sect.
7. 2AF Insp Rpt to the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg 8-19 Nov 1954. 2AF CL-File No. S-13769. CL: SECRET.
8. From draft copy of 26th SRWg D/M reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/M Sect.

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dicated that the assignment of seven (7) level personnel range from five (5) in one squadron to twenty-three in another squadron. Second Air Force Inspectors recommended an equitable distribution of these personnel be made.[9]

In relation to the above situation, the Director of Materiel revealed that the three (3) RB-47 squadrons of the Wing have an average of seven (7) personnel with "7" skill level. The 26th Air Refueling Squadron does have twenty-three personnel with a "7" level. However, as the personnel in the Air Refueling Squadron are skilled in KC-97 aircraft, with receiprocating engines, and the RB-47 squadrons have eligible personnel awaiting upgrading to "7" level, it was not considered feasible to attempt an equitable distribution of supervisory personnel at this time. Also, the Air Refueling Squadron is still undermanned and considering the upgrading of personnel and influx of additional personnel to offset normal attrition rates. It was believed that transferring skilled supervisors to an alien type aircraft would accomplish no tangible results.[10]

During this period the Maintenance Standardization Team was finalizing a system, for scheduling discrepancies listed after flight on the Part II of AF Form 1. Second Air Force Inspectors

9. 2AF Insp Rpt to the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg 8-19 Nov 1954. 2AF CL-File No. S-13769. CL: SECRET
10. From draft copy of 26th SRWg D/M reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/M Sect.

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deemed this system worthy of mention. The system was designed to prevent peak workloads and eliminate excessive 1A priorities.[11]

The new system for scheduling flight discrepancies was developed as follows:

In order to prevent peak workloads and excessive 1A priorities on the morning following missions, a daily scheduling meeting would be held at 0600 by representatives from Field Maintenance, Armament and Electronics, Flight Line, and Maintenance Control. The Flight Line representative prepares duplicate copies of Form 18 (Telephone Log) for each discrepancy found on the Part II of AF Form 1. He keeps one copy and turns the other over to the coordinator at the 0600 meeting. The coordinator prepares a master schedule called the "Maintenance Scheduling Form" which is a consolidation of all Forms 18 submitted at the meeting. A Work Order number, scheduled time, date, and any pertinent remarks are made thereon. Specialist Job Records (SJRs) were then prepared by representatives of Armament and Electronics and Field Maintenance for each discrepancy and a copy carried back to the Dispatch Section of their respective organizations to be issued at the prescribed time.[12]

11. 2AF Insp Rpt to the 801st ADiv, 801st AB Gp, 91st SRWg and 26th SRWg, 8-19 Nov 1954. 2AF Cl-File No. S-13769. CL: SECRET.
12. From draft copy of 26th SRWg D/M reply to 2AF Insp Rpt during 8-19 Nov 1954. File 26th SRWg D/M Sect.

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In summary, Second Air Force Inspection Report indicated that overall the Wing's Maintenance Squadrons were capable of supporting the wing's mission. The primary problem area in the maintenance field continues to be a limited number of seven level supervisory personnel.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF NOVEMBER 1954

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director of Personnel	SAMSON, GEORGE D.	Major
Director of Operations	HALL, ROGERT T., JR.	Lt. Col.
Director of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wg	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crews. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

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Abbreviations Used in Aircraft Operations (Continued)

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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Comptroller File, 26th SR Wing

801st Air Base Group Statistical Service Office

Regulation File, 26th SR Wing

Staff Section Files, 26th SR Wing

TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Personnel, 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observation of the Historian.

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LIST OF EXHIBITS

1. Ltr, Hq 801st ADiv, to Cmdr 2AF, dated 18 November 1954, Subj: "Upgrading of Non-Combat Ready Crews". CL: SECRET.

2. TWY, from Cmdr 2AF, Cite OT 10842 dated 17 November 1954, to Cmdr ADiv, 4th, 6th, 38th, 801st, 806th, 813th and Cmdrs, 72nd SRWg, 340th BmWg. CL: CONFIDENTIAL.

3. Ltr, Hq 801st ADiv, to Cmdr 2AF, Cite 26CR, Subj: "SAC Management Control System Scores (RCS:2AF-U2) CL: SECRET.

4. Ltr, 2AF to Cmdr, 801st ADiv, Cite KBS, dated 2 December 1954. Subj: "Air Training Report (RCS: SAC-T12) CL: SECRET.

5. Ltr, 2nd BmWg to Cmdr 801st ADiv, Cite 2DO, Subj: "Air Refueling Support Rendered the 2nd Bomb Wing by the 26th Air Refueling Squadron".

6. Ltr, Cmdr 26th ARSq to Cmdr 1605th AB Gp. Cite 26AR, dated 6 December 1954, Subj: "Letter of Appreciation".

7. Ltr, Hq 2AF, thru Cmdr 801st AD to Cmdr 26th ARSq. Cite CS, Subj: "Letter of Appreciation".

8. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of November 1954 (RCS:3-SAC-T12). CL: CONFIDENTIAL.

9. 26th SRWg Cmdr's Remarks to Section I of Air Training Report for Month of November 1954 (RCS:4-SAC-T12) CL: CONFIDENTIAL.

10. 26th ARSq Cmdr's Remarks to Section H of Air Training Report for Month of November 1954 (RCS:4-SAC-T12) CL: CONFIDENTIAL.

11. 26th SRWg, Weekly Aircraft Requirements Record for the period 7 November 1954 to 5 December 1954.

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HEADQUARTERS
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

SECRET
AUTH: CG 801 AD
DATE 18 Nov 54
INITIALS

1

18 November 1954

MAJOR GENERAL FRANK A ARMSTRONG, JR
Commander, Second Air Force
Barksdale Air Force Base
Louisiana

Dear General Armstrong:

In compliance with your message of 9 November 1954, I have instructed my Wing Commanders to place maximum emphasis on the upgrading to combat ready of non-combat ready individuals. In conjunction with this program, and in response to the emphasis placed on attaining forty-five combat ready crews in each B-47 Wing, the inclosed program and plans for the achievement of this goal are submitted for the 801st Air Division.

A projection for the next three or four months has been made since the crew personnel now on hand are the personnel we will have available to train and to replace any crew loss or withdrawal. Crew personnel assigned today will take from four or five months training before they can be declared combat ready. This includes training at Wichita for two months, in addition to three months crew training at the home station required by SAC Regulations 51-19 and 50-43.

The red line on the inclosed charts reflects the date we will have forty-five combat ready crews. Any combat ready crew, crew member or rated wing or squadron staff officer withdrawal will lower the red line portionally and reflect the new forty-five combat ready date. Staff withdrawals usually results in a crew regression since the only source for a replacement is a crew.

The desired situation, of course, would be to have a non-combat ready crew becoming combat on the date of an anticipated combat ready crew member withdrawal. This would require that a replacement be made available to the unit four or five months prior to a withdrawal or the date of the withdrawal, equal to the date a non-combat ready crew will be upgraded to combat ready.

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I believe the inclosed charts represents the planning that must be accomplished to retain forty-five combat ready crews. I hope this information can be used by your personnel when they are considering inputs, withdrawals versus the desired number of combat ready crews.

Sincerely,

HEWITT T WHELESS
Brigadier General, USAF
Commander

3 Incls
1. 91st Recon Chart (4 cys)
2. 26th Recon Chart (4 cys)
3. 91st & 26th Air Refueling Chart (4 cys)

"A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
MAJOR USAF
ADJUTANT

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91ST SRW

The following information is the present and projected status of the 91st Strategic Reconnaissance Wing's crews.

RB-47 Crews Available: 37 CR 15 Nov 54
9 NCR 15 Nov 54

RB-47 Projected CR Crews: 37 30 Nov 54
Projected CR Crews: 38 31 Dec 54
Projected CR Crews: 38 31 Jan 55
Projected CR Crews: 46 28 Feb 55

Number	Crew Number	Combat Ready
38	N02BO	31 Dec 54
39	N30EO	28 Feb 55
40	N01AO	28 Feb 55
41	N05AO	28 Feb 55
42	N14AO	28 Feb 55
43	N17AO	28 Feb 55
44	N15AO	28 Feb 55
45	N11BO	28 Feb 55
46	N78DO	28 Feb 55

The following NCR personnel are listed by name, projected upgrading month, and position.

Aircraft Commander		Copilot		Observer	
M/Moore	R	C/Wuthridge	R	1L/Huggins	Dec
C/Gutos	R	1L/Cook	R	1L/Blankemeyer	Dec
C/Falls	R	2L/Tinnerman	Dec	2L/Simon	Feb
C/Huckelberry	Dec	2L/Franklin	Dec	1L/Heckinger	Feb
1L/Burke	Dec	2L/Phillipsen	Dec	1L/Coslett	Feb
M/Frank	Jan	2L/Neeley	Dec	2L/Brown	Feb
C/Jett	Feb	2L/Davenport	Dec	2L/Boehm	Feb
C/Wahl	Feb	2L/Asbury	Dec	2L/Karmazin	Feb
1L/Westover	Feb	2L/Noonan	Dec	1L/Miller	Feb
		2L/Cea	Dec		
		2L/Venus	Dec		
		2L/Petellin	Dec		
		2L/Myers	Dec		
		2L/Sinander	Dec		
		2L/Vandermark	Dec		
		1L/Turner	Dec		
		2L/Marsh	Dec		
		2L/Timler	Dec		
		2L/Schulze	Dec		
		2L/Pucini	Jan		
		2L/Irvine	Jan		
		2L/Ross	Jan		
		2L/Atherton	Jan		
		2L/Scrambos	Jan		

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26TH SRW

The following information is the present and projected status of the 26th Strategic Reconnaissance Wing's crews.

RB-47 Crews Available: 41 CR 15 Nov 54
7 NCR 15 Nov 54

RB-47 Projected CR Crews: 43 30 Nov 54
Projected CR Crews: 44 31 Dec 54
Projected CR Crews: 44 31 Jan 55

NOTE: 26th Wing needs four (4) observer quotas for CCTS--Phase II at Whicita before they can be projected in the program.

Number	Crew Number	Combat Ready
42	N54AO	30 Nov 54
43	N81BO	30 Nov 54
44	N39BO	31 Dec 54
45	N14BO	30 Apr 55
46	N82AO	No quota for Obsr CCTS
47	N57TP	No quota for Obsr CCTS
48	N87TP	No quota for Obsr CCTS

The following NCR personnel are listed by name, projected upgrading month, and position.

Aircraft Commander		Copilot		Observer	
C/Reeter	R	C/Graham	R	M/Bondhus	Nov
M/Webster	R	C/Wyrtzen	R	C/Gaffney	Nov
M/Graham	Nov	C/Ruehle	R	C/Carr	Dec
C/Guzawki	Nov	1L/Allen	Nov	1Lt/Timmons	Apr
C/Mullen	Dec	2L/Jenner	Dec	*C/Robrock	?
M/Conrad	Dec	2L/Braisted	Dec	*1Lt/Kulka	?
M/Pedigo	Mar	2L/May	Dec	*1Lt/Demarest	?
C/Strandberg	Apr	2L/Bass	Dec		
C/Harrison	CCTS	2L/Kelley	Dec		
		2L/Vulteri	Dec		
		2L/Bender	Jan		
		2L/Peters	Jan		
		2L/Simpson	Jan		
		2L/Vass	Jan		
		2L/Weigman	Jan		
		2L/Obel	Jan		
		2L/Rugg	Jan		
		2L/Vartanian	Jan		
		2L/Koch	Jan		
		2L/Rupert	Jan		
		2L/Ferron	Jan		

*NOTE: Three Obsrs require CCTS. Upgrading will be approximately 90 days after return.

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1L/Sheridan	Jan
2L/Nugent	Jan
2L/Carrol	Jan
*C/Adams	
*C/Russell	
*1L/Dunnigan	

*NOTE: OCTS quotas pending. Individual up-grading date will be approximately sixty days from return from OCTS.

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91ST SRW--AIR REFUELING SQUADRON

The following information is the present and projected status of the 91st Air Refueling Squadron crews.

KC-97 Crews Assigned:	25		15 Nov 54
	20	CR	15 Nov 54
	5	NCR	15 Nov 54
KC-97 Projected CR Crews:	20		30 Nov 54
Projected CR Crews:	22		31 Dec 54
Projected CR Crews:	23		31 Jan 55

NOTE: Two (2) CR Crews are presently programmed for transfer.

26TH SRW--AIR REFUELING SQUADRON

The following information is the present and projected status of the 26th Air Refueling Squadron crews.

KC-97 Crews Assigned:	25		15 Nov 54
	20	CR	15 Nov 54
	5	NCR	15 Nov 54
KC-97 Projected CR Crews:	20		30 Nov 54
Projected CR Crews:	21		31 Dec 54
Projected CR Crews:	23		31 Jan 55
Projected CR Crews:	25		28 Feb 55

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TO ZEN/COMADIV 4 BARKSDALE AFB LA
JESDL/COMADIV 6HMACDILL AFB FLA
JESHN/COMADIVI38 HUNTER AFB GA
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
JESKH/COMADIV 806 LAKE CHARLES AFB LA
JESPA/COMADIV 813 PINECASTLE AFB FLA
JLJSA/COMSTRATRECONWG 72 RAMEY AFB PR
JEDKG/COMBOMWG 340 SEDALIA AFB MO
C O N F I D E N T I A L/ OT 1084Z. SUBJ IS SES EVAL OF LEAD AND SELECT CREWS. RECENTLY MANY REASONS HAVE BEEN GIVEN WHY UNITS CANNOT FULFILL SKD EVAL QUOTAS. POLICY FOR LEAD AND SELECT CREW EVAL IS: (1) SUCH EVAL BE AFFORDED PRIORITY OVER OTHER COMMITMENTS. (2) LEAD CREWS ARE CONSIDERED QUALIFIED TO SUCCESSFULLY COMPLETE SES EVAL AS OF AND SUBSEQUENT TO TIME THEY ARE AFFORDED LEAD STATUS. OBJECTION TO FILLING SKED QUOTS ON BASIS THAT CREW NEEDS ADDITIONAL TNG IS NOT VALID, AND IN FUTURE WILL NOT BE CONSIDERED AS REASON FOR WITHDRAWING SKED EVAL QUOTAS. SUCCESSFUL COMPLETION OF SES EVAL BY LEAD AND SELECT CREWS DURING 12 MO PERIOD PRIOR TO SPOT PROMOTION BOARD MEETING WILL BE INCLUDED AS A FUTURE SPOT PROMOTION CONSIDERATION.
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HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26CR

SUBJECT: SAC Management Control System Scores
(RCS: 2AF-U2) (Unclassified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with Second Air Force Regulation 170-2, 16 March 1954, the following estimated scores as of 30 November 1954 are submitted for the 26th Strategic Reconnaissance Wing (M): (Unclassified)

A. PERSONNEL

1. Manning in Required Specialties

	Authorized	IRS	% IRS	% of Max. Score
Officers:	378	321	84.9	50
Amn Spec:	1254	864	68.8	10
Amn Spt:	512	440	85.9	70

(Secret)

2. AWOL Rate

	Aug	Sep	Oct	Nov	Total	% of Max. Score
No. AWOL's	3	2	4	4	13	
Strength:	2160	2188	2150	2188	8686	100

(Secret)

3.

Ground Safety	Aug	Sep	Oct	Nov	Total	% of Max
Mil. Lost Time Acdt.	3	0	1	2	6	
Mil. Man Days.	66960	65640	66774	77730	277104	
Civ. Lost Time Acdt.	0	0	0	0	0	
Civ. Man Hours.	528	504	504	480	2016	
Gov't Veh Acdt.	0	0	0	0	0	
Gov't Veh Milage.	17868	8099	29166	43164	98297	
Ground Safety Index.					2.1	
Acdt. Cost Index:						
Acdt. Cost.	1843	0	240	630	2713	
Means Strength	2160	2188	2150	2188	8686	
Acdt. Cost Index.					$.31	100

(Secret)

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2) (Uncl)

4. Reenlistment Rate

	Disch.	Reenlistments	Rate	% of Max. Score
Nov.	121	21	18.1	20

(Secret)

5. MTD Utilization

	Aug	Sep	Oct	Nov	Mo. Avg	% of Max. Score
B/RB-47 Mechl	764	1282	366	646	1014	
KC-97	2317	1704	1584	1156	1665	48.7

(Secret)

B. MATERIEL

1. Flying Hours Del. as a per cent of Req.

	Utilized	Required	% of Max. Score
Sep	2291	2430	
Oct	2830	2822	
Nov	1949	1839	
Total:	7070	7091	99.7

(SECRET)

2. Reports of Survey

	No. Surveys	$ Cost	Civ Strength	Mil Strength	Avg $ Cost	Rate per 1000	% of M Max Score
Aug:	4	395.23	3	2147	98.80		
Sep:	8	440.27	3	2205	69,62		
Oct:	0	0	3	2209			
Nov:	0	0	3	2160			
Total:	12	835.50	12	8721	69.62	1.3	90

(Secret)

3. Tech Order Compliance YRB/RB-47

	Aug	Sep	Oct	Nov	Total	Score
No. of Acft. Possessed:	47	47	44	47	185	
Standard M/Hs Rqd	1404	691	840	920	3855	
Score for Item A:					20.8	15
TO Unit Compliances O/Standg	141	84	78	88	391	
Score for Item B:					2.1	20
Standard M/H Workload Accomp	1906	2788	103	6	4803	
Score for Item C:					.8	15
TOs NCW w/in 180 days aft res.	1+	1+	1+	1+	1+	
Score for Item D:						0
Total Score:						50

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Tech Order Compliance KC-97

	Aug	Sep	Oct	Nov	Total	Score
No. of Acft Possessed:	20	21	21	21	83	
Standard M/Hs Req	282	305	437	354	1378	
Score for Item A:					16.6	15
TO Unit Comp. Outstanding	28	49	148	117	342	
Score for Item B:					4.1	20
Standard M/H Workload Accomp	461	178	176	47	862	
Score for Item C:					1.5	10
TO's NCW w/in 180 days aft rec	1+	1+	1+	1+	1+	
Score for Item D:						0
Total Score						45

WING AVERAGE

$$\frac{(185 \times 50) + (83 \times 45)}{268} = 48.4 \text{ Points or } 80.6\%$$

(Secret)

C. UNIT SIMULATED COMBAT MISSIONS

86.4 of Max. Score obtained. Detailed data submitted in October report.

(Secret)

D. FLYING SAFETY

	No. of Acdt.	Hrs Flown	Acdt Rate	% of Max. Score
Aug	1	2055		
Sep	0	2291		
Oct	0	2837		
Nov	0	1995		
Total	1	9178	10.8	100

E. PHYSICAL CONDITIONING

	No. Combat Crew Pers. Asgd.	No. Combat Crew Pers Completing Cum. Hour Req	% of Crew Pers. Comp.	% of Max Score
Aug	338	224		
Sep	324	207		
Oct	Not Available			
Nov	377	249	63.3	20

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2) (Uncl)

OPERATIONS:

1. Training Minimums

(a) Number of Crews:

JET	
31 Crews in Category #1	15 Crews in Category #1
5 Crews in Category #2	1 Crew in Category #3
5 Crews in Category #3	5 Crews in Category #4
6 Crews in Category #4	

(Secret)

(b) Training Minimums Reconnaissance:

(1) Aerial Photo Day (30)

	Reqd	Short		POINTS
Large Scale:	221	0		
Tri Met	113	0	$\frac{447 \times 30}{447}$ =	30
Low Alt.	113	0		
	447	0		

(Secret)

(2) Aeriel Photo Night (20)

	Reqd	Short		Points
High Alt.				
Actual Photo Flash*	N/A			
Sim. Photo Flash	142	1	$\frac{514-2}{514} = \frac{512}{514}$	
Photo Flash RBS	222	0		
Low Alt:				
Actual Photo Flash*	N/A		$\frac{512 \times 20}{514}$	19.9
Sim Photo Flash	150	1		
	514	2		

(Secret)

(3) Radar Reconnaissance: (20)

	Reqd	Short		Points
IP Target Runs	327	0	$\frac{327 \times 20}{327}$	20

(Secret)

(4) Navigation (20)

	Reqd	Short		Points
Night Celestial	144	2		
Day Celestial	140	0	$\frac{399-2}{399} = \frac{397 \times 20}{399}$	19.89
Grid	115	0		
	399	2		

(Secret)

(5) Flight Enginerring (10)

	Reqd	Short		Points
Cruise Control	109	0	$\frac{109-0 \times 10}{109}$	10

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2) (Uncl)

(6) Air Refuel and Radar Rend (15)

	Reqd	Short		Points
Rendevous	144	1	$\frac{432-42 \times 15}{432}$	
Wet Hookups	288	41		
	432	42		13.5

(Secret)

(7) Gunnery (10)

	Reqd	Short		
Max. Load Prac.	78	0	$\frac{78-0 \times 10}{78}$	10

(Secret)

(8) Miscellaneous (15)

	Reqd	Short		Points
Depress Fly Hrs	123	0		
Emer Drill Proc	45	0	$\frac{441-5 \times 15}{441}$	
Pilot Prof Miss.**	119	0		
A/Borne Radar App	109	0		
Standardization Check	45	5		
	441	5		14.8

(Secret)

(9) Flying Time (10)

	Reqd	Short		Points
NCR Crews	300	13	$\frac{720-13 \times 10}{720}$	
	420	0		
	720	13		9.8

(Secret)

Total Points: 148.09

$\frac{148.09}{150} = 98.7\%$

* Rqmts and Shortages not included because Capability dose not exist.

** Simulator Included.

(Secret)

(c) Training Minimums ARS:

(1) Navigation (10)

	Reqd	Short		Points
Night Celestial	60	0		
Day Celestial	60	0	$\frac{165-0 \times 10}{165}$	
Grid	15	0		
Radar	30	0		
	165	0		10

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(2) Wet Hookups and Radar Rend (15)

	Reqd	Short		Points
Rendevous	135	0	$\frac{405-0 \times 15}{405}$	
Wet Hookups	270	0		15
	405	0		

(Secret)

(3) Miscellaneous (10)

	Reqd	Short		
Pilot Prof*	45	0		
Radar Approach	45	0		
Emerg Proc Drill	20	0	$\frac{265-2 \times 10}{265}$	
Formation Fly Hrs	60	0		
Cargo	15	0		
Passengers	15	0		
Max Pas Load	45	0		
Standardization Check	20	2		9.9
	265	2		

(Secret)

(4) Cruise Control (5)

	Reqd	Short		Points
Long Range Missions*	45	0	$\frac{45-0 \times 5}{45}$	5

(Secret)

(5) Flying Time (10)

	Reqd	Short		Points
NCR Crews	450	21	$\frac{450-21 \times 10}{450}$	9.5

(Secret)

Total Points: 49.4

$\frac{49.4}{50} = 98.8\%$

Wing Score: $\frac{(150 \times 98.7\%) + (50 \times 98.8\%)}{200} = \frac{197.49}{200} = 98.7\%$

* Simulator Included.

(Secret)

2. Proficiency

Category	Max Points	Accomp	Accept	Points	% of Max
Aeriel Photo - Day					
Large Scale	30	358	345	27	90
Low Alt Tgt Runs	15	146	142	15	100
Aeriel Photo - Night					
Actual Photo Flash*	N/A				
RBS Photo Flash	20	271	189	8	40

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Category	Max Points	Accomp	Accept	Points	% of Max.
Radar Scope Photo	50	558	526	45	90
Night Cel. Nav.	10	Wg GE	12.3	9	90
Flight Engineering	15	Raw Scr	.1	15	100
Air Refueling					
Wet Contacts	20	623	623	20	100
Radar Rendevous	20	192	192	20	100
	180			159	88.3

* 26th SRW dose not have the reqd capability. (Secret)

3. Score Crews

Crew	Large Scale 85%	Jet IP-Tgt 85%	RBS Night Photo Flash 69%	Wet H/ups 81%	Rend 69%	Scored Crew Rqmt Yes or No
R01	90	84.6	50	100	100	No
Ro2	100	90	66.6	100	100	No
R03	100	100	33.3	100	100	No
R07	100	100	100	100	100	Yes
R08	1000	100	44.4	100	100	No
L09	100	100	100	100	100	Yes
R11	75	75	50	100	100	No
L15	99.9	100	100	100	100	Yes
R17	100	100	100	100	100	Yes
L18	100	94	100	100	100	Yes
L19	100	92.8	80	100	100	Yes
R21	100	100	100	100	100	Yes
R22	87.5	55.5	50	100	100	No
R36	90	100	75	100	100	Yes
R34	100	100	75	100	100	Yes
R35	100	100	83.3	100	100	Yes
R37	100	100	66.6	100	100	No
R40	87.5	100	100	100	100	Yes
R41	83.3	95	66.6	100	100	No
R43	100	90.9	100	100	100	Yes
R44	94.1	100	57.1	100	100	No
R46	100	87.5	66.6	100	100	No
R47	100	88.2	66.6	100	100	No
R48	70	78.9	100	100	100	No
R50	83.3	100	100	100	100	No
R52	83.3	95.8	50	100	100	No
R53	100	100	66.6	100	100	No
R67	100	100	62.5	100	100	No
R68	100	100	75	100	100	Yes
R69	100	78.5	83.3	100	100	No
R70	100	91.6	83.3	100	100	Yes

(Secret)

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2) (Uncl)

Scored Crews Jet (Cont'd)

Crew	Large Scale	IP Tgt	RBS Night Photo Flash	Wet H/Ups	Rend	Scored Crew Rqmt
R71	100	100	62.5	100	100	No
R72	100	100	100	100	100	Yes
R74	100	81.8	69.2	100	100	No
R75	100	88.8	33.3	100	100	No
R76	85.7	100	44.4	100	100	No
R77	100	100	35.7	100	100	No
R78	85.7	100	83.3	100	100	Yes
R79	90.9	88.8	50	100	100	No
R80	90	91.6	70	100	100	Yes
R84	100	100	80	100	100	Yes
						18

43.9% of crews met scored crew rqmt
45% of Max. Score - 18 Points

(Secret)

Scored Crews ARS

Crew	Night Cel Nav CEA 18 MM	Flt Eng. 6.1	Wet H/Ups 81%	Rend 69%	Rqmt Scored Crew/ Yes or No
T03	3	/	100	100	Yes
T08	4	/	100	100	Yes
T09	10	/	100	100	Yes
T10	6	/	100	100	Yes
T11	5	/	100	100	Yes
T12	9	/	100	100	Yes
T13	10	/	100	100	Yes
T17	38	/	100	100	No
T19	9	/	100	100	Yes
T20	10	/	100	100	Yes
T25	8	/	100	100	Yes
T26	11	/	100	100	Yes
T29	12	/	100	100	Yes
T30	6	/	100	100	Yes
T31	7	/	100	100	Yes
T33	6	/	100	100	Yes
					15

93% of Crews met scored crew rqmt.
100% of Max. score = 10 Points

(Secret)

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26CR, Subj: SAC Management Control System Scores (RCS: 2AF-U2) (Uncl)

4. Combat Ready Crews:

	No of Crews	Max. Score	% of Max.	Points
RB-47	43	40	80	32
KC-97	20	10	100	10

(Secret)

5. Operations Recapitulation

		Item Wt	Points	% of Max.
a. Training Minimums				
(1) Recon - Total:	150		148.09	98.7%
Aeriel Photo Day		30	30	100
Aeriel Photo Night		20	19.9	99.5
Radar Recon		20	20	100
Navigation		20	19.89	99.4
Flt. Engineering		10	10	100
Air Refueling & Radar Rend		15	13.5	90
Gunnery		10	10	100
Miscellaneous		15	14.8	98.8
Flying Time		10	9.8	98.1
			(Secret)	
(2) Tanker-Total	50	10	49.4	98.8%
Navigation		15	10	100
Wet Hookups & Radar Rend		10	15	100
Miscellaneous		5	9.9	99
Cruise Control		10	5	100
Flying Time			9.5	95.3
			(Secret)	

	Item Wt	Points	% of Max.
b. Aeriel Photo Proficiency			
Large Scale	30	27	90
Low. Alt. Tgt Runs - Day	15	15	100
High Alt. Act Photo Flash - Night*	N/A		
RBS Photo Flash	20	8	40
		(Secret)	
c. Radar Scope Photo Prof.	50	45	90
d. Night Cel. Nav. Prof.	10	9	90
e. Flight Engineering Prof.	15	15	100
f. Air Refueling Prof:			
Wet Contacts	20	20	100
Radar Rend.	20	20	100
		(Secret)	

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g. Scored Crews:

	Item Wt	Points	% of Max.
Reconnaissance	40	18	45
Tanker -	10	10	100
		(Secret)	

h. Combat Ready Crews:

Reconnaissance	40	32	80
Tanker	10	10	100
		(Secret)	
i. Physical Conditioning	20	4	20
	500	430.49	86%

* 26th SRW dose not have required capability.
(Secret)

6. Recapitulation

a. Personnel

	Item Wt	Points	% of Max.
Manning in Reqd Specialties			
Officers	30	15	50
Airmen Spec Skills	150	15	10
Airmen Supt Skills	25	17.5	70
AWOL	30	30	100
Ground Safety	25	25	100
Reenlistment Rate	40	8	20
MTD Utilization	20	9.7	48.7
Total:	320	120.2	37.5%
		(Secret)	

b. Materiel

Flying Hrs - % of Reqd	60	59.8	99.7
Tech Order Compliance	60	48.4	80.6
Report of Survey	20	18	90
Total:	140	126.2	90.1%
		(Secret)	

c. USCM and Flying Safety

Net USCM Score	80	69.12	86.4
Flying Safety	40	60	100
Total:	120	109.12	99.9

d. Operations	500	430.49	86%
Grand Total:	1080	786.01	72.8%

FOR THE COMMANDER:

" A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE. LA.

KBS

2 DEC 1954

SUBJECT: Air Training Report, RCS: SAC-T12

TO: Commander
801st Air Division
L ockbourne Air Force Base

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

s/H. B. REEDER
t/H.B. REEDER
Lt Colonel, USAF
Acting Director of Comptroller

1 Incl
Rept of Staff Act
(2 cys)

"A CERTIFIED TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC - T12

Wing 26th Strategic Reconnaissance Wing SAC-T-12 dated October 1954

SECRET
AUTH: C G SECOND AF
DATE: 1 Dec 1954
Init: s/ Tuck

ITEM FROM SAC-T12, AND STAFF ACTION:

Para 9b Part V and Attachment #1

1. Tester Assy, S/N 7CAD-806350. Gentile AF Depot advise one each 7CAD-801854 Teaster was directed shipped to your station from AF-62-SO, MacDill AFB as a substitute for requested item. Item was to be shipped on depot S/O 862-17C-55-177. In the event item has not been received, it is recommended that request for supply assistance be submitted by Base Supply Officer in accordance with Headquarters SAC Regulation 67-3, 15 July 1954.

2. Drill. Pneumatic, S/N 8100-244864 and Wrench, Penumatic, S/N 8100-945166. A Headquarters SAC message is presently being prepared to quote to all stations indicating the depot has agreed to use depot funds for local purchase of items. Stations will be advised to submit requisitions for minimum requirement of pneumatic equipment.

3. Tester, S/N 7CAD-806025. In reply to Supply difficulty letter initiated by your station, this headquarters advised that depot indicated item was to be shipped to your station 1 September 1954. You were further advised that in the event item was not received prior to 20 September 1954, resubmission of 67-3 action to this headquarters for further supply follow-up action was to be accomplished. Since no recent request for supply assistance was received by this headquarters, it was assumed items had been delivered as stated.

4. Rectifier, S/N 8100-629550. Your station was advised that cited item replaced 8100-628000 Rectifier and recommanded this item be requisitioned. No receipt of request for supply assistance in accordance with Headquarters SAC Regulation 67-3 has been received by this headquarters for cited item.

5. Resistors, S/N 3350-383600-5191. Shortage noted. This h eadquarters has not been requested to give supply assistance in accordance with SAC Regulation 67-3.

S 13608
Directorate Staff Agency
Directorate of Materiel

SECRET
Signed
s/William E.Ruark, Jr
t/ WILLIAM E. RUARK,JR
Colonel USAF
Deputy Director of Materiel

Date
23 Nov 54

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC - T12

Wing 26th Strat Recon Wg SAC-T12 dated October 1954

ITEM FROM SAC-T12, AND STAFF ACTION:

PART V. Par 9a.

Reference comments to SAC T-12 Report, dated August and September, also Msg PGA 1784, 10 November 1954.

Directorate Staff Agency	Signed	Date
D/Personnel	s/ R.L. Jones	26 Nov 54

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HEADQUARTERS
2D BOMBARDMENT WING "M" JET
Hunter Air Force Base
Savannah, Georgia

2DC

SUBJECT: Air Refueling Support Rendered the 2d Bomb Wing by 26th Air Refueling Squadron

TO: Commander
801st Air Division
Lockbourne Air Force Base
Ohio

1. B-47 aircraft redeployed to Hunter Air Force Base from French Morocco on 20, 21 and 22 September. On 20 September, aircraft were delayed approximately four (4) hours due to ground fog at Sidi Slimane. The next two (2) days all aircraft departed on schedule. All aircraft were successfully refueled in the Lajes Area and landed without mishap at Hunter Air Force Base.

2. I wish to personally convey the appreciation of the air crews, 2d Air Refueling Squadron personnel augmenting the 26th Air Refueling Squadron and the entire 2d Bombardment Wing for the excellent support rendered by the 26th Air Refueling Squadron. Meeting all committments for aircraft schedules and control times with rapid, successful fuel transfers demonstrates a very high degree of proficiency in crew performance, operations and maintenance.

A. J. RUSSELL
Colonel, USAF
Commander

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George W. Collins
George W. Collins
1/Lt., USAF

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Hq 2d Bombardment Wing "H" Jet, Hunter AFB, Savannah, Ga. 2DC
Subj: Air Refueling Support Rendered the 2d Bomb Wing by 26th Air Refueling Squadron

DC (Undated) 1st Ind

HEADQUARTERS 801st AIR DIVISION, Lockbourne Air Force Base, Columbus 17, Ohio. 22 October 1954

THRU: Commander, 26th Strategic Reconnaissance Wing (M), Lockbourne AFB, Columbus 17, Ohio

TO: Commander, 26th Air Refueling Squadron (M), Lockbourne AFB, Columbus 17, Ohio

1. It is indeed gratifying to receive communications of this nature.

2. The excellent support rendered by the 26th Air Refueling Squadron during the period referred to is in keeping with the high standards established by all air crew members and support personnel within the 26th Strategic Reconnaissance Wing.

HEWITT T. WHELESS
Brigadier General, USAF
Commander

26DP 2d Ind

HEADQUARTERS 26th STRATEGIC RECONNAISSANCE WING (M), Lockbourne Air Force Base, Columbus 17, Ohio

TO: Commander, 26th Air Refueling Squadron, Lockbourne Air Force Base, Columbus 17, Ohio

1. I was fully aware - as I have expressed to you personally - of the outstanding job accomplished by your squadron during our recent TDY period. Recognition of this excellent work from organizations and personnel outside the structure of this Wing is an additional source of pleasure and gratification.

2. Convey my congratulations to your officers and airmen.

ALAN F. ADAMS
Colonel, USAF
Commander

A TRUE COPY
George W. Collins
George W. Collins
1/Lt., USAF

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26TH AIR REFUELING SQUADRON (M)
Lockbourne Air Force Base
Columbus 17, Ohio

6 December 1954

26AR

SUBJECT: Letter of Appreciation

TO: Commander
1605th Air Base Group
APO 406
New York, New York

1. I wish to take this opportunity to express my thanks and gratitude for the courtesy and hospitality shown us during our recent TDY at Lajes. I am confident I am voicing the opinions of all my people when I say that your treatment of us was an important factor in our being able to execute successfully the missions assigned us.

2. It is difficult to single out any particular activity or individual under your command for commendation since we received at all times friendly and effective cooperation in all that we attempted to do. This generous attitude was particularly exemplified by the efforts of your people in finance and base operations.

3. You were good hosts. We shall always remember with pride our stay in the Azores and our association with the members of your command.

JACOB A HUTCHISON
Lt Col, USAF
Commander

A TRUE COPY

George W. Collins

George W. Collins
1/Lt., USAF

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CS

SUBJECT: Letter of Appreciation

THRU: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio

TO: Commander
26th Air Refueling Squadron
Lockbourne Air Force Base
Columbus, Ohio

1. Recently the 26th Air Refueling Squadron made KC-97G aircraft #522766 available for the use of the Commander, Second Air Force. During this period the following crew members performed their duties in an exemplary manner:

Staff Sergeant	Leonard George	AF 11163580
Airman First Class	Leonard Schulz	AF 17353384
Airman First Class	John Ambrose	AF 13444946
Airman Second Class	Emanuel Bates	AF 13465049

7

2. Their attention to duty and their demonstrated capabilities reflect great credit upon themselves and their organization.

BY ORDER OF THE COMMANDER:

W. B. OFFUTT
Colonel, USAF
Chief of Staff

A TRUE COPY
George W. Collins
George W. Collins
1/Lt., USAF

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Headquarters Second Air Force, Barksdale Air Force Base, La. CS
Subj: Letter of Appreciation

DC (19 Nov 54) 1st Ind

HEADQUARTERS 801st AIR DIVISION, Lockbourne Air Force Base, Columbus 17, Ohio. 26 November 1954

TO: Commander, 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Columbus 17, Ohio

1. Basic communication is forwarded with pleasure.

2. Please convey my personal appreciation to subject personnel for a job well done.

HEWITT T. WHELESS
Brigadier General, USAF
Commander

A TRUE COPY
George W. Collins
George W. Collins
1/Lt., USAF

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26DP (19 Nov 54) 2d Ind

HEADQUARTERS 26th STRATEGIC RECONNAISSANCE WING (M), Lockbourne Air Force Base, Columbus 17, Ohio,

TO: Commander, 26th Air Refueling Squadron, Lockbourne Air Force Base, Columbus 17, Ohio

I want you to express my congratualtions to each of the airmen listed in basic communication for a performance of duty notable enough to cause favorable comment from the Commander, Second Air Force.

ALAN F. ADAMS
Colonel, USAF
Commander

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George W. Collins
George W. Collins
1/Lt., USAF

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of November 1954
(RCS: 3-AAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	WADC Project Q56-700 (XC-56 Radar)	22:35 hours
b.	Special Photo Projects 54AF-64 and 54PS-9B	28:50 hours
c.	Photoflash Bomb Tests (SAC msg 37452, dated 19 Nov 54)	24:20 hours
	TOTAL	75:45 hours

2. Weather or local conditions which effect training. None

3. Directives imposed by AMC or SAC which restricted flight altitude or interfered with normal training. None.

4. Combat crew member gains and losses.

Crew members gained: One Pilot

Crew members lost: Two A/C to Sqdn Staff
One Pilot to Wing Staff

5. Crew member changes. One Pilot

6. New crews which were formed after 0001 hours of the first day of the month:

One training pool crew was formed.

N87TP effective 10 Nov 54.

7. Crew status changes, indicating the effective date of change.

I01AO to R01AO effective 5 Nov 54. Downgraded.

I08CO to R08CO effective 5 Nov 54. Downgraded.

N54AO to R54AO effective 30 Nov 54. Upgraded.

N81BO to R81BO effective 30 Nov 54. Upgraded.

N24TP dissolved effective 10 Nov 54. (Due to crew changes and
N86TP dissolved effective 10 Nov 54. loss of Acft Comdr to
N83BO dissolved effective 10 Nov 54. Sqdn Staff.)

8. Standardization Crews.

Wing Standardization Board Crew: R08CO
3rd SRS Standardization Board Crew: R07CO
4th SRS Standardization Board Crew: R37AO
10th SRS Standardization Board Crew: R68AO

9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in (5), (6) (7) and (8) above

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of November 1954
(RCS: 3-SAC-312)

a. Materiel shortages in the Field Maintenance and A & E Squadrons continue to adversely affect support capabilities. These shortages are: One (1 each Tester-Assembly, S/N 7CAD-806350 for Field Maintenance and One (1) each Rectifier, 1000 amp, S/N 8100-629550, three (3) each Wattmeter, S/N 7CAC-530900 and one (1) each Gage, S/N 7CAD-352675 for A&E Squadron.

b. Recurring soft spot in the manning of 26SRW continues to be in the radar and aircraft maintenance fields. The wing is not hampered by a numerical shortage but rather a shortage of airmen in the higher skilled levels. This wing, presently sustaining a huge loss of airmen through normal ETS, is having the situation aggravated by large take-out of non-technical airmen for shipment overseas and to training schools. Particularly critical is the present and projected status in the administrative, transportation, supply, and operations specialist fields. As an illustration of this, the wing is authorized eleven Coleman Drivers with ten presently assigned. In the very near future, four of those assigned will be lost in the organization, three through shipment to other commands, and one through ETS.

The preponderance of replacements for the skills being lost by the wing are helper level airmen who require a long period of training before they become effective.

It is recommended that the requirement for skilled personnel in overseas commands be weighed very carefully against the effect these losses are having on tactical wings situated within the ZI. Losses such as that enumerated above (Coleman Drivers) cannot be sustained without effecting the operational capabilities of this organization.

10. If SAC Minimum training requirements were not accomplished, reasons wh other than those mentioned above:

a. Maximum external gross weight hookups: 2AF Msg ODD 9600, dtd 23 Au 54, Subject: 2AF Operations Order 33-54, dtd 21 Aug 54 directs that this wing will not deploy RB-47 aircraft equipped with external tanks. External tanks were removed prior to initial deployment on 13 Sep 54. Redeployment of wing personnel to home base continued through 10 Nov 54. The reinstallation of external tanks is being accomplished, however, time required for this installation precluded the accomplishment of maximum external gross weight hookups during the training quarter. Due to the conditions cited above, which were beyond this wing's control, a request for waiver of maximum external gross weight hookups for the recent training quarter was submitted. This was disapproved by confidential message 2AFOTA 10976, dated 29 Nov 54. It is requested that this recommendation for waiver be reconsidered.

b. Aerial Photography: Training shortages of four simulated photoflash low altitude runs and one simulated photoflash high altitude run were accomplished but not creditable for record due to camera malfunctions.

11. At the conclusion of a special training month, include an analysis of accomplishments which do not fall into the routine categories of training: Not Applicable.

12. List total number of non-combat ready crews assigned as of last day of the reporting period that, in the opinion of the wing commander, have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated. One crew.

13. Non-combat Ready Crew Training. When average flying time of non-comba ready crews were available during the month does not compare favorable with average time flown by combat ready crews, indicate specific reasons therefor: Not Applicable.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of November 1954
(RCS: 3-SAC-A12)

14. Comments or Recommendations of the Wing Commander.

a. Credit for a pilot proficiency mission has been awarded those crews which successfully completed the B-47 Flight Simulator Program during the reporting period. Reference: 2AF Ltr 51-1, dated 4 May 54.

b. Reference SAC msg DOTRRG 15327, dated 27 Aug 54, the following practice tracking of fighter attacks were accomplished during the period by crew as indicated:

CREW NUMBER	ATTACKS ACCOMPLISHED
L15BO	1
L19CO	2
R03EO	1
R17DO	1
R40CO	6
R43CO	6
R46BO	3
R47BO	3
R48BO	8
R52AO	3
R53BO	8
R67CO	5
R69AO	4
R70BO	1
R72AO	6
R74AO	4
R77AO	2
R79AO	1
R80BO	1
R84AO	2

c. Reference SAC message DOTRF 10713, dated 23 Jul 53, 1426:40 flying hours were accomplished by RB/YRB-47 aircraft of which 16:30 hours were flown on test flights. This does not include flying time flown at SES by two crews presently undergoing evaluation training

ALAN F. ADAMS
Colonel, USAF
Acting Wing Commander

2 Attachments:
1. Three month materiel forecast.
2. Supplementary report of night celestial navigation.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for month of November 1954
(RCS: 3-SAC-12)

Reference SAC Msg DM3 35806, dated 29 May 1954, the following forecast is submitted for the 26th SR Wing.

CLASS	STOCK NUMBER	NOMENCLATURE	QUANTITY
17-A	8100-629550	Rectifier	1
17-C	70AC-530900	Wattmeter	3
17-C	70AD-352675	Gage	1
17-C	70AD-806350	Tester	1

Attachment #1

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part 7 of
Air Training Report for month of November 1954
(RCS: 3-SAC-T12)

Reference 2AF Msg OTA 3560, dated 21 August 1954, the following is submit for the 26SR Wing:

CREW	VISUAL RELEASES	NIGHT CELESTIAL NAVIGATION
L09BO	N/A	2/09/12/
L15BO	N/A	1/11/
L18AO	N/A	2/02/08/
R01AO	N/A	3/08/08/13/
R02BO	N/A	3/12/14/15/
R03EO	N/A	2/16/41/
R07CO	N/A	1/16/
R08CO	N/A	1/04/
R11BO	N/A	2/07/09/
R17DO	N/A	3/11/12/17/
R21CO	N/A	1/07/
R22BO	N/A	4/00/00/04/15/
R34BO	N/A	3/05/11/28/
R35AO	N/A	3/07/07/14/
R36BO	N/A	2/05/12/
R40BO	N/A	1/11/
R41BO	N/A	3/06/08/10/
R43CO	N/A	2/20/26/
R44AO	N/A	2/03/08/
R46BO	N/A	2/07/09/
R47BO	N/A	4/10/12/21/35/
R48BO	N/A	4/04/10/16/17/
R50BO	N/A	4/05/06/08/13/
R52AO	N/A	1/15/
R53BO	N/A	2/00/02/
R67CO	N/A	2/04/28/
R69AO	N/A	1/39/
R71BO	N/A	2/03/11/
R72AO	N/A	1/11/
R75AO	N/A	2/26/32/
R76BO	N/A	2/07/17/
R77AO	N/A	2/08/08/
R78AO	N/A	2/07/11/
R79AO	N/A	1/03/

Attachment #2

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Section I of
Air Training Report for Month of November 1954
(RCS: 4-SAC-212)

1. Credit for a pilot proficiency mission and supervised long range cruise control mission has been awarded those crews which successfully completed the KC-97 Flight Simulator Program during the reporting period. Reference: 2AF Ltr 51-1, dated 4 May 1954.

2. Reference SAC message DOTRF 10713, dated 23 July 1953, 569:05 flying hours were accomplished by KC-97 aircraft of which 5:00 hours were flown on test flights. In addition 14:15 flying hours were flown in 91st SRW aircraft.

3. Reference: SAC message DM3 35806, dated 29 May 1954, a negative report is submitted for KC-97 aircraft.

ALAN F. ADAMS
Colonel, USAF
Acting Wing Commander

9

Page 1 of 1 Page

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDER'S REMARKS
SECTION [illegible] OF
AIR TRAINING REPORT FOR MONTH OF NOVEMBER 1954
(RCS: L-SAC-T-12)

a. Hours flown on missions ordered by Higher Headquarters : Deployment of 2 aircraft from Lajes to Lockbourne, 33:15. Ferrying crews to and from Boeing Airplane Plant, Seattle, Wash, 18:20. Ferrying 2AF inspection team to and from Lockbourne 13:55. Ferrying aircraft from Barksdale to Lockbourne, 5:45. Ferrying personnel to Kindly and Offutt, 29:50. Total 101:05. In addition 6 sorties (16:40 total time) was flown by 2AF Headquarters personnel in Aircraft 2766 of this unit.

b. Weather and local conditions which preclude of affect training: None

c. Restrictions imposed by AMC or this Headquarters: None

d. Remarks on excessive crew changes and/or substitutions: None

e. A list of crews which were formed after 0001 hours 1 November 54:

M36AO	10 November 54
M37AO	10 November 54
M38AO	10 November 54
M39AO	10 November 54

f. A list of crews by number, whose status has changed during the reporting period:

M27DO upgraded to T27DO effective 8 November 54
M35BO Upgraded to T35BO effective 8 November 54
T01DO regressed to M01FO effective 8 November 54

g. The crew number of the standardization board crew: T03FO was 26th SRW Standboard Crew (KC-97) during November 54. Any other crews the Commander considers should not be rated against training minimums: None

h. Remarks on materiel and personnel problems which adversely affect training: None

i. If SAC minimum training requirements were not accomplished: Crew T17GO is short one long range supervised cruise control. This mission was flown on 15 Sept 54 but through administrative error was reported as an unsupervised mission, on the September Form 36a.

j. Comments or recommendations of the Squadron Commander: This squadron flown 583:20 during November of which 5:00 were flown on test hops and 14:15 was flown in 91st AREFS aircraft. This 14:15 is not reflected on any 26 SRW maintenance reports.

PAGE 1 OF 2 PAGES

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25TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
SECTION K OF
AIR TRAINING REPORT FOR MONTH NOVEMBER 1954
FOR THE MONTH OF NOVEMBER 1954

K. List by crew number all those crews, including NCR crews, which have participated in any of the following categories of training.

Crew number	1	2	3	4	5	6	7	8	9	10
T03F0	X	X	X	X	X	X	X	X	X	X
T08C0	X	X	X	X	X	X	X	X	X	X
T09F0	X	X	X	X	X	X	X	X	X	X
T10A0	X	X	X	X	X	X	X	X	X	X
T11D0	X	X	X	X	X	X	X	X	X	X
T12C0	X	X	X	X	X	X	X	X	X	X
T13F0	X	X	X	X	X	X	X	X	X	X
T17G0	X	X	X	X	X	X	X	X	X	X
T19C0	X	X	X	X	X	X	X	X	X	X
T20B0	X	X	X	X	X	X	X	X	X	X
T25G0	X	X	X	X	X	X	X	X	X	X
T26C0	X	X	X	X	X	X	X	X	X	X
T27D0	X	X	X	X	-	X	X	X	X	X
T29C0	X	X	-	-	-	-	X	X	X	-
T30E0	X	X	X	-	-	-	X	X	X	X
T31D0	X	X	X	X	X	X	X	X	X	X
T32E0	X	X	X	-	X	-	X	X	X	-
T33C0	X	X	X	-	-	-	X	X	X	-
T34B0	X	X	X	-	-	-	X	X	X	-
T35D0	X	-	X	-	-	-	X	X	X	-
M01F0	X	X	X	X	X	X	X	X	X	-
M36A0	-	-	-	-	-	-	-	-	-	-
M37A0	X	X	X	-	-	-	-	-	-	-
M38A0	X	X	-	-	-	-	-	-	-	-
M39A0	X	X	-	-	-	-	-	-	-	-

JACOB A HUTCHISON
Lt Colonel, USAF
Commander

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WEEKLY AIRCRAFT REQUIREMENTS [illegible]

DATE	SQ	ACFT TYPE	REQUIREMENTS: CAMERA	MAGN	AR	BOMB	GUN	JET FUEL	GAS	SCHEDULED: STATION	MISSION		CONFIRMED: CAMERA	MAGN	AR	BOMB	GUN	JET FUEL	GAS	ACTUAL: ACFT NOS	REMARKS
1 Nov	3	RF-4C								[illegible]	[illegible]	[illegible]								1	
	3	RF-4C								[illegible]	[illegible]	[illegible]								1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1							1	Seoul [illegible]
	3	RF-4C	All	1	1					[illegible]	[illegible]	[illegible]	1	1	1					1	
	3	RF-4C	All	1	1					[illegible]	[illegible]	[illegible]	1	1	1					1	
	3	RF-4C	All	1	1					[illegible]	[illegible]	[illegible]	1	1	1					1	RAF Charlotte
	3	RF-4C	All	1	1					[illegible]	[illegible]	[illegible]	1	1	1					1	RAF Charlotte
	4	[illegible]		1						[illegible]	[illegible]	[illegible]								1	
	4	[illegible]	All	1						[illegible]	[illegible]	[illegible]								1	
	4	[illegible]	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Sidewind AFB
	4	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1	1					1	Sidewind - Charlotte
	4	RF-4C								[illegible]	[illegible]	[illegible]	1	1						1	Charlotte
	4	RF-4C								[illegible]	[illegible]	[illegible]								1	
	4	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C	All	1	1		1			[illegible]	[illegible]	[illegible]	1	1	1		1			1	Charlotte
	10	RF-4C	All	1	1					[illegible]	[illegible]	[illegible]	1	1	1					1	Charlotte
	10	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Charlotte
	10	RF-4C	All	1			1			[illegible]	[illegible]	[illegible]	1	1			1			1	Charlotte
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	16	RF-4C		1	1					[illegible]	[illegible]	[illegible]		1	1					1	
	16	RF-4C		1	1					[illegible]	[illegible]	[illegible]		1	1					1	
	16	RF-4C		1	1					[illegible]	[illegible]	[illegible]		1	1					1	
	17	RF-4C		1	1					[illegible]	[illegible]	[illegible]		1	1					1	
	17	RF-4C		1	1					[illegible]	[illegible]	[illegible]		1	1					1	
	17	RF-4C		1						[illegible]	[illegible]	[illegible]		1						1	
	17	RF-4C		1						[illegible]	[illegible]	[illegible]		1						1	
	17	RF-4C		1						[illegible]	[illegible]	[illegible]		1						1	
	18	RF-4C		1						[illegible]	[illegible]	[illegible]		1	1					1	
9 Nov	3	RF-4C	All	1			1			[illegible]	[illegible]	[illegible]								1	Charlotte
	3	RF-4C	All	1			1			[illegible]	[illegible]	[illegible]					1			1	
	3	RF-4C	All	1			1			[illegible]	[illegible]	[illegible]	1	1						1	Charlotte
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1			1			1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	
	3	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	
	4	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Sidewind AFB
	4	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Sidewind AFB
	4	RF-4C								[illegible]	[illegible]	[illegible]								1	
	4	RF-4C								[illegible]	[illegible]	[illegible]								1	
	4	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Charlotte
	4	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C		1	1		1			[illegible]	[illegible]	[illegible]	1	1	1		1			1	Charlotte
	10	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Sidewind
	10	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Charlotte
	10	RF-4C	All	1						[illegible]	[illegible]	[illegible]	1	1						1	Sidewind
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	17	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	10	RF-4C								[illegible]	[illegible]	[illegible]								1	
	24	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1	1					1	
	24	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1	1					1	
	25	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1	1					1	
	25	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1	1					1	
	26	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1						1	
	26	RF-4C								[illegible]	[illegible]	[illegible]								1	
	26	RF-4C		1						[illegible]	[illegible]	[illegible]		1						1	
	26	RF-4C		1	1		[illegible]			[illegible]	[illegible]	[illegible]		1	1					1	
12 Nov	3	RF-4C	All	1	1		1			[illegible]	[illegible]	[illegible] to Nellis	[illegible]	1	1		1			1	The above requirements were [illegible] [illegible] and [illegible] [illegible] and the schedule as presented herein approved by the [illegible] Commander for Duty to [illegible] [illegible] during the week starting 1 November 1964. 1 November 1964. [illegible] Director of Operations
	3	RF-4C	All	1	1		1			[illegible]	[illegible]	[illegible] to Nellis	[illegible]	1	1		1			1	

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF [illegible]

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMPHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
12 Nov	3	B3-47	None						8000	0800	4:00	50-5 PP	685								
	3	B3-47	All Cameras	I					75000	1200	7:00	50-5	687	I	I					I	
	3	B3-47	None						75000	1300	4:00	50-5 PP	684							I	
	3	B3-47	0-35	I	I				85000	1700	7:00	50-5 AR	684	I	I	I				I	AR Rdvu 17[illegible]
	3	B3-47	0-35	I	I				85000	1710	7:00	50-5 AR	684	I	I	I				I	AR Rdvu 1500[illegible]
	3	B3-47	0-35	I	I				85000	1800	7:00	50-5 AR	684	I	I	I				I	AR Rdvu 1900[illegible]
	3	B3-47	0-35	I	I				85000	1810	7:00	50-5 AR	684	I	I	I				I	AR Rdvu 1900[illegible]
	3	B3-47	All Cameras	I					85000	1000	4:00	50-5 To MacDill AFB	640	I	I					I	
	3	B3-47	All Cameras	I			I		85000	1010	4:00	50-5 To MacDill AFB	643	I	I			I		I	
	4	B3-47	0-35	I	I				91000	1230	5:00	50-4) PP AR	715	I	I	I				I	AR Rdvu 1370
	4	B3-47	All Cameras	I					91000	1130	7:00	50-5	687	I	I					I	Tampa AFB
	4	B3-47	0-35	I					91000	1530	7:00	50-5	703	I	I					I	
	4	B3-47	None						75000	1300	4:00	50-5 PP	685							I	
	4	T33-47	None						75000	1330	4:00	Field Check FL & AR	142							I	
	4	B3-47	All Cameras	I					91000	1210	7:00	50-5 Stand Board TAILY	704	I	I					I	Tampa AFB
	10	B3-47	0-35	I	I				90000	1630	9:00	50-5 AR	771	I	I	I				I	Richmond AFB AR Rdvu 1730
	10	B3-47	0-35	I	I				90000	1400	9:00	50-5 AR	732	I	I	I				I	Richmond & Charlotte AFB AR
	10	B3-47	All Cameras	I					90000	1060	7:00	50-5	730	I	I					I	Tampa AFB
	10	B3-47	All Cameras	I					90000	1140	7:00	50-5	715	I	I					I	Tampa AFB
	10	B3-47	All Cameras	I					90000	0930	7:00	50-5	707	I	I					I	
	10	B3-47	None						65000	0910	3:00	50-5 PP	725							I	
	10	B3-47	None						65000	1400	3:00	50-5 PP	725							I	
	10	B3-47	All Cameras	I					90000	0900	7:00	50-4)	759	I	I					I	
	14	E3-97		I					6000	0907	5:00	MacDill and return	748		I					I	
	14	E3-97							6000	0907	6:30	Tamble PP	747							I	
	14	E3-97		I	I			24000	6000	1060	8:00	3rd Sq AR 2 Aeft	768		I	I				I	
	14	E3-97		I	I			24000	6000	1700	6:00	3rd Sq AR 2 Aeft	770		I	I				I	
	14	E3-97		I	I			24000	6000	1277	6:00	4th Sq AR	765		I	I				I	
	14	E3-97		I	I			24000	6000	1630	6:00	10th Sq AR	766		I	I				I	
	14	E3-97		I	I			24000	6000		5:00	Flat Wing AR	767		I	I				I	
	14	E3-97		I	I			24000	6000	1602	6:00	10th Sq AR	769		I	I				I	
16 Nov	4	B3-47	All Cameras	I					91000	1000	6:00	Special Project	790	I	I					I	
17 Nov	3	B3-47	None						75000	0900	3:00	50-5 PP	694							I	
	3	B3-47	None						75000	1130	3:00	50-5 PP	694							I	
	3	B3-47	None	I	I				75000	1000	6:00	50-5 Stand Board TAILIAR	707		I	I				I	AR Rdvu 1050
	3	B3-47	0-35	I					85000	1710	7:00	50-5	684	I	I					I	Houston AFB
	3	B3-47	0-35	I					85000	1300	7:00	50-5	687	I	I					I	Houston AFB
	3	B3-47	0-35	I					85000	1315	7:00	50-5	684	I	I					I	Houston AFB
	3	B3-47	0-35	I					85000	1500	7:00	50-5	683	I	I					I	Montreal AFB
	4	B3-47	All Cameras	I			I		85000	1200	7:00	50-4) Dummy	717	I	I			I		I	Montreal AFB
	4	B3-47	All Cameras	I			I		91000	1500	7:00	50-4) Dummy	711	I	I			I		I	San Antonio AFB
	4	B3-47	All Cameras	I			I		91000	0900	7:00	50-4) Dummy	705	I	I			I		I	
	4	B3-47	0-35	I	I				91000	1700	6:00	50-5 AR	706	I	I	I				I	AR Rdvu 1800E
	4	B3-47	0-35	I	I				91000	1745	6:00	50-5 AR	695	I	I	I				I	AR Rdvu 1845E
	4	B3-47	None	I	I				75000	1730	5:00	50-4) F10 AR	697		I	I				I	AR Rdvu 1330E
	4	B3-47	None						75000	1450	4:00	50-5 PP	147							I	
	4	B3-47	0-35	I	I				75000	1530	4:00	50-5 To Ad Th III AR	054	I	I	I				I	AR Rdvu 1930E
	4	B3-47	None						65000	0930	4:00	50-5 PP	054							I	
	10	B3-47	All Cameras	I	I				90000	1100	9:00	50-5 AR	723	I	I	I				I	AR Rdvu
	10	B3-47	All Cameras	I	I				90000	1110	9:00	50-5 AR	717	I	I	I				I	AR Rdvu Montreal AFB
	10	B3-47	All Cameras	I			I		90000	1150	7:00	50-5	713	I	I			I		I	Atlanta AFB
	10	B3-47	All Cameras	I			I		90000	0760	7:00	50-5	714	I	I			I		I	
	10	B3-47	All Cameras	I					90000	0930	7:00	50-5	714	I	I					I	
	10	B3-47	None						65000	0743	3:00	50-5 PP	719							I	
	10	B3-47	None						65000	1400	3:00	50-5 PP	719							I	
	10	B3-47	All Cameras	I			I		90000	0750	7:00	50-5	714	I	I			I		I	Tampa AFB
	14	E3-97		I	I			24000	6000	1050	6:00	3rd Sq AR	749		I	I				I	
	14	E3-97		I	I			24000	6000		8:00	Flat Wing AR	767		I	I				I	
	14	E3-97		I					6000	1602	8:00	50-5	749		I					I	
	14	E3-97							6000	0902	5:00	50-5	770		I					I	
	14	E3-97		I	I			24000	6000	1250	6:00	3rd Sq AR	749		I	I				I	
	14	E3-97		I	I			24000	6000	1122	6:00	4th Sq AR 2 Aeft	766		I	I				I	
	14	E3-97		I	I			24000	6000	2000	6:00	4th Sq AR 2 Aeft	767		I	I				I	
	14	E3-97		I	I			24000	6000	0907	8:00	10th Sq AR	768		I	I				I	
18 Nov	3	B3-47	None						75000	0800	4:00	50-5 PP	683							I	
	3	B3-47	None						65000	0910	3:00	50-5 PP	699							I	
	3	B3-47	None						75000	1330	4:00	50-5 PP	684							I	
	3	B3-47	None						65000	1320	3:00	50-5 PP	683							I	
	3	B3-47	All Cameras	I					85000	1710	7:00	Stand Board TAILY	695	I	I					I	Atlanta AFB
	3	B3-47	All Cameras	I	I				85000	1300	7:00	50-5 AR	684	I	I	I				I	Atlanta AFB AR Rdvu 1350
	3	B3-47	All Cameras	I	I				85000	1110	7:00	50-5 AR	684	I	I	I				I	Richmond AFB AR Rdvu 1150
	3	B3-47	All Cameras	I					85000	1730	7:00	50-5	681	I	I					I	Richmond AFB
	4	B3-47	All Cameras	I					91000	1030	7:00	50-5	711	I	I					I	Atlanta AFB
	4	B3-47	All Cameras	I	I				91000	1100	7:00	50-5 AR	703	I	I	I				I	AR Rdvu 1200
	4	B3-47	All Cameras	I	I				91000	1530	7:00	50-5 To MA TAILY AR	696	I	I	I				I	Dallas AFB AR Rdvu 2300
	4	B3-47	All Cameras	I					91000	1000	7:00	Special Project	700	I	I					I	
	4	B3-47	All Cameras	I	I				91000	1600	7:00	50-5 AR	704	I	I	I				I	Atlanta AFB AR Rdvu 2100
	4	T33-47	None	I	I				75000	1300	5:30	50-4) F10 AR	142		I	I				x	AR Rdvu 1300
	4	B3-47	None						65000	0730	4:00	50-5 PP	054							I	
	4	B3-47	None						75000	1430	4:00	50-5 PP	054							I	
	10	B3-47	All Cameras	I	I				90000	0900	9:00	50-5 AR	735	I	I	I				I	AR Rdvu Richmond AFB
	10	B3-47	All Cameras	I					90000	1150	7:00	50-5	710	I	I					I	Atlanta AFB
	10	B3-47	All Cameras	I					90000	1250	7:00	50-5	723	I	I					I	Atlanta AFB
	10	B3-47	All Cameras	I					90000	1140	7:00	50-5	709	I	I					I	Richmond AFB
	10	B3-47	All Cameras	I			I		90000	1002	7:00	50-5	749	I	I			I		I	Atlanta AFB
	10	B3-47	None						65000	0750	3:00	50-5 PP	718							I	
	10	B3-47	None						65000	1600	3:00	50-5 PP	718							I	
	10	B3-47	All Cameras	I					90000	0750	7:00	50-5	720	I	I					I	Tampa AFB
	14	E3-97		I	I			24000	6000		6:00	Flat Wing AR	761		I	I				I	
	14	E3-97		I	I			24000	6000	0950	6:00	3rd Sq AR	748		I	I				I	
	14	E3-97		I	I			24000	6000	1700	8:00	4th Sq AR 3 Aeft	763		I	I				I	
	14	E3-97		I	I			24000	6000	1230	6:00	4th Sq AR	765		I					I	
	14	E3-97							6000	1027	6:00		763		I					I	
	14	E3-97		I	I			24000	6000	1102	8:00	10th Sq AR	763		I					I	
	14	E3-97		I					6000	1050	8:00		762		I					I	
	14	E3-97		I	I			24000	6000	1112	8:00	10th Sq AR	763								

ARCHIVED		
TYPE	SORTIES	HOURS
B3-47	64	391:00
T33-47	8	33:00
E3-97	25	170:00

SCHEDULED		
TYPE	SORTIES	HOURS
B3-47	64	391:00
T33-47	8	33:00
E3-97	25	170:00

CONFIRMED		
TYPE	SORTIES	HOURS
B3-47	64	391:00
T33-47	8	33:00
E3-97	25	170:00

The above requirements were given by Operations and coordinations and agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 12 November 1955.

12 November 1955

[illegible]

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REQUIREMENTS										SCHEDULED			CONFIRMED							WEEK OF 22 November TO 27 November
DATE	NO	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMPHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLT HRS	REMARKS
22 Nov	1	RB-47	None						40000	0800	7:00	GCA-2 ff Mac Dill & Hdq	802	1	1					1	
	1	RB-47	All cameras	1					40000	0730	7:00	GCA-2	804	1	1					1	
	1	RB-47	All cameras	1	1				70000	1100	8:00	GCA-2 AR	806	1	1	1				1	
	1	RB-47	All cameras	1					40000	1230	7:00	GCA-2	808	1	1					1	AR Hdqs 1300
	1	RB-47	All cameras	1					40000	1300	7:00	GCA-2	809	1	1					1	
	1	RB-47	3-41	1					40000	1430	7:00	GCA-2	811	1	1					1	Atlanta ARF 1400-1800
	1	RB-47	All cameras	1			1		70000	1000	6:00	TA MacDill TFF	813	1	1		1			1	Kansas City ARF 0900
	1	RB-47	All cameras	1					40000	1050	7:00	GCA-2	814	1	1					1	
	1	RB-47	All cameras	1	1		1		70000	1250	9:00	GCA-2 AR	816	1	1	1	1			1	Atlanta ARF 1400-1600X
	1	RB-47	All cameras	1			1		40000	1400	7:00	GCA-3	818	1	1		1			1	Atlanta ARF 1400-1600X
	1	RB-47	None						70000	1500	6:00	GCA-2	820							1	
	1	RB-47	All cameras	1			1		40000	1400	7:00	GCA-2	822	1	1		1			1	
	1	RB-47	All cameras	1					40000	1510	7:00	GCA-2	824	1	1					1	Charlotte ARF 2000-2100X
	10	RB-47	All cameras	1	1				90000	1340	9:00	GCA-2 AR	710	1	1	1				1	Little Rock ARF 14-1600 AR Hdqs1130
	10	RB-47	All cameras	1	1				90000	1130	9:00	GCA-2 AR	712	1	1	1				1	Atlanta ARF 1-1600 AR Hdqs 1130
	10	RB-47	All cameras	1			1		90000	1500	7:00	GCA-2	714	1	1		1			1	Charlotte ARF
	10	RB-47	All cameras	1					90000	1100	7:00	GCA-2	716	1	1					1	Little Rock ARF 14X0-1500
	10	RB-47	All cameras	1					90000	1100	7:00	GCA-2	718	1	1					1	Little Rock ARF 14X0-1500
	10	RB-47	All cameras	1					90000	1120	7:00	GCA-2	719	1	1					1	Little Rock ARF 14X0-1500
	10	RB-47	None						90000	0900	3:00	GCA-2 TF	721							1	
	10	RB-47	None						90000	1400	3:00	GCA-2 TF	724							1	
	15	RB-47		1	1			2,000	4000	1044	7:00	AR 1:45	725	1		1				1	
	15	RB-47		1	1			3,000	4000	1057	6:00	AR 1:45	727	1		1				1	
	15	RB-47		1	1			3,000	4000		6:00	AR 1:45	729	1		1				1	
	15	RB-47		1	1			3,000	4000		6:00	AR 1:45	731	1		1				1	
	15	RB-47		1					4000	1002	7:00	GCA-2 Nav	730	1						1	
	15	RB-47		1					4000	1030	6:00	GCA-2	732	1						1	
	15	RB-47							4000	1030	6:00	TF	733							1	
	15	RB-47		1					4000	1030	6:00	C1-19	734	1						1	
	15	RB-47		1					4000	1047	7:00	T/I Atlanta	735	1						1	
23 Nov	1	RB-47	-41	1					40000	1000	3:00	Sea Shelter to MacDill	1127	1	1					1	
24 Nov	1	RB-47	None	1					40000	1300	4:00	GCA-2 ff MacDill & Atl	1128		1					1	
	1	RB-47	All cameras	1					70000	1000	7:00	GCA-2	1129	1	1					1	Tampa ARF 1200-1300
	1	RB-47	All cameras	1					70000	1130	7:00	GCA-2	1131	1	1					1	Richmond ARF 1300-1500
	1	RB-47	All cameras	1					70000	0900	7:00	GCA-2	1133	1	1					1	Tampa ARF 1100-1200
	1	RB-47	All cameras	1					70000	0930	7:00	GCA-2	1135	1	1					1	
	1	RB-47	All cameras	1	1				70000	1030	7:00	GCA-2	1137	1	1	1				1	Tampa ARF 1100-1200
	1	RB-47	All cameras	1	1		1		70000	0830	7:00	GCA-2 AR	732	1	1	1	1			1	Tampa ARF 1100-1200
	1	RB-47	All cameras	1					70000	1200	7:00	GCA-2	1139	1	1					1	
	1	RB-47	All cameras	1			1		70000	0900	7:00	GCA-2	1141	1	1			1		1	Richmond ARF 1300-1600
	1	RB-47	All cameras	1	1		1		70000	1115	7:00	GCA-2 AR	734	1	1	1	1			1	AR Hdqs 1130
	1	RB-47	All cameras	1	1				70000	1130	7:00	GCA-2 AR	1143	1	1	1				1	Dallas ARF 14-1500 AR Hdqs 1130
	1	RB-47							70000	1030	3:00	GCA-2 TF	1144							1	
	1	RB-47							70000	1130	4:00	C-119 Check T.A.L.	1146							1	
	1	RB-47	-41	1					40000	1400	3:00	Sea Shelter to MacDill	1147							1	
	10	RB-47	All cameras	1	1				90000	0700	9:00	GCA-2 AR	1149	1	1	1				1	Richmond ARF 13-1400 AR Hdqs 0900
	10	RB-47	All cameras	1	1				90000	0700	9:00	GCA-2 AR	737	1	1	1				1	Montreal ARF 15-1500 AR Hdqs 0920
	10	RB-47	All cameras	1					90000	0740	7:00	GCA-2	739	1	1					1	Tampa ARF 11X-1200
	10	RB-47	All cameras	1					90000	0740	7:00	GCA-2								1	Tampa ARF 1200-1300
	10	RB-47	All cameras	1					90000	0900	7:00	GCA-2	1150	1	1					1	Richmond ARF 14-1500
	10	RB-47	All cameras	1					90000	0915	7:00	GCA-2	1151	1	1					1	Richmond ARF 14X0-1500
	10	RB-47							90000	0930	3:00	GCA-2 TF	1152							1	
	10	RB-47							90000	1400	3:00	GCA-2 TF	1154							1	
	24	RB-47		1					40000	1030	7:00	C-119 TF	1156		1					1	
	24	RB-47		1	1			2,000	4000	1040	6:00	AR 1:45	1157		1	1				1	
	24	RB-47		1	1			2,000	4000	1050	7:00	AR 1:45	1158		1	1				1	
	24	RB-47		1	1			2,000	4000	1730	7:00	AR 1:45	1160		1	1				1	
	24	RB-47		1					4000	1011	7:00	C-119	1161							1	
	24	RB-47		1	1			2,000	4000	1000	7:00	AR 1:45	1162		1	1				1	
	24	RB-47		1	1			2,000	4000	1030	7:00	AR 1:45	1163		1	1				1	
	24	RB-47		1					4000	1040	3:00	C-119	1165		1					1	

TYPE	REQUIRED SORTIES	HOURS
RB-47	40	262:00
TB-47	5	18:00
KC-97	17	117:00

TYPE	SCHEDULED SORTIES	HOURS
RB-47	40	262:00
TB-47	5	18:00
KC-97	17	117:00

TYPE	CONFIRMED SORTIES	HOURS
RB-47	40	262:00
TB-47	5	18:00
KC-97	17	117:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 22 November 1954.

FOR ROBERT T. HALE JR., Lt. Col., USAF
Director of Operations

18 November 1954

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REQUIREMENTS									SCHEDULED											
DATE	NO	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD/ON		MISSION		CANCELLED	AR	BOMB	GUN	JET FUEL	GAS	[illegible]
29 Nov	3	RB-47	U-15	I					85000	1000	7:00	SO-8	951	I	I					I
	3	RB-47	U-15	I	I				85000	1100	7:00	SO-8 AR 1500	689	I	I	I				I
	3	RB-47	None						75000	1200	6:00	SO-8 FP	696							I
	3	RB-47	All Cameras	I	I		I		85000	1300	7:00	SO-8 AR 1100	695	I	I	I		I		I
	3	RB-47	U-15	I					85000	1400	7:00	SO-8	685	I	I					I
	3	RB-47	None						85000	0800	3:00	SO-8 FP	690							I
	3	RB-47	None						75000	1300	6:00	SO-19	698							I
	3	RB-47	All Cameras	I			I		75000	1000	6:00	To SEE Game	686	I	I			I		I
	4	RB-47	U-15	I					85000	1730	5:00	SO-8	711	I	I					I
	4	RB-47	All Cameras	I					91000	1300	7:00	SO-8	705	I	I					I
	4	TRB-47	None	I	I				75000	1530	5:00	SO-43 #12 AR	694	I	I	I				I
	4	RB-47	All Cameras	I			I		91000	1130	7:00	SO-8 Game	699	I	I			I		I
	4	RB-47	None						75000	1130	4:00	FC #2 & #3								I
	4	RB-47	None						65000	1400	3:00	SO-8 FP	697							I
	4	RB-47	Special Project	I					85000	1200	5:00	Special Project	700		I					I
	10	RB-47	U-15	I					90000	1140	7:00	SO-8	713	I	I					I
	10	RB-47	All Cameras	I					90000	1130	7:00	SO-8	724	I	I					I
	10	TRB-47	None						90000	1150	6:00	SO-19	719							I
	10	RB-47	All Cameras	I					90000	[illegible]	[illegible]	SO-8	714	I	I					I
	10	RB-47	All Cameras	I	I				90000	1322	7:00	SO-8	715	I	I	I				I
	10	RB-47	None						90000	1402	6:00	SO-19	720							I
	26	EC-97		I	I			26000	6000	1115	6:00	AR 10th	1253		I	I				I
	26	EC-97		I					6500	0913	8:00	Nav	1252		I					I
	26	EC-97		I	I			26000	6500	1250	8:00	AR 3rd	1253		I	I				I
	26	EC-97		I					6500	0900	8:00		1264		I					I
	26	EC-97		I	I			26000	6500	1532	8:00	AR 4th	2750		I	I				I
	26	EC-97		I					6500	0920	8:00	Nav	2753		I					I
	26	EC-97		I					6000	1002	6:00	SI-19	2754		I					I
	26	EC-97		I					6500	1012	7:00	SI-19	2755		I					I
30 Nov	4	TRB-47	None						75000	1030	4:00	SO-8 FP	2112							I
1 Dec	3	RB-47	None	I	I				75000	0900	6:00	SI-19 AR	688		I	I				I
	3	RB-47	All Cameras	I			I		85000	0910	7:00	SO-8 Game	696	I				I		I
	3	RB-47	All Cameras	I					85000	1010	7:00	SO-8 Std Bd Phase IV	692	I						I
	4	RB-47	All Cameras	I					85000	1100	5:00	SO-8 Std Bd	673	I	I					I
	4	RB-47	None	I	I				75000	1530	5:00	SO-43 #12 AR 1530	706		I	I				I
	4	RB-47	None	I					75000	1110	4:00	SO-8 Std Bd	712		I					I
	4	RB-47	All Cameras	I	I				85000	1300	5:00	SO-8 AR 1530	715	I	I	I				I
	4	RB-47	All Cameras	I					85000	1110	7:00	SO-8	696	I	I					I
	4	RB-47	All Cameras	I	I		I		85000	1310	5:00	SO-8 AR 1730	706	I	I	I		I		I
	4	TRB-47	None						75000	1110	4:00	FC #2 & #4	1147							I
	4	RB-47	Special Project	I					85000	1000	6:00	Special Project	700		I					I
	10	RB-47	None	I					90000	1002	6:00	SO-8 Std Bd	721		I					I
	10	RB-47	All Cameras	I	I		I		90000	0950	7:00	SO-8 AR 1050 Game	754	I	I	I		I		I
	10	RB-47	None						90000	1500	6:00	SI-19	713							I
	10	RB-47	All Cameras	I					90000	1030	7:00	SO-8	725	I	I					I
	10	RB-47	All Cameras	I					90000	1060	7:00	SO-8	727	I	I					I
	10	RB-47	U-15	I					90000	1520	7:00	SO-8	723	I	I					I
	26	EC-97		I					6500	0958	8:00	SI-19	766		I					I
	26	EC-97		I	I			2600	6500	1730	8:00	AR 4th	768		I					I
	26	EC-97		I	I			2600	6500	1532	8:00	AR 4th	769		I	I				I
	26	EC-97		I					6500	0930	8:00	Nav	770		I	I				I
	26	EC-97		I					6000	1012	6:00	SI-19	265		I					I
	26	EC-97		I					6500	1020	6:00	Nav	266		I					I
	26	EC-97		I	I			2600	6500	0952	8:00	AR 10th	267		I	I				I
	26	EC-97		I					6000	0960	6:00	SI-19	268		I					I
	26	EC-97		I	I			2600	6500	0950	8:00	AR 3rd	269		I	I				I
3 Dec	3	RB-47	None	I	I		I		85000	1010	7:00	SI-19 AR 1100	849		I	I		I		I
	3	RB-47	All Cameras	I	I				85000	1110	7:00	SO-8 AR 1200	851	I	I	I				I
	3	RB-47	None						85000	0900	6:00	SI-19	689							I
	3	RB-47	All Cameras	I			I		85000	1200	7:00	SO-8 Game	691	I	I			I		I
	3	RB-47	All Cameras	I			I		85000	1000	7:00	SO-8 Game	695	I	I			I		I
	3	RB-47	None						85000	0800	6:00	SI-19	853							I
	3	RB-47	All Cameras	I					85000	1110	7:00	SO-8 Std Bd Phase IV	845	I	I					I
	3	RB-47	U-15	I					75000	1700	5:00	SO-43	851	I	I					I
	4	RB-47	All Cameras	I	I				85000	1300	5:00	SO-8 AR 1600	711	I	I	I				I
	4	RB-47	All Cameras	I	I				85000	1400	5:00	SO-8 AR 1500	697	I	I	I				I
	4	RB-47	All Cameras	I	I				85000	1420	7:00	SO-8 AR 1930	706	I	I	I				I
	4	RB-47	All Cameras	I	I				85000	1400	7:00	SO-8 AR 2030	698	I	I	I				I
	4	TRB-47	None						75000	1130	4:00	FC #4	954							I
	4	TRB-47	None						75000	1030	4:00	FC #3	1147							I
	10	RB-47	All Cameras	I					90000	1210	6:00	SO-8	714	I	I					I
	10	RB-47	All Cameras	I					90000	1020	7:00	SO-8	719	I	I					I
	10	RB-47	All Cameras	I					90000	1310	7:00	SO-8	715	I	I					I
	10	RB-47	All Cameras	I					90000	1250	7:00	SO-8	721	I	I					I
	10	RB-47	All Cameras	I					90000	1240	7:00	SO-8	724	I	I					I
	10	RB-47	All Cameras	I	I				90000	1230	7:00	SO-8 AR 1330	720	I	I	I				I
	26	EC-97		I	I			2600	6500	1002	8:00	AR 3rd	760		I	I				I
	26	EC-97		I	I			2600	6500	1302	8:00	AR 4th	751		I	I				I
	26	EC-97		I					6500	1012	8:00	SI-19	764		I					I
	26	EC-97		I					6500	0930	8:00	Stand Bd	765		I					I
	26	EC-97		I					6000	0950	6:00	SI-19	253		I					I
	26	EC-97		I					6000	0960	6:00	SI-19	261		I					I
	26	EC-97		I	I			2600	6500	1530	8:00	AR 4th	262		I	I				I
	26	EC-97		I					6000	1022	6:00	SI-19	263		I					I
	26	EC-97		I	I			2600	6500	1132	6:00	AR 10th	264		I	I				I

ENROUTE		
TYPE	SORTIES	HOURS
RB-47	52	325:00
TRB-47	5	21:00
EC-97	26	157:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47	52	325:00
TRB-47	5	21:00
EC-97	26	157:00

CANCELLED		
TYPE	SORTIES	HOURS
RB-47	52	325:00
TRB-47	5	21:00
EC-97	26	157:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 29 November 1954.

[illegible]
ROBERT T. HALL JR., Lt Col., USAF
Director of Operations

24 November 1954

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DECEMBER 1954

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE
AIR FORCE BASE
COLUMBUS, OHIO

MICROFILMED

RSI Cont No
S10095

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AUTH: HQ USAF SRM
DATE 31 Jan 55
NAME Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 31 DECEMBER 1954

ALAN F. ADAMS, Colonel
Deputy Commander

CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY: T/Sgt. Curtis H. Watson

2294

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TABLE OF CONTENTS

Title Page
Table of Contents ---------- ii
Authority ---------- iii
Foreword ---------- iii

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelation ---------- 1
26th SRWg Operational Readiness Report ---------- 2
Increased Crew Authorization ---------- 2
T/O Changes in Wing Tactical & A & E Sqdns -- 1
Flight Line Security ---------- 1

CHAPTER II PERSONNEL

Personnel Strength ---------- 6
Change in Wing T/O Strength ---------- 6
26th Wing Crew Ratio ---------- 8
Authorized Versus Assigned Strength ---------- 9
Manning ---------- 9
Personnel Shortages ---------- 10
School Assignments ---------- 11
2nd AF T-12 Personnel Remarks ---------- 11

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis ---------- 13
Acft Possessed by 26th Wing ---------- 14
YRB-47 Roman I Modification ---------- 14
Aircraft Operational Data ---------- 15
Summary of Sorties & Flying Hours ---------- 16
Air Training Program ---------- 17
RBS Simulated Photo-flash Runs ---------- 17

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THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS (Continued)

CHAPTER III OPERATIONS AND TRAINING PAGE

Special Project Assigned 26th SRWg ---------- 18
4th SRS, WMP Assignment ---------- 20
Operation "Leap Frog" ---------- 20
26th Air Refueling Sqdn ---------- 21
Flying Training for KC-97 Crews ---------- 22
SAC-wide Ground Training Conference ---------- 23
SAC-wide Air Training Conference ---------- 24
Flying Safety ---------- 24

CHAPTER IV MATERIEL

Tactical Maintenance Summary ---------- 26
Operational & Maintenance Data ---------- 28
Tech Order Compliance ---------- 29
H F Radio Installation ---------- 30
Ejection Escape System ---------- 30

APPENDIX

Roster of Key Personnel ---------- 32
Glossary ---------- 33
Bibliography ---------- 37
List of Exhibits ---------- 38

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

2AF Regulation 210-1, dated 10 January 1954.

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FOREWORD

Tactical aircraft of the 26th Strategic Reconnaissance Wing totaled 1,321 flying hours during this period. A major portion of this flying time was utilized for F1-19 checkouts, partial crew training and pilot proficiency type missions.

Training priority was also directed toward increasing the Wing's capability to accomplish high altitude night photography. Emphasis was placed on RBS simulated photoflash runs and high altitude simulated photoflash runs in preparation for accomplishing actual night photography.

Marginal local weather conditions during the month hampered the transition flying phase of this training, however, all programmed training was accomplished.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 31 December 1954, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Section

26th Periodic Maintenance Section

26th Air Refueling Squadron, Medium

3rd Strategic Reconnaissance Squadron, Medium

4th Strategic Reconnaissance Squadron, Medium

10th Strategic Reconnaissance Squadron, Medium

26th Armament and Electronics Maintenance Squadron

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Based on the 26th Strategic Reconnaissance Wing's YRB/RB-47 and KC-97F/G capabilities, the 3rd, 4th and 10th Reconnaissance Squadrons increased in the December 1954 V-2 Unit Operational Readiness Report due to the increase in operational aircraft readiness.[1]

The Wing Commander's estimate was 6 points against the 7 point SAC minimum index score. However, without the Air Base Group Commander's restriction the Wing Commander's estimate would have been 7 points. The Air Base Group Commander's estimate of 6 points was caused by the lack of authorized artic personnel equipment. It was pointed out in the Air Base Commander's remarks that non-available equipment has been requisitioned. Upon receipt of equipment to the authorized level the Air Base Commander's estimate would increase to 9 points of SAC index score, thereby increasing the Wing Commander's estimate score to approximately 7 points if not more.[2]

The December scores recorded by the Wing's tactical squadrons for the items, Tactical Aircrews Assigned and Operational Ready Tactical Aircrews Available were based on 1.5 to 1 crew to aircraft ratio. However, these two items regressed due to increased crew authorization without the corresponding increase

1. Rpt, fr Cmdr 801st ADiv to Chief Stat. Svs, Hqs SAC and 2nd AF. Quarterly Operational Readiness Report as of 31 Dec 1954. (RCS: 1-AF-V2) CL: SECRET. Exhibit No. 1.
2. Ibid.

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in crew assignments and operational readiness.[3]

Scoring points recorded by the 26th Air Refueling Squadron under the items Tactical Aircrews Assigned and Operational Aircrews Available were also based on 1.5 to 1 crew to aircraft ratio. Here again the increase authorization of crews without the corresponding increase in operational readiness of aircrew resulted in the regression of SAC Index Score.[4]

The decrease in the item of Personnel Assigned was due to the loss of assigned personnel. As of the end of this quarter there were 93 percent of the authorized personnel assigned. In comparison with the five (5) individuals gained, there was a lost of seven (7) individuals, two (2) to PCS and five (5) lost through separation from service. The five (5) individuals separated were in the 4315X career field.[5]

The score of Personnel Operational Ready (Other than Crews) for the 26th Maintenance Squadrons was restricted by the shortage of qualified personnel in primary AFSCs. The shortages consisted of the following: In the AFSCs 43250 and 43230, the Wing is short 12 personnel of the authorized strength. In addition,

3. Rpt, fr Cmdr 801st ADiv to Chief Stat. Svs, Hqs SAC and 2nd AF. Quarterly Operational Readiness Report as of 31 Dec 1954. (RCS: 1-AF-V2) CL: SECRET. Exhibit No. 1.
4. Ibid.
5. Ibid.

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there will be 14 individuals within these two AFSCs separated within the next six (6) months. There are seven (7) personnel holding the AFSC 43251 due for separation during the next six (6) months. Of the total authorized personnel in the 43231 AFSC the Wing is short six (6) in addition to this, five (5) of the assigned 43231 will be separated from service during January 1955.[6]

In the Personnel Chapter of this T/O report, personnel changes in reconnaissance and Armament and Electronics Squadron will be found. These changes were effected during the period of this report.

To insure an adequate and uniform system of circulation control, security of Category I and Category II items, the Wing's Adjutant Section published a new Wing Policy Letter No. 21 superseding all previously published policy letters.[7]

This letter specified that Tactical and Maintenance Squadron Commanders will be responsible for the security of all Category I and Category II equipment and material within their respective areas during normal duty hours, insuring through vigilance, while performing duty in or near areas containing such category items, also that unauthorized personnel do not have access to

6. Rpt, fr Cmdr 801st ADiv to Chief Stat. Svs, Hqs SAC and 2nd AF. Quarterly Operational Readiness Report as of 31 Dec 1954. (RCS: 1-AF-V2) CL: SECRET. Exhibit No. 1
7. Wg Policy Letter No. 21, 26th SRWg, 9 December 1954; Flight Line Security. Exhibit No. 2.

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these indispensable items. Tactical Squadron Commanders were directed to furnish one (1) man per squadron for the purpose of maintaining entry point guard station. Additional armed guards were to be furnished on a basis of one (1) per aircraft where aircraft is parked in assigned squadron area. Tactical Squadron Commanders will be responsible for the posting of entry point guards within their respective areas of responsibility, and will furnish the necessary relief for entry point guards during mess hours or any other time relief may become necessary. For control purposes a roster indicating name, rank, serial number of scheduled entry point guard will be submitted to the Security Control Section not later then 1600 hours each Friday.[8]

8. Wg Policy Letter No. 21, 26th SHWg, 9 Dec 1954; Flight Line Security. Exhibit No. 2.

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CHAPTER II

PERSONNEL

A total of 2,179 individuals was assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, at the end of December 1954.[1] Of this total, 424 were officers and 1,755 airmen. In comparing this month's total strength with November's, there was a gain of 10 officers and a lost of 40 airmen.[2] The gain of officers stemmed mainly from observers school. Airmen lost was attributed to PCS and separation from service.

This period saw a change in the authorized strength previously allotted by the Wing's T/O. Information received from Strategic Air Command Headquarters indicated that Armament

1. Weekly Means Strength Rpt, December 1954, prep by Stat Svs, 801st AB Gp.
2. Weekly Means Strength Rpt, November 1954, prep by Stat Svs, 801st AB Gp.

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and Electronics Maintenance Squadrons of the 26th and 91st Wings would show a T/O authorization of 12 officers, one (1) Warrant Officer and 360 airmen. This T/O was to become effective 1 January 1955.[3]

Authorization for this T/O change or rather reorganization was directed by Department of the Air Force letter, AFOMO 467j dated 7 December 1954. This letter directed that personnel will be furnished from sources under control of the Commander, Strategic Air Command. Upon completion of the necessary action, it was directed that a report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Report Control Symbol AF-01) in compliance with current instruction.[4]

Other personnel changes effecting the Wing were changes to T/O 1-1479-S concerning the tactical squadrons and T/O 1-1179P-S concerning the air refueling squadron.[5] T/O changes effecting the 26th Air Refueling Squadron was reported in the Organization and Administration of this Headquarter's November history.

As authorized by Headquarters Strategic Air Command, General Order 76, dated 8 November 1954, a net decrease of five (5) airmen was noted reducing total authorization from 105

3. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite DPLM 2866. 17 Dec 1954. Subj: "Reorganization of the 26th and 91st SHWg's Armament & Electronics Squadrons" Unclassified. Exhibit No. 9.
4. Ltr USAF, Wash. D.C. to Cmdr Hq SAC Cite AFOMO 467j, 7 Dec 1954. Subj: "Reorganization of the 2d Armament & Electronics Maint Squad and Certain Other USAF Units". Unclassified. Exhibit No. 4.
5. Ltr, Hq 26th SHWg, Cite 26DP, 21 Dec 1954. Subj: "Changes to T/O 1-1479P-S (TAC Sq's) and T/O 1-1179P-S (AREF Sq). Unclassified. Exhibit No. 3.

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to 100 airmen. This new Table of Organization also reflected changes in AFSC's number authorized.[6]

New changes noted in the authorized strength of officers in the tactical squadron increased by 12, making a total of 77 officers per reconnaissance squadron. There was an increase of two (2) Observers (1525F) making a total of 17. The two (2) additional 1525F Observers positions are the Squadron Observers and Assistant Squadron Observers. In addition the crew ratio for the reconnaissance squadrons was modified to 1.5 which increases the 1245s (crew types) from 36 to 44 and the 1525Fs (crew types) from 18 to 22.[7]

There was also a crew ratio increase from 1.25 (25 crews) to 1.5 (30 crews) under the new T/O for the Air Refueling Squadron. The Air Refueling Squadron is now authorized a total of 100 officers, which indicated an increase of 15 (crew type) officers. The airmen authorization is now 250 which indicated an increase of 22 of which all are crew type. The new T/O reflected the following personnel changes in the Air Refueling Squadron; Total pilots (1234C) increased from 50 to 60; Navigators (1534A) increased from 26 to 31; Radio Operators (29353) increased from 25 to 30; Boom Operators (43350) increased from 25 to 30;

6. Ltr Hq 26th SRWg. Cite 26DP, 21 Dec 1954. Subj: Changes to T/O 1-1479PS-S (TAC Sq's) and T/O 1-1179P-S (AREF Sq). Unclassified. Exhibit No. 3.
7. Ibid.

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Refueling Technician (43370) increased from 25 to 30; and Flight Engineers (43371) were increased from 25 to 30.[8]

The following is a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing during this reporting period. Total authorization reflects the new T/O changes effected during this month;[9]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	429	424
AIRMEN	1,676	1,755
TOTAL	2,105	2,179

Personnel manning of the wing continued to reflect a shortage of "5" and "7" level individuals within the tactical and maintenance squadrons. Manning In-Required Specialty as of the end of November 1954, saw a total of 1,114 airmen in direct support AFSCs authorized of which 858 were assigned by utilization AFSCs producing a 70 percent In-Required Specialty rating for the wing. The major limiting factor in this category is the shortage of "7" level personnel. There were 404 airmen in indirect support AFSCs authorized, of which 333 were assigned by utilization AFSC. This produced an In-Required Specialty rating of 82 percent. Shortage of "5" and "7" level personnel

8. Ltr, Hq 26th SRWg. Cite 26DP, 21 Dec 1954. Subj: "Changes to T/O 1-1479P-S (TAC Sq's) and T/O 1-1179P-S (AREF Sq). Unclassified. Exhibit No. 3.
9. Rpt Status of Offs and Amn, December 1954, prep by 26th SRW Pers Sect.

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were the major limiting factors in this item.[10]

In addition the capability of the wing was greatly impaired by critical shortages in the 922, 702 and 321 career field sub division. The 922 career field indicates a requirement of fifteen airmen for this wing. However, the Personnel Accounting Roster as of 30 November 1954 reflected only six (6) airmen assigned, of which two (2) airmen were in the "5" skilled level and four (4) in the helper and apprentice levels. These four (4) were reclassified from overages in other career fields. This reclassification action was deemed mandatory in that no airmen were ever assigned to this organization in the Survival Training and Personal Equipment Career field.[11]

It was pointed out during this period, that the administration of the Wing's squadron will be seriously hampered in the near future by the assignment of helper level airmen in the 702 career field sub division. Furthermore, it was indicated that irregular assignment action by the Basic Military Training Wings must be alleviated by selecting Directed Duty Assignment airmen for the administrative field with civilian typing experience or Commerical subject in High School.[12]

This Headquarters recommended that a study be made of the

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10. Ltr, Hq 801st ADiv to Cmdr 2nd AF. Cite 26CR. 12 Jan 1955. Subj: "SAC Management Control System Scores (RCS: 2-AF-U2). CL: SECRET. Exhibit No. 6.
11. 26th SHWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of December 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 17.
12. Ibid.

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present system of allocating quotas for airmen attending formal shcool courses. It was indicated that quotas were levied regardless of the number of eligible and qualified airmen assigned. As a recent example, there was a mandatory quota levied on the Wing for four (4) airmen to attend AN/APC-21 SC30170-6 course. The wing is authorized 36 (30150/70) and has 31 assigned. Of the 31 airmen assigned only eight (8) were eligible, as 14 have an ETS within six (6) months, three (3) were attending 30170 course, and five (5) were working in K-system while one (1) was on DALVP.[13]

It was suggested by this Headquarters that a more equitable distribution be made on the assignment of school quotas and consideration be given so that only a limited number of airmen will be absent from their duty section during any given period of time. It was felt that this situation could only be corrected by distributing quotas over a period of 12 months.[14]

In summary, Headquarters Second Air Force returned remarks and action on the Wing Commander's SAC-T12 Remarks for the month of November 1954, indicated the following personnel action; "Projected input to 801st Air Division are sufficient to compensate

13. 26th SRWg Cmdr's Remarks to Part V of Air Eng Rpt for the Mo. of December 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 17.
14. Ibid.

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for losses and to maintain present manning level in the administrative sub-division".

The report went on further to state that; "Based on four month retainability the 801st Air Division is well over 100% manned in the 603 sub field. Records, Headquarters Second Air Force indicate 6 projected inputs in 601 sub-field to the 801st Air Division, two (2) of which are "7" level. Gains in the 64 field are sufficient to compensate for losses and to maintanin the current manning level which is comparable to the command average".[15]

15. Ltr, Hq 2AF to Cmdr 801st ADiv. Att: 26th SRWg. Cite KBS. 30 December 1954. Subj: "Air Training Report. (RCS:SAC-T12) CL: CONFIDENTIAL. Exhibit No. 7.

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CHAPTER III

OPERATIONS AND TRAINING

During December 1954, crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 1,321 hours of flying time which was indicative of a decrease of approximately 674 hours under the total flying time recorded in November 1954, by said crew and aircraft.[1] This decrease, in part, was due to marginal local weather conditions, necessitating rescheduling of KC-97 transition mission and a number of RB-47 sorties.[2] Also taken into consideration was the heavy flying schedule maintained by the Wing during the TDY period in the United Kingdom, thereby

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, December 1954, prep by Stat Svs, 801st AB Gp.
2. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for the Month of December 1954 (RCS:3-SAC-T12), and Section H of Air Training for the Month of Dec 1954. (RCS:4-SAC-T12) (Air Refueling Crews). Exhibits No. 17 & No. 18. CL: CONFIDENTIAL.

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enabling a reduction in the amount of flying performed during the month of December.

The 26th Wing possessed at this station on the 31 December 1954, 66 tactical aircraft according to the following numbers and types:[3] forty-six (46) RB-47s; ten (10) KC-97Gs and eleven (11) KC-97Fs. In comparing this total with November's, it will be found that it regressed by two (2) aircraft during this period which was due to the submission of two (2) YRB-47 aircraft to Dobbins Air Force Base for the purpose of Roman I modification.[4]

Information received from Second Air Force Headquarters, requested this Headquarters to dispatch two (2) YRB-47 aircraft of the 26th Wing to Dobbins Air Force Base. The first aircraft was scheduled to arrive at Dobbins on 10 December 1954, and the second aircraft was to arrive on 13 December 1954. Aircraft were dispatched without cameras but with complete C-9 hoist and sling. It was specified that the crew chief would accompany the ferrying crew and remain with the aircraft during the modifications period for approximately three (3) months.[5]

Total aircraft possessed by the Wing throughout the month of December 1954, were on hand for 59,810 hours, and were main-

3. Rpt, "Form 110A, Mo. Rpt of A/C Opns, December 1954, prep by Stat Svs, 801st AB Gp.
4. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite MDC 11125, 9 Dec 1954. Subj: "Dispatch 2 YRB-47 to Dobbins AFB."CL: SECRET and TWX, fr Cmdr SAC to Cmdr 2nd AF, Info Cmdr 801st ADiv. Cite DOOPO 7878. 10 Dec 1954. Subj: "Request for Second YRB-47 to Dispatched to Dobbins AFB". CL: SECRET. Exhibits No. 11 and 12.
5. Ibid.

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tained in-commission, 37,839 hours. This resulted in a monthly aircraft in-commission rate of 63.2 percent, and a monthly percentage of time aircraft were flown of 3.4 percent.

The following is a comparison of operational data recorded by the 26th Strategic Reconnaissance Wing during November and December 1954, at this station:[6]

	NOVEMBER	DECEMBER
Number Aircraft On Hand	68	66
Number Hours Aircraft On Hand	41,987	59,810
Number Hours Aircraft In-Commission	33,084	37,839
Number Hours Aircraft Flown	1,995	1,321
Percentage Of Time Aircraft In-Commission	78.7%	62.2%
Percentage of Time Aircraft Flown	6%	3.4%
Number Hours Aircraft Out of Commission Due to Maintenance	7,201	7,453
Number Hours Aircraft Out of Commission Awaiting Parts	1,380	1,309
Number of Landings Made	886	488

It is pointed out that all figures in the above summary with the exception of the number of hours aircraft on hand, number of hours aircraft in-commission, and the number of hours aircraft were out of commission due to maintenance, decreased over those totals recorded in November.[7] Through there was an increase of approxi-

6. Rpt, "Form 110A, Mo. Rpt of A/C Opns, November and December 1954, prep by Stat Svs, 801st AB Gp.
7. Rpt, "Form 110A, Mo. Rpt of A/C Opns, December 1954 prep by Stat Svs, 801st AB Gp.

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mately 252 hours in the number of hours aircraft were out of commission due to maintenance, actually, this item regressed from an operational standpoint, as more time was devoted to maintenance, hence the regression. This general regression was due in part to adverse weather conditions and a reduction of flying hours during the seasonal holiday.[8]

A total of 235 sorties totaling 1,321 hours were flown by crews and aircraft of the 26th Strategic Reconnaissance Wing for the month of December. Of these, KC-97 aircraft and crews flew 85 sorties, totaling 488 hours, compared with 73 sorties and 504 hours scheduled for the month. Reconnaissance crews and aircraft of the Wing flew 150 sorties totaling 833 hours as compared to 151 sorties and 992 hours scheduled.[9]

Of the 1,496 hours required for the month of December, 1,321 were utilized producing 88.3 percent of SAC maximum score. Points were lost during this period as a result of the cancellation of flying due to weather prior to the holiday season and the transfer of YRB-47 aircraft on 10 December 1954 after six (6) hours were utilized from the 25 hours programmed for this type aircraft.[10]

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8. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Dec 1954 (RCS:3-SAC-T12) and Section H of Air Tng for the Mo. of Dec 1954. (RCS:3-SAC-T12), and Section H of Air Tng Rpt for the Mo. of Dec 1954. (RCS:4-SAC-T12) (Air Refueling Crews). Exhibits No. 17 & 18. CL: CONFIDENTIAL.
9. 26th SRWg, Weekly Aircraft Requirement Record for the period 6 thru 19 December 1954. CL: Unclassified. Exhibit No. 20.
10. Ltr, Hq 801st ADiv to Cmdr 2nd AF. Cite: 26CR. 12 January 1955. Subj: "SAC Management Control System Scores (RCS:2-AF-U2) CL: SECRET. Exhibit No. 6.

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During this period special emphasis was placed on the training of available reconnaissance non-ready crews and Second Lieutenant, co-pilots. A major portion of the flying time performed during this period by the reconnaissance squadrons was utilized for 51-19 checkout, partial crew training and pilot proficiency type missions. However, the transition flying phases of this training was hampered by marginal weather conditions, necessitating the rescheduling of much of this training. Thereby, causing some shortages in the accomplishment of other programmed training items.[11]

In addition, training priority was also directed toward increasing the Wing's capability to accomplish high altitude night photography. Emphasis was placed on RBS simulated photoflash runs in preparation for accomplishing actual night photography. Other training activities consisted of ground and air-check in the proper operation of aircraft bombing systems and release mechanisms. Also, during this period, standard operations procedures were in the process of being published relating to night photoflash bomb run procedures, preflight and postflight procedures, bomb loading and handling procedures, and allied safety and emergency procedures.[12]

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11. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Mo. of Dec 1954 (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 17.
12. Ibid.

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In summary, the overall programmed reconnaissance training objectives for the month of December were satisfactorily achieved. In addition to programmed training items, 169 dry hookups, 56 airborne radar letdowns and eight (8) standardization board checks were accomplished. A total of 833 flying hours were flown by RB/YRB-47 aircraft during this reporting period of which 38 hours and 40 minutes were flown on test flights. Of the remaining 794 hours flown, 8 hours and 30 minutes were flown on WADC Project Q-56-700 (XQ-56 Radar).[13]

It is the intent of this writer to give special attention to the WADC Project's past and present activity in the forth coming January history of this Headquarters.

A subject of noted interest was observed in an information copy of a message from Headquarters Strategic Air Commander to Commander Second Air Force. This message concerned a proposed training program to support RB-47 special project activity assigned to the 26th Strategic Reconnaissance Wing, with focus attention upon the 4th Strategic Reconnaissance Squadron. In essence, this message revealed that Headquarters SAC was anticipating the modifications of provisions contained in Supplement XI to SAC Regulation 50-8, in relation to Special Project Crews. Since

13. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Mo. of Dec 1954. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 17

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these crews will be expected to perform EQP and tactical testing functions over an extended period of time. Headquarters SAC concluded that a reduction and/or realignment of training minimum requirements to fully support the special assigned mission appears necessary. It was requested of Second Air Force that a proposed overall training criteria for this crew category be forwarded to Headquarters SAC. In addition, it was pointed out that SAC representatives attending a training conference here at Lockbourne Air Force Base on the 16th and 17th of December would be prepared to outline and offer any additional training guidance desired in the formulation of realistic training minimum requirement.[14]

In reply to SAC message, Headquarters Second Air Force request that the quantity training of SAC Regulation 50-8 and provisions of SAC Management Control System be waived for the 4th Squadron of the Wing until projected equipment is fully evaluated and installed in all assigned aircraft of the unit. SAC 50-8 training will continue with addition of check out, training accomplishment and tactical development with the new equipment in accordance with available flying time. It was further pointed out by Second Air Force that the contractors

14. TWX, fr Cmdr SAC to Cmdr 2nd AF. Info Cmdr 801st ADiv. Cite: DOTRFC 7970. 13 Dec 1954. Subj: "Proposed Training Program to Support RB-47 Special Project Activity Assigned 26th SRWg". CL: CONFIDENTIAL Exhibit No. 13.

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control of equipment for maintenance and modification makes it impractical to plan on flying time available for SAC 50-8 training. However, it was stated that the 801st Air Division Commander desires the 4th Reconnaissance Squadron maintain its EWP assignments and proficiency. In addition, the 26th Wing Commander insures full emphasis on EWP type conjunctive with available flying time, also lead crews will be fully responsible for requirements under SAC Regulation 51-26.[15]

Pending approval of the above requested training program, Second Air Force requested status of unit's special equipment for OCLUS (Outside Continental Limits of United States) Missions. Also, the desire for the proposed lead crews in the 4th Squadron to participate in Operations "Leap Frog".[16]

In reply to Second Air Force's message, SAC Headquarters wired an interim training directive applicable to the 4th Squadron to be effected 1 January 1955, with information copy of this message to Commander 801st Air Division.[17] SAC's message cited that waivers to SAC Regulation 50-8 could not be authorized. However, they are aware that difficulties will curtail accomplishments of 50-8 training. The extent to which Special Project

15. TWX, fr Cmdr 2nd AF to Cmdr SAC. Info 801st ADiv. Cite: OTA 11274. 21 Dec 1954. Subj: "Training Program for Sqdn in 26th SRWg Assigned Special Project". CL: CONFIDENTIAL. Exhibit No. 14.
16. Ibid.
17. TWX, from Cmdr SAC to Cmdr 2nd AF. Info Cmdr 801st ADiv. Cite: DOTRFC 8603. 30 Dec 1954. Subj: "Interim Training of the 4th Sqdn." CL: CONFIDENTIAL. Exhibit No. 16.

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interferes with normal training reports were under consideration by SAC Headquarters in assessing Special Unit training status. It was revealed that a specific training program for the 4th Squadron was being forwarded. In addition, the message cited that provision contained in SAC Regulation 51-26 would continue in effect for Lead and Select crews, also a satisfactory proficiency standard will be maintained to support the EWP assignment of the 4th Squadron.[18]

SAC message also indicated that there was no current planning existing for 26th Wing deployment OCLUS (Outside the Continental Limits of United States). However, present planning is subject to change status depending upon future operation requirements. Therefore, the Wing's Special Equipment status will be given consideration in any forthcoming OCLUS. SAC Headquarters interposed no objection to participation in Operation "Leap Frog" provided that no interference prevented the completion of the Special Project.[19]

Tanker crews and aircraft of the 26th Air Refueling Squadron, utilizing KC-97F/G aircraft, and operating from Lockbourne Air Force Base, recorded in December approximately 488 hours of operational flying time. Of this total flying time, five (5)

18. TWY, fr Cmdr SAC to Cmdr 2nd AF. Info Cmdr 801st ADiv. Cite: DOTREC 8603. 30 Dec 1954. Subj: "Interim Training of the 4th Sqdn". CL: CONFIDENTIAL. Exhibit No. 16.
19. Ibid.

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hours and 30 minutes were flown on test flights; the remaining 481 hours and 40 minutes were utilized in training, of which 20 hours and 35 minutes were flown in support of higher headquarters directed mission. Ferrying personnel to Stead Air Force Base, Reno, Nevada.[20]

Flying training of the KC-97 crews during the month of December was placed on 51-19 type training of available non-ready crews and newly assigned Second Lieutenant. However, average flying time for non-combat ready crews appeared low due to the fact that primary emphasis was placed on training of new aircraft commanders and pilots. Much of the training was accomplished when intergrity of the instructor crew, rather than the student crew was maintained. Marginal local weather conditions during the month hampered the performance of transition type missions, thereby, necessitating the rescheduling of a large portion of this training. Due to the priority given this type training, some shortages existed in the accomplishment of other programmed training items.[21]

In addition to programmed training, 169 dry hookups and four (4) standardization board checks were accomplished by crews of the 26th Air Refueling Squadron.[22]

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20. 26th ARSq Cmdr's Remarks to Section H of Air Training Report for the Mo. of Dec 1954. (RCS:H-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 18.
21. Ibid.
22. Ibid.

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The following chart indicates the programmed training and accomplishments performed by the 26th Air Refueling Squadron during the month of December 1954:[23]

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED		
		Units of Tng	Crews Involved	Percent Accomplished
Total Flying Hours	475	482	19	100
Total Sorties	70	80	19	100
Transition and Pilot Proficiency	120	116	11	97
Wet Hookups	96	93	12	97
Elect. Rendezvous	36	29	9	81
Navigation Legs	56	48	12	86
Cruise Control	8	7	7	88

During the month of December a SAC-wide ground training conference was held at SAC Headquarters for the purpose of devising a realistic ground training program to commensurate with ground training time available. Toward this goal, considerable reductions in ground training requirements were proposed and a Block training program for combat crew personnel was designed. As an interim measure, pending publication of SAC directives, a local Block training program was designed for implementation on 1 January 1955.

23. 26th ARSq Cmdr's Remarks to Section H of Air Tng Report for the Mo. of Dec 1954. (RCS:H-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 18.

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This will be covered in the Wing's January history.[24]

On 16 December 1954, a SAC-wide Air Training Conference was held at Lockbourne Air Force Base. Purpose of this conference was to discuss the training requirements set forth by SAC Regulation 50-8 and the specifications of acceptability of aerial photography as defined by SAC Regulation 50-26. During this conference numerous recommendations in respect to the aforementioned directives were introduced to the SAC representatives and are currently under consideration at SAC Headquarters. Verbal information from Second Air Force indicated that new training directives should be received at this station by the close of January 1955.[25]

The 26th Strategic Reconnaissance Wing operated accident free during this reporting period. The Wing's 1954 overall accident rate, based on 24,761 flying hours for the year, is 12.1. The major accident rate for 1954 was 8.08. There were three (3) chargeable for the Wing during 1954, two (2) of which were major accidents and one (1) minor.[26]

A number of special monthly activities were conducted by the Wing's Flying Safety Section. A continuous research on B-47 cold weather operations was conducted during this period. Wing crew

24. Interview, M/Sgt Land, NCOIC, 26th SRWg Flying Training Section. 26 Dec 1954, by T/Sgt C.H. Watson, 26th SRWg Hist Tech.
25. Ibid.
26. History, 26th SRWg Flying Safety Section, for Mo. Dec 1954. 26th SRWg Hist File.

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members were requested to submit any information of past icing experiences for assemble into a study of B-47 characteristics in icing conditions.[27]

Since the B-47 operations have become very extensive and an abundance of information is available indicating definite trends, B-47 aircraft accidents and incidents were being categorized into studies of individual cases or conditions by the Wing's Flying Safety Section. For example, all incidents involving landing gear difficulties were placed in one file giving thorough background on this type of difficulty. Utilizing files of this type, complete accident and incident studies would be readily available. In addition, messages received from higher headquarters in relation to incidents and accidents provide added information to clearly illustrate various problems and thereby making this study more complete.[28]

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28. History, 26th SRWg Flying Safety Section, for Mo. of Dec 1954, 26th SRWg Hist File.

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CHAPTER IV

MATERIEL

The end of December 1954, saw a total of 66 tactical type aircraft in possession of the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio, which was indicative of a regression of two (2) aircraft over the number possessed by this command at the end of November 1954.[1] This attrition was due to the assignment of two (2) YRB-47 aircraft on a specific project as directed by higher headquarters.[2]

During December, tactical aircraft were on hand for 59,801 hours and were maintained in-commission 37,839 hours.[3] This resulted in a monthly aircraft in-commission rate of 62.2 per-

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, December 1954, prep by Stat Svs, 801st AB Gp.
2. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: MDC 11125, 9 Dec 1954. Subj: "Dispatch 2 YRB-47 to Dobbins AFB" CL: SECRET Exhibit No. 11.
3. Rpt, "Form 110A, Mo. Rpt of A/C Opns, December 1954, prep by Stat Svs, 801st AB Gp.

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cent, and a monthly rate of time aircraft were flown of 3.4 percent. Aircraft possessed in November were on hand for 41,987 hours and were maintained in-commission 33,084 hours, for a monthly in-commission rate of 78.7 percent, and a monthly percentage of time aircraft were flown of 6 percent.[4]

This indicated an increase of 17,823 hours for the number of hours aircraft were on hand in December, an increase of 4,755 hours for the number of hours aircraft were maintained in-commission. A regression of approximately 16 percent in the percentage of time aircraft were in-commission, and a drop of approximately 4 percent in the percentage of time aircraft were flown.[5] The decrease percentage and number of hours aircraft were flown during this period was due to inclement weather and there was also a high number of aircraft due for periodic inspection during the month of December. The transfer of YRB-47 aircraft during the month after six (6) hours were utilized from the 25 hours programmed also aided the drop in flying hours performed. Periodic inspection activity also resulted in the increased hours shown for the number of hours aircraft were out of commission due to maintenance during this period.

4. Rpt, "Form 110A, Mo Rpt of A/C Opns, December & November 1954, prep by Stat Svs, 801st AB Gp.
5. Ibid.

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This period saw a total of 1,080 manhours utilized on YRB/RB-47 Mech. MTD compared to the 3,500 hours standard. Manhours utilized for this period decreased due to the liberal leave policy during the holiday season.[6]

The following is a statistical comparison of KC-97G/F and YRB/RB-47 aircraft operational and maintenance data as recorded in the 26th Strategic Reconnaissance Wing during the months of November and December 1954:[7]

KC-97G/F

	NOVEMBER	DECEMBER
Number Aircraft On Hand	21	21
Number Hours Aircraft On Hand	8,092	15,724
Number Hours Aircraft In-Commission	6,664	11,715
Number Hours Aircraft Flown	590	488
Percentage of Time Aircraft In-Commission	82%	74.5%
Percentag of Time Aircraft Flown	8%	4%
Number of Hours Aircraft Out of Commission Due to Maintenance	1,459	2,274
Number of Hours Aircraft Out of Commission Awaiting Parts	720	729
Number of Landings Made	275	156

6. Ltr, Hq 801st ADiv to Cmdr 2nd AF. Cite: 26CR. 12 Jan 1955. Subj: "SAC Management Control System Scores (RCS:2-AF-U2)". CL: SECRET. Exhibit No. 6.
7. Rpt, "Form 110A, Mo. Rpt of A/C Opns" November and December 1954, prep by Stat SVS, 801st AB Gp.

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YRB/RB-47

	NOVEMBER	DECEMBER
Number Aircraft On Hand	47	45
Number Hours Aircraft On Hand	33,895	34,086
Number Hours Aircraft In-Commission	26,420	26,124
Number Hours Aircraft Flown	1,415	833
Percentage of Time Aircraft In-Commission	77.9%	76.6%
Percentage of Time Aircraft Flown	5%	3%
Number of Hours Aircraft Out of Commission Due to Maintenance	5,742	5,179
Number of Hours Aircraft Out of Commission Awaiting Parts	660	580
Number of Landings Made	611	332

Of the total tactical aircraft possessed by the Wing during this period, Tech order compliance outstanding for YRB/RB-47 aircraft totaled 136, and 93 for KC-97F/G tanker aircraft. During this period a high number of aircraft (received new at the same time) became due for periodic inspection. However, due to high flying commitments during the first 15 days of December; inclement weather; shortage of skilled specialists and lack of hanger space, accomplishment in the required number of Tech Orders were limited.[8] During the early part of December this headquarters received information from Headquarters Second Air Force effecting a new report.

8. Ltr, Hq 801st ADiv to Cmdr 2nd AF. Cite: 26CR. 12 January 1955. Subj: "SAC Management Control System Scores (RCS: 2-AF-U2) CL: SECRET. Exhibit No. 6.

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Subject report was on H F Radio Installation (RCS: SAC-B52). This report supercedes SAC message UM6E 42850, 29 June 1954, (RCS: SAC E47).[9] Preparation of this report was to be in letter form and forward through 801st Air Division to Second Air Force and finally to SAC, Headquarters.

The High Frequency Radio Installation status of aircraft possessed by this Wing revealed that six (6) RB-47 aircraft have complete AN/ARC systems installed. Thirty-nine (39) RB-47s in addition to the two (2) YRB-47 aircraft assigned this Wing, have complete Collins 18S-4 systems installed.[10]

For the reporting period ending 20 December the Wing possessed eleven (11) KC-97Gs and ten (10) KC-97F with completely installed AN/ARC-8 equipment. Eleven (11) KC-97Gs tanker aircraft had partial AN/ARC-21 systems installed. Ten (10) KC-97F aircraft had one (1) each complete AN/ARC-8 plus one (1) each ART-13 plus one (1) each BC-454 installed.[11]

All aircraft assigned to the 26th Strategic Reconnaissance Wing possessed High Frequency capabilities. There were no aircraft of the wing with partial Collins 18S-4 or AN/ARC-8 installed.[12]

Recorded in the November inspection conducted by Second Air Force Inspector General, the 26th Strategic Reconnaissance Wing

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9. TWX, fr Cmdr 2nd AF to Cmdrs 38th, 801st, 806th, 813th, 72nd SRWg & 4002nd ABRGN. Cite: UM6D3 0436. 2 Dec 1954. Subj: "Report of H F Radio Installation". CL: Unclassified. Exhibit No. 15.
10. Ltr, Hq 26th SRWg to Cmdr 801st ADiv. Cite: 26AE. 22 Dec 1954. Subj: "Report of H F Radio Installation (RCS: SAC-B52) CL: CONFIDENTIAL. Exhibit No. 8.
11. Ibid.
12. Ibid.

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was reported delinquent in implementing Air Force Letter 121-10, subject: "Special Subjects for Inspection -- Maintenance and Inspection of Ejection Escape System, dated 16 August 1954.[13]

In compliance with the intent of this letter the Wing Director of Materiel directed that each of the three (3) reconnaissance squadrons survey the qualification of their maintenance personnel, and those who were not considered properly qualified on maintenance and inspection of the ejection escape systems would be scheduled, through Wing Ground Training Section, for attendance in the seat ejection class of the local MTD. This action was to be implemented not later than January 1955.[14]

13. Ltr, Hq SRWg to Cmdrs 3rd, 4th and 10th Strat Recon Squadrons Cite: 26TM. 22 Dec 1954. Subj: "Attendance ot Maintenance Personnel at the Seat Ejection Class, MTD." Unclassified. Exhibit No. 5.

14. Ibid.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF DECEMBER 1954

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director Of Personnel	SAMSON, GEORGE D.	Major
Director Of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director Of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wing	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

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Abbreviations Used in Aircraft Operations (Continued)

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

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History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observation of the Historian.

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LIST OF EXHIBITS

1. Quarterly Operational Readiness Report (RCS: 1-AF-V2) As of 2400 hours 31 December 1954. From 801st ADiv Comdr to Comdr Hq SAC and Hq 2nd AF. CL:SECRET.

2. 26th SRWg Policy Letter, 9 December 1954; Subj: Flight Line Security. Policy Ltr No. 21. Unclassified.

3. Ltr Hq 26th SRWg. Cite 26DP, 21 December 1954. Subj: Changes to T/O 1-1479P-S (TAC Sq's) and T/O 1-1179P-S (ARRF Sq). Unclassified

4. Ltr USAF, Wash.D.C. to Cmdr Hq SAC. Cite AFOMO 467j, 7 December 1954. Subj: Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units. UNclassified.

5. Ltr Hq SRWg to Cmdrs 3rd, 4th, and 10th Strategic Reconnaissance Squadrons. Cite 26DM. 22 December 1954. Subj: Attendance of Maintenance Personnel at the Seat Ejection Class, MTD. Unclassified.

6. Ltr Hq 801st ADiv to Cmdr 2nd AF. Cite 26CR. 12 January 1955. Subj: SAC Management Control System Scores (RCS: 2-AF-U2) CL: SECRET.

7. Ltr Hq 2AF to Cmdr 801st ADiv. ATTN: 26th SRWg. Cite KBS. 30 December 1954. Subj: Air Training Report.(RCS: SAC-T12) CL:CONFIDENTIAL.

8. Ltr Hq 26th SRWg to Cmdr 801st ADiv. Cite 26AE. 22 December 1954. Subj: Report of H F Radio Installation. (RCS: SAC-E52) CL: CONFIDENTIAL.

9. TWX, fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DPLM 2866, 17 December 1954. Subj: Reorganization of 26th SRWg and 91st SRWG Armament and Electronics Maintenance Squadrons. Unclassified.

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LIST OF EXHIBITS (Continued)

10. TWX, fr Cmdr SAC to Cmdr 2nd AF, Info Cmdr 801st AD. Cite: DOOPO 7598. 1 December 1954. Subj: Installation of K-30 In YRB-47 Acft, 26th SRWg. CL: SECRET.

11. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: MDC 11125, 9 December 1954. Subj: Dispatch 2 YRB-47 to Dobbins AFB. CL: SECRET.

12. TWX, fr Cmdr SAC to Cmdr 2nd AF. Info Cmdr 801st ADiv. Cite: DOOPO 7878, 10 December 1954. Subj: Request for Second YRB-47 to be Dispatched to Dobbins AFB. CL:SECRET.

13. TWX, fr Cmdr SAC to Cmdr 2nd AF. Info Cmdr 801st ADiv. Cite: DOTRFC 7970. 13 December 1954. Subj: Proposed Training Program to Support RB-47 Special Project Activity Assigned 26th SRWg. CL: CONFIDENTIAL.

14. TWX, fr Cmdr 2nd AF to Cmdr SAC. Info 801st ADiv. Cite: OTA 11274. 21 December 1954. Subj: Training Program for Sqdn in 26th SRWg Assigned Special Project. CL: CONFIDENTIAL.

15. TWX, fr Cmdr 2nd AF to Cmdrs Adivs: 38, 801, 806,813, 72 SRWg & 4002 ABRCN. Cite: DM6D3 0436. 2 December 1954. Subj: Report of H F Radio Installation. CL: Unclasified.

16. TWX, fr Cmdr SAC to Cmdr 2nd AF. Infor Cmdr 801st ADiv. Cite: DOTRFC 8603. 30 December 1954. Subj: Interim Training of the 4th Sqdn. CL: CONFIDENTIAL.

17. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of December 1954. (RCS:3-SAC-T12) CL:CONFIDENTIAL.

18. 26th ARSq Cmdr's Remarks to Section H of Air Training Report for the Month of December 1954. (RCS: 4-SAC-T12) CL: CONFIDENTIAL.

19. 26th SRWg Cmdr's Remarks to Part IV of Air Training Report for the Month of December 1954.(RCS: 4-SAC-T12) CL: CONFIDENTIAL.

20. 26th SRWg, Weekly Aircraft Requirement Record for the period 6 thru 19 December 1954. CL: Unclassified.

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SAC Form 124
15 Mar 53

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

QUARTERLY OPERATIONAL READINESS REPORT
(RCS: 1-AF-V2)
AS OF 2400 hours 31 Dec 54
(date)
FOR: 801st Air Division
(unit)

AUTH: Comdr, 801st ADiv
DATE: 5 Jan 55
NAME: s/Wheless
s/ Hewitt T. Wheless
t/HEWITT T.WHELESS, Brig Gen
Commanding Officer USAF

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UNIT	LOCATION	CO's ESTIMATE	PERSONNEL ASSIGNED (OTHER THAN CREWS)	PERSONNEL OF READY (OTHER THAN CREWS)	T/O EQUIP ASSIGNED (OTHER THAN ACFT)	T/O EQUIP OF READY (OTHER THAN ACFT)	TYPE / MODEL ACFT POSSESSED	ACFT POSSESSED DURING LAST MONTH IN QUARTER	OF READY ACFT POSSESSED DURING LAST MONTH IN QUARTER	TACTICAL AIRCREWS ASSIGNED	OF READY TACTICAL AIRCREWS AVAILABLE	FORECAST FROM SELECTED UNITS		
A	B	C	D	E	F	G	H	I	J	K	L	N	O	P
801st ABGp	Lockbourne	6	10	9	8	9								
801st B-T	Lockbourne	9	9	9	9	10								
26th SRWg	Lockbourne	6	9	8	9	8						7	7	7
26th Tac Sqs	Lockbourne	7	10	8	9	8	YRB/RB-47E	10	9	8	6	7	7	7
26th Maint Sq	Lockbourne	7	10	8	9	8								
26th TAC Hosp	Lockbourne	8	10	8	10	9								
26th ARSq	Lockbourne	7	9	9	9	9	KC-97F&G	10	10	8	7	7	7	7
91st SRWg	L ockbourne	6	10	9	9	9						7	7	8
91st Tac Sqs	Lockbourne	7	10	9	9	9	RB-47E	10	9	8	5	7	7	8
91st Main Sq	Lockbourne	9	10	9	9	9								
91st TAC Hosp	Lockbourne	8	10	9	9	9								
91st ARSq	Lockbourne	7	10	10	9	9	KC-97F&G	10	10	8	6	7	8	8

Column M - REMARKS:

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S-18

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Quarterly Operational Readiness Report, 801st Air Division, Lockbourne Air Force Base, Columbus 17, Ohio, as of 31 December 1954. Attachment #1 to SAC Form 124.

Column "M" - Remarks Section

801st ARGp - (A) Mission: Support. (B) Commander's estimate of 6 is cause by the lack of authorized arctic personnel equipment (reference my msg, CRR 1753, 15 Nov 54 and my msg, BM 470, 17 Dec 54). Non-available equipment has been requisitioned. The Commander's estimate is restricted only by column "F" and with receipt of equipment to the authorized level column "C" will be increased to 9.

801st Recon Tech Sq - (A) Mission: Operation.

26th SRWg - (A) Mission: Preparation. (B) Wing Commander's estimate of 6 is restricted by Air Base Group Commander's estimate. Without the Air Base Group Commander's restriction the Wing Commander's estimate would be 7.

26th TAC Squadrons - (A) Increase in item "J" due to the increase in operational readiness of aircraft. (B) Items "K" and "L" are based on 1.5 to 1 crew to aircraft ratio. (C) Items "K" and "L" regreased due to increased crew authorization without the corresponding increase in crew assignments and operational readiness.

26th Air Refueling Sq - (A) Items "K" and"L" are based on 1.5 to 1 crew to aircraft ratio. (B) The decrease in column "D" due to the loss of assigned personnel; currently assigned 93% of authorized. Gain of 5 personnel; loss of 7 personnel due to PCS (2) and separation (5). The 5 separations were in the 4315X career field. (C) Item "G" restricted by shortage of passenger survival equipment; however, shortage is not considered serious. (D) Decrease in item "L" caused by increased authorization without the corresponding increases in operational readiness of aircrews.

26th Maint Sqs - (A) Item "E" is restricted by the shortage of qualified personnel in primary AFSC's. Shortages are: AFSC's 43250 and 43230 - 12 personnel less than authorized and 14 additional being seperated within the next six (6) months; AFSC 43251- 7 personnel due for separation within the next 6 months; AFSC 43231- 6 personnel less than authorized and 5 additional personnel being separated in January 1955.

91st SRWg - (A) Mission: Preparation. (B) Wing Commander's estimate of 6 is restricted by the Air Base Group Commander's estimate. Without the Air Base Group Commander's restriction the Wing Commander's estimate would be 7. (C) Increase item "P" based on predicted increase in TAC and ARSqs Aircrew combat readiness.

91st TAC Squadrons - (A) Increase in item "J" is due to increase in operational readiness of aircraft. (B) Items "K" and "L" is based on 1.5 to 1 crew to aircraft ratio. (C) Increase item "P" based on predicted increase in aircrew combat readiness.

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Quarterly Operational Readiness Report, 801st Air Division, Lockbourne Air Force Base, Columbus 17, Ohio, as of 31 December 1954. Attachment #1 to SAC Form 124. Column "M", Remarks Section, cont.

91st Air Refueling Sq - (A) Items "K" and "L" are based on 1.5 to 1 crew to aircraft ratio. (B) Increase items "O" and "P" are based on predicted increase in aircrew combat readiness.

801st Air Division Commander's Remarks - Concur with above indices as explained by applicable comments. Reference decrease in item "D", 26th Air Refueling Squadron. Personnel Losses were losses from the command with no qualified replacements.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

WING POLICY LETTER)
NUMBER 21)

9 December 1954

2

FLIGHT LINE SECURITY

(Supersedes Wing Policy Letter 21, 20 Mar 54, 21A, 30 Mar 54, and 21B, 25 May 54)

1. To insure an adequate and uniform system of circulation control, security of Category I and Category II items, the following policy will become effective immediately.

a. Security Forces Commander will be responsible for enforcing Circulation Control and security of Category I and Category II items in the Cantonment Area, at the flight line fence, into, out of, and within the restricted areas during all non-duty hours.

2. Tactical and Maintenance Squadron Commanders will be responsible for the security of all Category I and Category II equipment and material within their respective areas during normal duty hours insuring through vigilance, while performing duty in or near areas containing such category items, that unauthorized personnel do not have access to these indispensable items. Tactical Squadron Commanders will furnish one (1) man per squadron for the purpose of maintaining entry point guard station. Additional armed guards will be furnished on a basis of one (1) per aircraft where aircraft is parked in assigned squadron area. Tactical Squadron Commanders will be responsible for the posting of entry point guards within their respective areas of responsibility, and will furnish the necessary relief for entry point guards during mess hours or any other time relief may become necessary. A roster indicating name, rank, serial number of scheduled entry point guards will be submitted to the Security Control Section NLT 1600 hours each Friday.

3. Tactical Squadron Commanders finding it necessary to utilize security gate number nine (9) at any time other than normal duty hours may procure the security gate key from the Base Security Control Section. A roster indicating the names, rank and serial number of all officers authorized to procure security gate key will be submitted to Security Control Section.

4. Support Squadron Commanders will furnish one (1) armed guard each per aircraft parked in their respective areas.

a. All personnel assigned duty as security guards will demand a receipt for all personnel apprehended and turned over to Base Security Forces.

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b. All personnel will be alert for:

(1) Unusual or suspicious action by any individual, either known or unknown.

(2) Changes from any normal procedures of any kind, e.g., placing of items on or in Category I and II areas, methods of accomplishing work, delivery of equipment and parts.

c. Designated aircraft guards will insure that only the following will be permitted access to aircraft when known or properly identified as having the right and need.

(1) Authorized and recognized command personnel, authorized flight crew members, ground crew members, properly requested specialists requested by Crew or Dock Chiefs, possessing properly prepared specialists job records or work orders and displaying proper identification.

(2) They know or can identify all individuals making parts delivery or servicing aircraft.

d. Maintenance specialist dispatchers will insure that all specialist job records are made in ink or indelible pencil, changes, erasures, and alterations are signed by the dispatcher. Specialist job records bear the signature of the dispatcher, specialist job records be limited to one (1) aircraft each, the name of the specialists is entered in the appropriate space on specialist job record. Inspectors and all other personnel who are authorized access to restricted areas who do not have a valid work order request or a specialist job record bearing the signature of the dispatcher, or are not known to the guard, will report to the engineering officer or squadron security officer, prior to gaining access to restricted areas.

5. Visual determination as to responsibility for the security of the aircraft.

a. A blue cloth streamer 6' X 8" will be displayed from the nose and tail of each aircraft when the responsibility for the security of the aircraft is vested in the maintenance units. Maintenance units will be responsible for security when the aircraft has maintenance personnel working on it.

b. A white cloth streamer 6' X 8" will be displayed from the nose and tail of each aircraft when security is the responsibility of the Security Forces.

c. The Crew Chief of each individual aircraft will maintain the blue and white cloth streamers as individual equipment and will make the necessary changes in streamers upon transfer of aircraft security responsibility. Such changes will be coordinated with the R&D Team responsible for that particular area.

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26th Wing Policy Letter 21, 9 December 54, FLIGHT LINE SECURITY (cont'd)

d. Streamers will accompany aircraft for use at all other 2nd AF stations.

6. All personnel, 26th Strategic Reconnaissance Wing, assigned to duty as armed security guards will be qualified in the proper handling of the weapon they are to be armed with including all the safety regulations for the weapon.

7. All security guards, prior to going on guard duty, will be issued five (5) rounds of ammunition for the weapon with which they are armed.

8. Weapons will not be carried with cartridges either in the chamber or receiver "except" when this is directly ordered. When loaded they will be carried locked.

BY ORDER OF THE COMMANDER:

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) SAC
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26DP 21 December 1954

SUBJECT: Changes to T/O 1-1479P-S (Tac Sq's) and T/O 1-1179P-S (AREF Sq)

1. The following presents the changes, by number and AFSC's concerned in the table of organization of the Jet Squadrons as Authorized by GO 76, 8 Nov 54, HQ SAC.

a. Airmen:

AFS & AFSC		AUTH BY OLD T/O	AUTH BY NEW T/O	INCREASE	DECREASE
A/C Mech B-47	(43151E)	32	50	12	
A/C Jet Eng Mech	(43250)	12	0		12
Apr Grd Power Mech	(47134)	1	0		1
Apr Grd Power Elect	(47135)	1	0		1
Grd Powere Mech	(47154)	1	0		1
Grd Power Elect	(47155)	2	0		2
Grd Powere Tech	(47171)	1	0		1
Clerk	(70250)	3	2		1
Personnel Specl	(73251)	1	2	1	
Apr Su urv & Personnel Equip Specl	(92230)	1	0		1
Surv & Pers Equip Specl	(92250)	1	2	1	
Surv & Pers Equip Supv	(92270)	0	1	1	
		62	57	15	20

(1) A net decrease of 5 Amn reducing total AUTH from 105 to 100.

b. Officers:

AFS & AFSC		AUTH BY OLD T/O	AUTH BY NEW T/O	INCREASE	DECREASE
Observers	(1525F)	15	17	2	
Pilots AOB	(1245)	32	30		2
		47	47	2	2

(1) The two (2) additional 1525F positions are the Sq Observers and Ass't Sq Observers.

(2) In addition to the above the crew ratio was modified to 1.5 which increases the 1245's (crew types) from 36 to 44 and the 1525F's (crew types) from 18 to 22.

2. The Wing is now authorized 77 Officers per TAC Squadron an increase of 12, all of them are crew types.

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3. The following presents the changes, by number and AFSC's concerned in the T/O of the Air Refueling Squadrons, authorized by GO 74, 8 Nov 54, Hq SAC.

a. Airmen:

AFS & AFSC		AUTH BY OLD T/O	AUTH BY NEW T/O	INCREASE	DECREASE
A/C Mech	(43131B)	22	21		1
A/C Recip Eng Mech	(43251)	16	15		1
Coleman Operator (Apr)	(60330)	0	1	1	
Coleman Operator	(60350)	0	1	1	
Grd Power Mech	(47154)	1	0		1
Clerk	(70250)	3	2		1
Personnel Specl	(73251)	1	2	1	
Apr Surv & Pers Equip Specl	(92230)	1	2	1	
Surv & Pers Equip Specl	(92250)	2	3	1	
Surv & Pers Equip Supv	(92270)	0	1	1	
		46	48	6	4

b. Crew ration increased from 1.25 (25 crews) to 1.5 (30 crews)

(1) Increase due to the modification:

Pilot Bomb	(1234C)	10
Navigator	(1534A)	5
Abne Radio Oprs	(29353)	5
Boom-Oprs	(43350)	5
Refueling Tech	(43370)	5
Flight Engineers	(43371)	5

(2) The above increases the total Pilots (1234C) from 50 to 60, Navigators (1534A) from 26 to 31, Radio Oprs (29353) from 25 to 30, Boom-Oprs (43350) from 25 to 30, Refueling Tech (43370) from 25 to 30 and Flight Engineers (43371) from 25 to 30.

4. The Air Refueling Sq is now authorized a total of 100 Officers, which is an increase of 15 (crew type) officerss. The airmen authorization is now 250 which is an increase of 22 of which 22 are crew types.

" A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
Major,. USAF

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DEPARTMENT OF THE AIR FORCE
WASHINGTON 25 D. C.

AFOMO 4675 7 December 1954

SUBJECT: Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units

TO: Commander, Strategic Air Command

1. The following units will be reorganized on or about 8 January 1955, as indicated:

Unit	T/O Composition	Authd Str Off	Authd Str WO	Authd Str AMN
*	*		*	
Armt & Elect Maint Sq 26, 91	1-7475P-S, 1 Jul 54, 1 x parts II, IIA	12	1 (each)	360
*	*		*	

2. Personnel will be furnished from sources under control of the Commander, Strategic Air Command.

3. The above units while in the ZI are authorized Unit Essential Equipment as listed in the MEAL. The UME column of the UAL's will be prepared based on column 3A of the MEAL and above T/O compositions. These units while in the ZI are authorized additional equipment as indicated in the USE column of their approved UAL's. Information required for computing the UME column of the UAL's is indicated below:

UME Column of UAL	ECL
Armt & Elect Maint Sq * 26, 91	20-00-24 (Suppg 45 RB-47 and 20 KC-97 acft, each)

4. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Report Control Symbol AF-01) in compliance with current instructions.

5. Thirty (30) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D. C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

s/E. E. Toro
E. E. TORO
Colonel, USAF
Air Adjutant General

A TRUE EXTRACT COPY:

s/A.C.Henss, Jr
t/A. C. HENSS,Jr
Lt Colonel USAF
Manpower and Organuzation Officer

A TRUE COPY.
Charles A. Wright
Charles A. Wright
Major, USAF

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

26IN DEC 22 1954

SUBJECT: Attendance of Maintenance Personnel at the Seat Ejection Class, MTD

TO: Commander, 3rd Strat Recon Squadron, Lockbourne AFB, Ohio
Commander, 4th Strat Recon Squadron, Lockbourne AFB, Ohio
Commander, 10th Strat Recon Squadron, Lockbourne AFB, Ohio

1. In the recent inspection by the Second Air Force Inspector General, the 26th Strat Recon Wing was reported delinquent in implementing Air Force Letter 121-10, subject: Special Subject for Inspection--Maintenance and Inspection of Ejection Escape System, 16 August 1954 (copy attached). During the period of inspection there were only ten maintenance personnel attending the seat ejection class at MTD.

2. To comply with the intent of Air Force Letter 121-10, you are directed to survey the qualifications of your maintenance personnel, and those who are not considered properly qualified on maintenance and inspection of the ejection escape systems will be scheduled, through Wing Ground Training Section, for attendance at the seat ejection class of the MTD.

3. This action will be implemented no later than January 1955.

BY ORDER OF THE COMMANDER:

1 Incl:
Cy AFL 121-10
16 Aug 54

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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C O P Y

AFL 121-10

DEPARTMENT OF THE AIR FORCE
WASHINGTON 25, D. C.

AIR FORCE LETTER) 16 August 1954
NO. 121-10)

SUBJECT: SPECIAL SUBJECTS FOR INSPECTION--Maintenance and Inspection of Ejection Escape Systems

TO: Commanders, All Air Force Activities, down to and Including Bases

1. Purpose and Scope. This Letter is issued to emphasize to inspection personnel the importance of strict compliance with all Air Force directives relative to jet aircraft ejection escape systems. Special attention is directed to thorough training of and proper utilization of personnel schooled in the special instruction courses established on the subject. These include catapultic, initiator, and rigging devices with additional specific instructions applicable to individual aircraft model designs.

2. Deficiencies. Although during the year 1953 the Air Force experienced the lowest jet aircraft accident rate in its history, the relative number of major and fatal injuries from jet aircraft accidents was markedly in excess of those for the Air Force as a whole, when all types of aircraft were considered. One factor which contributed materially to these fatal and major injuries was failure of the ejection escape systems to function properly. In some cases this has been due to improper operation by crew personnel and unfamiliarity with the systems of operating and maintenance personnel.

3. Action Required. In recognition of these factors and in order that commanders and inspection personnel may be familiar with and may appropriately check these major trouble areas, the following points are presented for guidance:

a. Aircraft ejection and canopy systems should be checked to ascertain whether all applicable Technical Order have been accomplished and if appropriate aircraft form entries have been made.

b. Maintenance personnel should be interrogated to determine if rigging instructions are readily available and are clearly understood.

c. Physical spot check inspections of the systems should be made to determine whether chafing, binding, mis-routing or excessive travel in linkage exists.

d. Personnel should be queried on their ability to recognize inferior, faulty and defective components which may have entered the supply system.

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e. Unsatisfactory reports prepared on subject components by operating organizations should be examined to determine that sufficient factual data are presented to assist the Air Materiel areas in analysis of the problem.

f. Maintenance personnel should be advised that exhibits of unsatisfactory components should not be disassembled or tampered with prior to being forwarded to the prime Air Materiel areas for analysis.

g. Commanders should be queried to determine if sufficient qualified personnel are available and if all personnel trained in these systems are properly assigned.

h. Aircraft crew members should be queried on their familiarity and understanding in operation of all components of the systems. Specific areas are safety pins and ejection seat handle operation.

i. Supervisory personnel should determine if physical spot checks of operation of safety belt release mechanisms are being accomplished periodically.

j. Supervisory personnel should keep a constant check on the ability of graduates of Air Training Command courses with respect to knowledge on seat ejection and canopy removal equipment, and advise the Air Training Command of any training deficiencies.

k. Major air commands should insure that unit commanders are actively promoting On-the Job Training and Unit Training Programs on this equipment for both maintenance and aircrew personnel. If current problems are being encountered, it is recommended that the major air commands form a team of highly qualified officer and airmen personnel to survey and advise units within their commands on this equipment.

l. Reports will be submitted in accordance with AFR 123-8.

4. References. Attention is invited to the following correspondence and information on this subject as aids in proper maintenance, inspection, and operation of ejection mechanisms. These are in addition to technical publications.

a. Study by Air Training Command, title, "Jet Aircraft Emergency Ejection Training Survey," dated 15 January 1954, which was forwarded to all ZI and oversea commands.

b. The following special training courses are currently being conducted by Air Training Command:

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COURSE NO	AFSC IND	TITLE
SSL6250-2	L6250 or higher	Munition Assembly Seat and Canopy Ejection
SSL3151H-7	L3151-H or higher	Canopy and Seat Ejection Systems

c. Training on aircraft seat and canopy ejection equipment is given to aircraft mechanics in the basic courses ABL3131H and ABL3131J. It is also given to aircraft mechanics in all special courses being conducted on new jet aircraft, and training on explosive elements is given to weapons and munitions personnel in the basic course ABL6230.

d. AFR's 50-9 and 52-2 provide for special training and On-the-Job Training Advisory Assistance by Air Training Command on request.

e. Trained technicians are available at all Air Materiel areas to lend assistance in the maintenance and inspection of emergency egress systems when requested by the major air commands.

f. Ordnance will provide qualified personnel to assist commands when so requested through the Commander, Warner-Robins Air Materiel Area.

5. Expiration Date. This will be a Special Subject for Inspection until 30 June 1955, at which time this letter will be rescinded and removed from the active file of Special Subjects.

BY ORDER OF THE SECRETARY OF THE AIR FORCE

s/K. E. Thiebaud
t/K. E. THIEBAUD
Colonel, USAF
Air Adjutant General

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SECRET
AUTH: CMDR 26th SRW
Date 11 Jan 55
Name s/L.A.Myers

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26CR 12 Jan 1955

SUBJECT: SAC Management Control System Scores
(RCS: 2-AF-U2) (Unclassified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

6

1. In accordance with Second Air Force Regulation 170-2, 16 March 1954, the following estimated scores as of 31 December 1954 are submitted for the 26th Strategic Reconnaissance Wing (M): (Unclassified)

A. PERSONNEL

1. Manning in Required Specialties:

	Authorized	IRS	% IRS	% of Max. Score
Officers:	428	377	88	70
Amn Spec:	1114	858	70	10
Amn Supt:	404	333	82	50

(Secret)

2. AWOL Rate:

	December	% of Max. Score
No. AWOLs	0	
Strength	2209	100

(Secret)

3. Ground Safety:

	December	% of Max. Score
Mil Lost Time Acdt	2	
Mil Man Days	68479	
Civ. Lost Time Acdt	0	
Civ. Manhours	344	
Gov't Veh Acdt	0	
Govt Veh Mileage	10903	
Ground Safety Index:	2.9	
Acdt Cost Index:		
Accident Cost	$450	
Mean Strength	2209	
Acdt Cost Index:	.2	100

(Secret)

SL-0117

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4. Reenlistment Rate:

	Disch.	Reenlistments	Rate	% of Max. Score
December	19	7	36.8	40

(Secret)

5. MTD Utilization

	December	% of Max. Score
B/RB-47 Mech	1080	30.8

(Secret)

B. MATERIEL

1. Flying Hours Del. as a percentage of Reqd

	Utilized	Required	% of Max. Score
December	1321	1496	88.3

(Secret)

2. Report of Survey

	No. Surveys	$ Cost	Civ Strnt	Mil Strnt	Avg $ Cost	Rate Per 1000	% of Max. Score
December	7	653.37	3	2175	93.33	3.21	70

(Secret)

3. Tech Order Compliance YRB/RB-47 & KC-97 for Dec.

	YRB/RB47	Points	KC97	Points
No. of Acft Possessed	45		21	
Standard M/Hrs Rqd.	253		757	
Score for Item A:	5.6	15	36.04	10
TO Unit Comp Outstanding	136		93	
Score for Item B:	3.02	20	4.42	20
Standard M/H Workload Accomp	1084		225	
Score for Item C:	.23	15	3.36	0
TO's NCW w/in 180 days after rec.	1+		1+	
Score for Item D:		0		0
Total Score:		50		30

$$\frac{(45 \times 50) + (21 \times 30)}{66} = \frac{2880}{66} = 43.6 \text{ points} = 72.6\%$$

(Secret)

C. UNIT SIMULATED COMBAT MISSION

No USC Mission flown during the month of December.

(Unclassified)

D. FLYING SAFETY:

	No of Acdt	Hrs Flown	Acdt Rate	% of Max.
December:	0	1320	0	100

(Secret)

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E. PHYSICAL CONDITIONING

	No of Combat Crew Pers Asgd.	No. of Combat Crew Pers Comp Cum Hrs Rqmt	% of Crew Pers Comp	% of Max. Score
Dec.	377	129	34.2	10

(Secret)

2. Reason for points lost:

a. MIRS - AIRMEN: There are 1114 airmen in direct support AFSCs authorized of which 858 are assigned by utilization AFSC producing a %IRS of 70%. The major limiting factor in this category is the shortage of "7" level personnel. There are 44 airmen in indirect support AFSCs authorized of which 333 are assigned by utilization AFSC. This produces a %IRS of 82. Shortage of "5" and "7" level personnel is the major limiting factor. (Secret)

b. MTD UTILIZATION: 1080 manhours were utilized on the B/RB-47 Mech. MTD compared to the 3500 hour standard. Manhour utilization for the month decreased due to the liberal leave policy during the holiday season. (Secret)

c. FLYING HOURS AS A % OF REQUIRED: Of 1496 hours required 1321 were utilized producing 88.3% of max. Points were lost as a results of (1) The cancellation of flying due to weather prior to the holiday season and (2) The transfer of YRB-47s on 10 December after six hours were utilized from the 25 hours programmed for that type aircraft. (Secret)

d. TECH ORDER COMPLIANCE: Ahigh number of aircraft (recevied new at same time) have become due for periodic inspection in a short time period. High flying commitments during the first fifteen (15) days of December in preparation for the holiday period; inclement weather; shortage of skilled specialists and lack of hanger space have limited the accomplishment of required number of Tech Orders in addition to other required maintenance. (Secret)

e. PHYSICAL CONDITIONING: Points were lost due to the liberal leave policy during the holiday season. (Uncl)

FOR THE COMMANDER:

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Charles A. Wright
Charles A. Wright
Major USAF

t/GABRIEL R. SZABO
Captain USAF
Assistant Adjutant

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HEADQUARTERS
SECOND AIR FORCE
Barksdale Air Force Base, La

KBS

SUBJECT: Air Training Report, RCS: SAC-T12 30 Dec 1954

TO: Commander
801st Air Division
Lockbourne Air Force Base
Ohio
ATTN: 26th Strategic Reconnaissance Wing

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

s/Dan W. Rulien
t/D. W. RULIEN
Lt Colonel, USAF
Acting Deputy Director of Comptroller

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Charles A. Wright
Charles A. Wright
Major

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TO Unclassified

26CL 11-1 CONFIDENTIAL CL-0029

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated November 1954

ITEM FROM SAC-T12, AND STAFF ACTION:

10a. "Maximum external gross weight hookups: 2AF msg ODD 9600 dated 23 Aug 54, subject: 2AF Operations Order 33-54 dated 21 Aug 54 directs that this wing will not deploy RB-47 aircraft equipped with external tanks. External tanks were removed prior to initial deployment on 13 Sept 54. Redeployment of wing personnel to home base continued through 10 Nov 54. The reinstallation of external tanks is being accomplished; however time required for this installation precluded the accomplishment of maximum external gross weight hookups during the training quarter. Due to the conditions cited above, which were beyond this wing's control, a request for waiver of maximum external gross weight hookups for the recent training quarter was submitted. This was disapproved by confidential message 2AFOTA 10976 dated 29 Nov 54.
It is requested that this recommendation for waiver be reconsidered."

REMARKS: 2AF confidential message 2AFOTA 10976 dated 29 Nov 54 suggested that the problem of obtaining the max external weight hookups be covered in the T12 so that Headquarters SAC could consider at that time whether or not relief should be granted. In view of the value of the heavy weight air refueling training, this Headquarters did not consider it advisable to recommend to SAC that the requirement be waived. It was felt that every effort should be made to obtain as many of these heavy weight transfers as possible.

Director of Operations

Signed
t/EVERETT W. HOLSTROM, Col, USAF 28 Dec 54
s/ Everett w. Holstrom

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 November 1954

ITEM FROM SAC-T12, AND STAFF ACTION:

PART V, Para (9) (b)

Reference comments to SAC T-12 Report for month of September 1954.

Projected inputs to 801st Air Division are sufficient to compensate for losses and to maintain present manning level in the administrative sub-field.

Based on 4 month retainability 801st Air Division is well over 100% manned in 603 sub-field. Records this Hqs indicate 6 projected inputs in 601 sub-field to 801st Air Division, 2 of which are 7 level. Gains in 64 field are sufficient to compensate for losses and to maintain the current manning level which is comparable to the command average.

D/Personnel s/ R.L.Jones, Lt Col. 22 Dec 54

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

WING 26th Strategic Reconnaissance Wing SAC-T12 November 1954

ITEM FROM SAC-T12, AND STAFF ACTION:

Para 9a: This headquarters has no record of request for supply assistance concerning items described. Recommend your station base supply officer take supply action in accordance with SAC Reg 67-3 dated 15 July 1954. Upon receipt of request for supply assistance, this headquarters will take necessary action to effect delivery of required items.

Para 10b: The Oct-Nov L1-42 Airborne Photographic Equipment Analysis Report for the 26th SRW, reportedseven indicated malfunctions. Of this number five were due to miscellaneous material failures, and one was due to overheating of film caused by excessive operation of the magazine during the mission. Operation of the magazine should have been minitored by the operator. The remaining malfunction is attributed to maintenance personnel error, as the magazine jammed due to the presence of forreign matter, which should have been removed prior to loading. The above cited report dose not indicate whether these malfunctions occurred during day or night missions, however, alllreported malfunctions are now being monitored in detailed through utilization fo the L1-42 Report. As yet, definite malfunction trends have not been established. Appropriate action will be taken by this headquarters when the solution is evident.

D/Materiel

s/ Robert R. McCrery
t/ ROBERT R. McCRERY
Colonel, USAF
Director of Materiel

23 Dec54

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26AE Dec 22, 1954

SUBJECT: Report of H F Radio Installation, RCS: SAC-B52

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. In compliance with Second Air Force Message DM6D3 0436 dated 2 December 1954 and SAC Message DM6B 40248 dated 1 December 1954, the following information is submitted:

PART I

a. Report is for the period ending 20 December 1954.

b. Report is submitted by the 26th Strategic Reconnaissance Wing (M).

c. This wing possessed two (2) YRB-47 aircraft, forty-five (45) RB-47 aircraft, ten (10) KC-97F aircraft and eleven (11) KC-97G aircraft.

PART II

a. Six (6) RB-47 aircraft have complete AN/ARC-21 system installed.

b. Thirty-nine (39) RB-47 aircraft have complete Collins 18S-4 system installed. Two (2) YRB-47 aircraft have complete Collins 18S-4 system installed.

c. Eleven (11) KC-97G aircraft have complete AN/ARC-8 installed. Ten (10) KC-97F aircraft have complete AN/ARC-8 installed.

d. Eleven (11) KC-97G aircraft have partial AN/ARC-21 system installed.

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Hq 26SRW (M), 26AE, Subject: Report of H F Radio Installations, RCS: SAC-E52

PART II (Continued)

e. No aircraft with partial Collins 18S-4 installed.

f. No aircraft with partial AN/ARC-8 installed.

PART III

All aircraft assigned to the 26th Strategic Reconnaissance Wing (M) have H F capabilities.

PART IV

Ten (10) KC-97F aircraft have one (1) each complete AN/ARC-8 plus one (1) each ART-13 plus one (1) each BC-454 installed.

FOR THE COMMANDER:

t/ GABRIEL R. SZABO
Captain USAF
Assistant Adjutant

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Major, USAF

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Action MANG
Infor 91W -2
26W -2
DDO -1

JWFKL D061
MM JEDBO
DE JWFKL 56
M 171740Z
FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
7 UNCLASSIFIED/DPLM 2866 INFO RECEIVED FR HQ SAC INDICATES 26TH
AND 91ST ARMT ELECT MAINT SQ W/B REORG UNDER T/O 1-7475P-S, 1 JULY 54,
1 X PART II AND II A, WITH AUTH STR 12 OFF, L WO, AND 360 AMN, EFF
1 JAN 55. AUTH FOR REORG IS LTR DAF, AFOMO, 467J, SUBJ: " REORG OF
THE 2ND ARMT ELECT MAINT SQ AND CERTAIN OTHER USAF UNITS",
7 DEC 54. CONFIRMING SAC GO FOL.
17/1801Z DEC JWFKL

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S E C R E T

ST-1970

JWFKL D 110
JEDMH A 222
OO JWFKL JEDBO 222
DE JEDMH
O 012328Z
FM COMDRSAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFOR ZEN/ COMDR OCAMA TINKER AFB OKLA CITY OKLA
JEDBO/COMDRAIRDIV 801 LOCKBOURNE AFB OHIO
JEDBO/COMDRSTRATRECONWG 26 LOCKBOURNE AFB OHIO
// S E C R E T/DOOPO 7598. DISPATCH ONE YRB-47 ACFT OF 26TH SRW TO
ARRIVE OCAMA NTL 1500Z (0900 CST) 3 DEC 54 FOR APRX 1 DAY TDY.
PURPOSE IS INSPECTION OF ACFT FOR PLANNED INSTALLATION OF K-30 CAMERAS
IN YRB-47 ACFT ASSIGNED 26TH SRW. CONTACT AT OCAMA COL HAWLEY, DEPUTY
RELEASE BY COL HAWLEY. LOCAL STA FUNDS APPLY
01/2336Z DEC JEDMH

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S E C R E T

JWFKL D427
OO JEDBO
DE JWFKL 57N
O 091730Z
FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/S E C R E T/MDC 11125. REF FONECON MAJ CAMPBELL UR HQ AND MAJ BOOTH THIS HQ. REQ U DISPATCH TWO (2) YRB-47 ACFT FROM LOCKBOURNE TO DOBBINS AFB MARIETTA GA. FIRST ACFT WILL ARRIVE NTL 10 DEC 54. SECOND ACFT WILL ARRIVE NTL 13 DEC 54. ACFT W/B DISPATCHED WITHOUT CAMERAS BUT WITH COMPLETE C-9 HOIST AND SLING. PURPOSE IS ROMAN I MODIFICATION OF ACFT. CREW CHIEF W/ACCOMPANY FERRY CREW AND REMAIN W/ACFT DURING MODIFICATION FOR APPROXIMATELY THREE MONTHS TDY. FERRY CREW W/RET HOME STA UPON DELIVERY OF ACFT TO AFPR, LOCKHEED ACFT CORP. LOCAL STA FUNDS APPLY.
09/1711Z DEC JWFKL

S E C R E T

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S E C R E T

JWFKL D 73
JEDMH A268
PP
JEDBO JWFKL 222
DE JEDMH 60
P 101608Z
FM COMDR SAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFO JEDBO/COMDRAIRDIV 801 LOCKBOURNE AFB OHIO
JEDBO/COMDRSTRATRECON 21 LOCKBOURNE AFB OHIO
ZEN/AFPR LOCKHEED ACFT CORP MARIETTA GA
ZEN/COMROCAMA OKLA CITY OKLA
S E C R E T/DOOPO 7878. AFPR INFO FO COL MCKAY. REQ YOU
DISPATCH; SECOND YRB-47 ACFT OF 26TH SRW TO DOBBINS AFB, FA TO ARR NTL
1200 EST, 13 DEC 54. ACFT W/B DISPATCHED W/C-9 HOIST, CHAIN AND SLING
AND LESS CAMERA FOR MODIFICATION ROANN I. CREW CHIEF W/ACCOMPANY
AND REMAIN W/ACFT FOR APRO 3 MONTH TDY. CREW W/B REID HOME STA UPON
COMPLETION OF FERRY MSN. LOCAL STA FUNDS APPLY.
10/1614Z DEC JEDMH

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JWFKL D010

CT-2015

JEDMH A013

RR JWFKL JEDBO 222
DE JEDMH 363
R 131884OZ
FM COMDRSAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LAN
INFO JEDBO/COMDRAIRDIV 801 LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L/DOTRFC 7970. THIS MSG IN PARTS. SUBJ:
PROPOSED TNG PROGRAM TO SUPP RB-47 SPECIAL PROJ ACTIVITY ASGD
26TH SHW. PART I. THIS HQ IS ANTICIPATING THE MODIFICATIONS OF PROV
CONTAINED IN SUPPL XI TO SAC REG 50-8, FMR SPECIAL PROJ CREWS. SINCE
THESE CREWS W/X EXPECTED TO PERFORM EQP AND TACTICAL TESTING FUNCTIONS OVER
AN EXTENDED PD OF TIME, A REDUCTIONS AND/OR REALIGNMENT OF TNG MIN RQR
TO FULLY SUPP THE SPECIAL ASGD MSN APPEARS NEC. IT IS REQ THAT A
PROPOSED OVERALL TNG CRITERIA FOR THIS CREW CAT BE FWD THIS HQ ASAP
PART II. SAC REPRESENTATIVES ATTENDING TNG CONFERENCE AT LOCKBOURNE AFB
16-17 DEC W/B PREPARED TO OUTLINE AND/OR OFFER ANY ADD TNG PROGRAM
GUIDANCE DESIRED IN FORMULATING REALISTIC TNG MIN RQR.
13/22A1Z DEC JEDMH

Action: 26 SRW - 2cys
DDO - 1 cy

Info: file - 1 cy

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Action 26 SRW- 2 cys
Info DDO - 1cy
File - 1 cy

JWFKL D65
MM JJEDMH JEDBO 222
DE JWFKL 59
M 211704Z
FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUTT AFB NEBR
INFO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
//CONFIDENTIAL//OTA 11274. REF URMSG DOTRFC 7970 DTD 13 DEC 54. SUBJ: TNG PROGRAM FOR SQ IN 26TH WING ASSIGNED SPECIAL PROJECT . REF CONVERSATION BETWEEN GEN WHELESS, COL ADAMS OF 801ST AD, L/COL BRIMBERRY, SAC, AND MAJOR GREENBERG, HQ 2AF. REQ THAT QUANTITY TNG OF SAC REG 50-8 AND PROVISIONS OF SAC MANAGEMENT CONTROL SYSTEM BE WAIVED FOR 4TH SQ OF 26TH WG UNTIL EQUIPMENT IS FULLY EVALUATED AND INSTALLED IN ALL ASSIGNED ACFT OF UNIT. TYPE TNG OF 50-8 WILL CONTINUE WITH ADDITION OF CHECK OUT AND TNG ACCOMPLISHMENT AND TACTICS DEVELOPMENT WITH NEW EQUIPMENT IAW AVAILABLE FLYING TIME. CONTRACTORS CONTROL OF EQUIPMENT FOR MAINTENANCE AND MODIFICATION MAKE IT IMPRACTICAL TO PLAN ON FLYING

Paraphase not required. Consult crypto center before declassifying.

CT-2046

PAGE TWO JWFKL 59

TIME AVAILABLE FOR 50-8 TNG: HOWEVER .IT IS THE DIVISION COMMANDER'S DESIRE THAT THE SQ MAINTAIN EWP ASSIGNMENTS AND PROFICIENCY. THE WG COMMANDER INSURES FULL EMPHASIS ON EWP TYPE COMUNCTIVE WITH AVAILABLE FLYING TIME. LEAD CREWS W/B FULLY RESPONSIBLE FOR REQUIREMENTS FOR SAC REG 51-26. NEW SUBJ. PENDING APPROVAL OF ABOVE REQUIESTED TNG PROGRAM, REQ STATUS OF UNITS SPECIAL EQUIPMENT FOR OCLUS MSMS. PARTICIPATION IN LEAP FROG BY PROPOSED LEAD CREWS IN 4TH SQ IS DESIRED. 21/1705Z DEC JWFKL

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JWFKL D 63

PP JEDBO JEDMP SUPVR JWFKL

/UNCLASSIFIED/SS 0333. FOL ZDK JWFKL D37 DE JWFKL 202. CTNG JEDMP 016 AND VOL TO JEDBO

JWFKL D037

PP JEDBO JEDKG JEDMP JESDL JESHN JESKH JESPA JESTU JLJAS 999
DE JWFKL 202
P 022200Z
FM COMAF 2 BARKSDALE AFB LA
TO ZEN/COMADIV 4 BARKSDALE AFB LA
TO JESDL/COMADIV 6 MACDILL AFB FLA
JESHN/COMADIV 383 HUNTER AFB GA
JESTU/COMADIV 801 LOCKBOURNE AFB OHIO
JESKH/COMADIV 806 LAKE CHARLES AFB LA
JESPA/COMADIV 813 PINECASTLE AFB FLA
JLJAS/COMSTRATRECONWG 72 RAMEY AFB PR
JEDKG/COMABREN 4002 CAMPBELL AFB KY
/UNCLASSIFIED/DM6D3 0436. FOGL SAC MSG IS QUOTED FOR UR NEC ACTION: "DM6B 40248, 1 DEC 54, SUBJ; RPT OF H F RADIO INSTLNS. FOLG RPT W/B SUBM BY EA WG OF UR COMD POSSESSING B/RB-36, B/RB6YRB-47 AND /OR KC-97 TYPE ACFT. RPT W/N/B CONSOLIDATED BY AIR DIV OR NRD AF HQ PRIOR TO TRANSMISSION TO THIS HQ. INITIAL RPT W/B FOR THE PERIOD ENDING 1DEC 54 AND SUBM BY TWX TO ARRIVE AT THIS HQ PRIOR TO 5 DEC 54. SUBSEQUENT RPTS W/B PREPARED MONTHLY WITH THE 20TH CALENDAR DAY OF EA MO BEING THE "AS OF DATE". REPTS AFTER THE 1 DEC RPT W/B SUBM IN

PAGE TWO JWFKL 202

LTR FORM THRU RESPECTIVE AIR DIV AND NRD AF, TO ARR AT THIS HQ PRIOR TO THE LAST CALENDAR DAY OF THE MO FOLG "AS OF DT". RPTS W/B CLASSIFIED CONFIDENTIAL. FORMAT FOR REPT W/B AS FOLLOWS: PART I. (A) AS OF DT

FOR RPT. (B) WG SUBM RPT. (C) NR OF B/RB-36, B/RB/YRB-47 AND/OR KC-97 TYPE ACFT POSSESSED. PART II. (A) NR OF ACFT WITH COMPL AN/ARC-21 SYS INSTL BY ACFT TYPE. (B) NR OF ACFT WITH COMPLETE COLINS 18S-4 SYS INSTL BY ACFT TYPE. (C) NR OF ACFT WITH COMPLETE AN/ARC-8 INSTL BY ACFT TYPE. (D) NR OF ACFT WITH PARTIAL ARC-21 INSTLN BY ACFT TYPE. (E) NR OF ACFT WITH PARTIAL 18S-4 INSTLN BY ACFT TYPE. (F) NR OF ACFT WITH PARTIAL ARC-8 INSTLN BY ACFT TYPE. PART III. ESTIMATES DT(S) ALL ACFT POSSESSED OF THE TYPE(S) CITED IN PART I, (C) ABOVE, WILL HAVE AAN H F RADIO CAPABILITY. PART IV. REMARKS: E.G. NR OF ACFT OF EA TYPE WHICH HAVE MORE THAT ONE TYPE HF RADIO COMPLETELY INSTL. RQRS OF THIS MSG SUPERCEDES SAC MSG DM6E 42850, 29 JUN 54, RCS: SAC-E-47. RCS ASIGNED THIS RPT IS RCS: SAC-E52." REQ AN INFO CY TO 1 DEC RPT BE FWDD THIS HQ ,ATTN: DM6D3.
02/2232Z DEC JWFKL

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Action: 91SRW 2cys
26SRW 2 cys
Info DDO 1 cy
File 1 cy

JWFKL D50
JEDMH A102
RR JWFKL JEDBO 222
DE JEDMH 518
R 302223Z
FM COMDRSAC OFFUTT AFB
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFO JEDBO/COMDRIDIV 801WLOCKBOURNE AFB OHIO
/CONFIDENTIAL/ DOERFC 8603. URMSG OTA 11274. 21 DEC 54. THIS
MSG IN 4 PARTS. PART I. FOL INTERIM TNG DIR W/Z APPHTO 4TH SQ
WITH 8RW, EFF 1 JAN 55. (A) IT ISPOLICY THIS HQ THAT WAIVERS TO
SAC REG 50-8 TMG MIN WILL NOT BE AUTH. THIS HQ IS AWARE THAT
DIFFICULTIES WILL CUTAILACCOM OF 50-8 RQR. EXTENT TO WHICH SP
PROJ INTERFERES W/NOMAL TNG REPT FOR CONSIDERATION BY THIS HQ IN
ASSESSING UNITS TNG STATUS. BY 1 PAR A SPECIFIC TNG PROGRAM FOR
THIS SQ W/B FWB. (B) PROV CONTAINED IN SAC REG 51-26 WILL CONTINUE
IN EFF FOR LEAD AND SELECTT SELECT CREWS. (C) A SATISFACTORY PROFICIENCY

16

CT-2085

PAGE TWO JEDMH 518

STD W/B MAINTAINED TO SUP EWP ASG. PART II. NO CURR PLANNING EXISTS
IN THIS HQ FOR UNITS DEPLOYMENT OCLUS. THIS PRESENT PLANNING IS
SUBJ TO CHANGE STATUS DEPENDING UPON FUTURE OPNL RQR; THEREFORE, THE UNITS
SP EQUIPMENT STATUS W/B GIVEN CONSIDERATION IN ANY FORTHCOMING OCLUS
MSN PLANS. PART III. ~~THIS HQ INTERPOSES NO OBJECTION TO PARTICIPA-~~
/ THIS HQ INTERPOSES NO OBJECTION TO PARTICIPA-
TION IN LEAP FROG PROV NO INTERFERENCE IS PRESENTED TO COMP OF SP
PROJ. PART IV. REQ RQR ESTB IN THIS HQ MSG DOTRFC 797 ON 13 DEC 54 HBE
IMPLEMENTED SUBJ TO INSTL AND PROPER EVAL OF SP PROJ EQUIP ON ASG ACFT.
30/2333Z DEC JEDMH

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of December 1954
(RCS: 3-SAC-T12)

1. Hours Flown Performing Missions Ordered by Higher Headquarters.

a. WADC Project Q56-700 (XQ-56 Radar) 8:30 hours

2. Weather or Local Conditions: Eighteen (18) scheduled sorties and one-hundred and twenty two (122) flying hours were cancelled and rescheduled due to local weather conditions.

3. Restrictive Directives: None

4. Combat Crew Member Gains and Losses:

a. Crew members gained:

Four Aircraft Comdrs.
Four Pilots.
Three Observers.

b. Crew members lost:

One Aircraft Comdr.--Downgraded to Pilot.

5. Crew Member Changes:

Two Aircraft Comdrs.
Four Pilots.
Three Observers.

6. New Crews:

N58AO formed effective 10 Dec 54.
N59TP formed effective 10 Dec 54.
R25AO formed effective 17 Dec 54.
N26AO formed effective 17 Dec 54.

7. Crew Status Changes:

R08CO disbanded effective 17 Dec 54 due to excessive changes of crew members during one calendar month.

8. Standardization Crews:

R07CO: 3SRS Standardization Board Crew.
R37AO: 4SRS Standardization Board Crew.
R68AO: 10SRS Standardization Board Crew.

9. Additional Materiel and Personnel Problems:

a. Materiel shortages in the Periodic Maintenance and A&E Maintenance Squadrons continue to adversly affect support capabilities. These shortages are: three (3) each Rectifier 1000 amp, S/N 8100-628000, three (3) each Generator sets, F-3, S/N 8100-315180, and one (1) each Rectifier 400 amp, S/N 8100-631095 for Periodic Maintenance Squadron and one (1) each Gage, S/N 7CAD-352675, three (3) each Wattmeters, S/N 7CAC-530900 and one (1) each Rectifier 1000 amp, S/N 8100-629550 for A&E Squadron.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of December 1954
(RCS: 3-SAC-T12)

b. A shortage of towing vehicles, S/N 5015-640055 continues to hamper maintenance capabilities within the tactical sq uadrons.

c. The capability of the wing was greatly impaired by critical shortages in the 922, 702 and 321 career field sub division. The shortages are reflected as follows:

(1) The 922 career field has a requirement of fifteen (15) airmen. The Personnel Accounting Roster as of 30 November 1954 reflects only six (6) airmen assigned, two (2) airmen at the 5 skill level and four (4) at the helper and apprentice skill levels who were reclassified from overages in other career fields. Reclassification action was mandatory as no airmen were ever assigned to this organization in the Survival Training and Personnel Equipment Career Field.

(2) The administration of the units of the wing will be seriously hampered in the immediate future by the assignment of helper level airmen in the 702 career field sub division. Irregular assignment action by the Basic Military Training Wings must be alleviated by selecting Directed Duty Assignment airmen for the administrative field with civilian typing experience or Commercial subjects in High School. Reference OPTT 54-1, "SAC Experience proves teaching typing by OJT is not economical."

(3) The mission of the Armament and Electronics Squadron is impaired by the continual shortage of twenty nine (29) K Series System Technicians.

d. It is recommended that a study be made of the present system of allocating quotas for airmen attending formal schools courses. Quotas are levied regardless of the number of eligible and qualified airmen assigned. A recent example is as follows:

(1) Mandatory quota for four (4) airmen to attend AN/ARC-21 SS30170-6 course.

(2) Required AFSC 30150/70. Authorized: 36 - Assigned: 31.

(3) Of the 31 airmen assigned only 8 are eligible as 14 have an ETS within 6 months, 3 presently attending 30170 course, 5 are working in K systems and one (1) on DALVP.

It is suggested a more equitable distribution be made on the assignment of school quotas and consideration be given so that only a limited number of airmen be absent from their duty section during any given period of time. This can only be corrected by distributing quotas over a period of 12 months.

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable.

11. Noncombat Ready Crews Capable of Deploying: One Crew.

12. Noncombat Ready Crew Training: Not Applicable.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of December 1954
(RCS: 3-S/C-T12)

13. Flying Time Differences:

A total of 832:40 flying hours were accomplished by RB/YRB-47 aircraft during the reporting period. Of this total 38:40 hours were accomplished on test flights and are not reflected on the 3-S/C-T12 report.

14. Field Training Operations: Not Applicable.

15. Special Training Month Remarks:

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED		
		Units of Tng	Crews Involved	Percent Accompd
Total Flying Hours	870	794	43	91
Total Sorties	136	133	43	98
Transition and Pilot Proficiency	120	119	*	99
Wet Hookups	96	93	22	97
Elect. Rendezvous	36	29	21	81
Aerial Photo Runs	418	402	32	96
RBS Runs	114	93	25	82
Radar IP-Tgt. Runs	114	170	35	100
Navigation Legs	58	33	22	57
Max. Load Gunnery	16	13	12	81
Cruise Control	4	33	23	82

* Utilized for co-pilot checkouts, partial crew training and pilot proficiency.

a. A total of 832:40 flying hours were flown by RB/YRB-47 aircraft during the reporting period of which 38:40 hours were flown on test flights. Of the remaining 794:00 hours available for training, 8:30 hours were flown on WADC Project Q-56-700 (XQ-56 Radar).

b. Special emphasis was placed on training of available non-ready crews and Second Lieutenant co-pilots. The transition flying phases of this training was hampered by marginal weather conditions, necessitating the rescheduling of much of this training. This caused some shortages in the accomplishment of other programmed training items.

c. Priority of training was also directed toward increasing the wing capability in high altitude night photography. Emphasis was placed on RBS simulated photoflash runs and high altitude simulated photoflash runs in preparation for accomplishing actual night photography. In addition, aircraft bombing systems and release mechanisms were ground and air checked for proper operations. Standard operating procedures are being published to include night photoflash bomb run procedures, preflight and postflight procedures, bomb loading and handling procedures and allied safety and emergency procedures.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of December 1954
(RCS: 3-SAC-T12)

d. The overall programmed training objectives for the month of December were satisfactorily achieved. In addition to programmed training items, one hundred and sixty nine (169) dry hookups, fifty six (56) airborne radar letdowns and eight (8) standardization board checks were accomplished.

16. Comments or Recommendations of the Wing Commander:

The accomplishments of two crews which attended SES during December are not reflected in this report. These accomplishments will be reported on the monthly correction report.

Attachments
1. Three month training forecast.

ALAN F. ADAMS
Colonel, USAF
Commanding

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of December 1954
(RCS: 3-SAC-T12)

Reference SAC Msg DM3 35806, dated 29 May 1954, the following forecast is submitted for the 26th SR Wing.

CLASS	STOCK NUMBER	NOMENCLATURE	QUANTITY
17-A	8100-628000	Rectifier	3
17-A	8100-628550	Rectifier	1
17-C	7CAC-530000	Wattmeter	3
17-C	7CAD-352675	Gage	1
17-A	8100-315180	Generator	3
17-A	8100-631095	Rectifier	1
50-E	5015-640055	Tractor towing	5

Attachment #1

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
SECTION H OF
AIR TRAINING REPORT FOR MONTH DECEMBER 1954
(RCS: 4-SAC-T12)

a. Hours flown performing Missions Ordered by Higher Headquarters: Ferrying personnel to Stead AFB, 20:35.

b. Weather or local conditions: Discussed under Special Training Month Remarks.

c. Restrictive Directives: None

d. Combat Crew Member Gains and Losses:

1. Crew Members gained:

a. One Pilot
b. One radio operator

2. Crew members lost:

a. One Pilot-AOB School
b. One navigator-K system school.
c. Three radio operators-discharged.
d. One refueling operator-discharged.

e. Crew member changes:

1. One pilot.
2. Three navigators.
3. Five radio operators.
4. Six refueling operators.

f. New Crews: None

g. Crew Status Changes: None

h. Standardization Crews: Crew T03 is the 26SRW KC-97 Stand Board Crew.

i. Additional Material and Personnel Problems: None

j. SAC Minimum Training Requirements Not Accomplished: None

k. Non-Combat Ready Crews Capable of Deploying: None

l. Non-Combat Ready Crew Training: Average flying time in this category appears low due to the fact that primary emphasis was placed on training of new aircraft commanders and pilots. Much of the training was accomplished when integrity of the instructor crew rather than student crew was maintained.

m. Flying Time Differences: This unit has flown 487:10, of which 5:30 were test hops, and not reflected on the 4-SAC-T12.

n. Special Training Month Remarks:

1. A total of 487:10 hours were flown by KC-97 aircraft during the reporting period of which 5:30 hours were flown on test flights. Of the remaining 481:40 hours available for training 20:35 hours were flown in support of higher headquarters directed missions.

2. Special emphasis was placed on 51-19 type training of available non ready crews and newly assigned Second Lieutenants. Marginal local weather conditions during the month hampered these transition type missions, necessitating rescheduling of much of this training. Due to the priority given this type of training, some shortages exist in the accomplishment of other programmed training items.

3. In addition to programmed training, one hundred and sixty nine (169) dry hookups and four (4) standardization board checks were accomplished.

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
SECTION H OF
AIR TRAINING REPORT FOR MONTH DECEMBER 1954
(RCS: L-SAC-T12)

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED		
		Units of Tng	Crews Involved	Percent Accompd.
TOTAL FLYING HOURS	475	482	19	100
TOTAL SORTIES	70	80	19	100
TRANSITION AND PILOT PROFICIENCY	120	116	11	97
WET HOOKUPS	96	93	12	97
ELEC. RENDEZVOUS	36	29	9	81
NAVIGATION LEGS	56	48	12	86
CRUISE CONTROL	8	7	7	88

o. Comments or Recommendations of the Squadron Commander: None

Jacob A. Hutchison

JACOB A. HUTCHISON
Lt Col, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part IV of
Air Training Report for Month of December 1954
(RCS: 4-SAC-T12)

1. The accomplishments of one crew on cross country flight at the end of the reporting period will be reported in the monthly correction report.

2. Reference SAC Msg DM3 35806, dated 29 May 1954, a negative report is submitted for the 26th Air Refueling Squadron.

ALAN F. ADAMS
Colonel, USAF
Commanding

15

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF [illegible] TO [illegible]

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
1 Dec	3	KB-47	All Cameras	I			I		75000	1200	5:00	S1-23	683	I	I	I		I			I	
	3	KB-47	None						75000	1200	6:00	S1-23	687								I	
	3	KB-47	All Cameras	I	I				85000	0800	8:00	SO-8 AR	689	I	I	I					I	Tampa AFB
	3	KB-47	All Cameras	I	I				85000	1050	8:00	SO-8 AR	690	I	I	I					I	Richmond AFB
	3	KB-47	All Cameras	I			I		91000	1230	8:00	SO-8	690	I	I			I			I	Richmond AFB
	4	KB-47	All Cameras	I	I				85000	1100	7:00	SO-8 AR	715	I	I	I					I	Tampa AFB 1400
	4	KB-47	All Cameras	I	I				85000	1300	7:00	SO-8 AR	687	I	I	I					I	Charlotte AFB 1200-1400
	4	KB-47	None						75000	1200	4:00	IP Checks	709								I	
	4	KB-47	None						75000	0950	4:00	IP Checks	706								I	
	4	KB-47	All Cameras	I			I		85000	1310	7:00	SO-8 Gunnery									I	
	4	KB-47	All Cameras	I			I		85000	1320	7:00	SO-8 Gunnery	691	I	I			I			I	
	10	KB-47	All Cameras	I					90000	1230	6:00	SO-8	713	I	I						I	
	10	KB-47	None	I	I				85000	1360	6:00	SO-8 AR	709		I			I			I	Long Range AFB 1500-1700
	10	KB-47	All Cameras	I					90000	1230	7:30	SO-8	723	I	I						I	
	10	KB-47	All Cameras	I					90000	1530	7:30	SO-8	710	I	I						I	
	10	KB-47	O-15	I					85000	1000	4:00	IP Check	707	I	I						I	
	10	KB-47	All Cameras	I					90000	1110	7:30	SO-8	721	I	I						I	
	26	KC-97G		I	I			26000	6500	1047	8:00	AR 10th 709	764		I	I					I	Charlotte AFB 1200-1400
	27	KC-97G		I					6500	1057	5:00	T/C NAS-Sedalia	768		I						I	
	26	KC-97G		I	I			26000	6500	0952	8:00	AR 3rd 699-692	769		I	I					I	
	26	KC-97G		I					6000	0940	8:00	S1-19	770		I						I	
	26	KC-97G		I					6500	1012	8:00	NAV	805		I						I	
	26	KC-97F		I	I			26000	6500	1130	8:00	AR 4th 716-687	765		I	I					I	
	26	KC-97F		I					6000	1150	6:00	NAV	766		I						I	
	26	KC-97F		I					6500	1212	8:00	NAV	767		I						I	
	26	KC-97G		I					6000	1220	6:00	S1-19	768		I						I	
	26	KC-97F		I					5000	1260	6:00	S1-19	766		I						I	
7 Dec	4	KB-47	None	I					65000	1200	3:00	SI NAV trg	704		I						I	
	4	KB-47	Special Project	I					85000	1000	6:00	Special Project	700		I						I	
8 Dec	3	KB-47	All Cameras	I					75000	0900	5:00	SO-43	689	I	I						I	
	3	KB-47	O-15	I					75000	1500	5:00	SO-43	692	I	I						I	
	3	KB-47	All Cameras	I					91000	0810	8:00	SO-8	691	I	I						I	
	3	KB-47	All Cameras	I	I				85000	0950	8:00	SO-8 AR	691	I	I	I					I	
	3	KB-47	All Cameras	I					91000	0930	8:00	SO-8	695	I	I						I	
	3	KB-47	O-15	I	I				85000	0900	8:00	SO-8 AR	693	I	I	I					I	
	3	KB-47	All Cameras	I					91000	1010	8:00	SO-8	686	I	I						I	AAC ?
	4	KB-47	O-15	I	I		I		85000	1600	8:00	SO-8 AR-Gunnery	697	I	I	I		I			I	
	4	KB-47	O-15	I					85000	1730	7:00	SO-8	711	I	I						I	Oklahoma City AAC 2000-2200
	4	KB-47	All Cameras	I	I		I		85000	1030	8:00	SO-8 AR-Gunnery	698	I	I	I		I			I	Oklahoma City AAC 2000-2200
	4	KB-47	None						75000	1060	4:00	Field Check #3 & #4	705								I	
	4	KB-47	None						75000	1100	4:00	Field Check #2 & #3	654								I	
	10	KB-47	None	I	I				85000	1090	6:00	SO-8 AR	749		I	I					I	
	10	KB-47	All Cameras	I					90000	1012	6:00	SO-8	770	I	I						I	
	10	KB-47	O-15	I					90000	1830	7:30	SO-8	714	I	I						I	
	10	KB-47	O-15	I					90000	1840	7:30	SO-8	775	I	I						I	Oklahoma City AAC 2000-2200
	10	KB-47	None	I	I				85000	1042	6:00	SO-8 AR	719		I	I					I	Oklahoma City AAC 2000-2200
	10	KB-47	All Cameras	I					90000	1006	6:00	SO-8	718	I	I						I	
	10	KB-47	O-15	I					90000	1930	7:30	SO-8	717	I	I						I	
	26	KC-97G		I	I			26000	6500	1027	8:00	AR 10th 749	760		I	I					I	Oklahoma City AAC 2100-2300
	26	KC-97G		I	I			26000	6500	1032	8:00	AR 4th 698	764		I	I					I	
	26	KC-97G		I	I			26000	6500	1510	8:00	AR 4th 697	764		I	I					I	
	26	KC-97G		I	I			26000	6500	0952	8:00	AR 3rd 693-692	768		I	I					I	
	26	KC-97F		I					6000	1050	6:00	S1-19	763		I						I	
	26	KC-97F		I					6000	1102	6:00	S1-19	761		I						I	
	26	KC-97F		I					6000	1110	8:00	NAV	762		I						I	
	26	KC-97F		I					6000	1120	6:00	S1-19	763		I						I	
	26	KC-97F		I	I			26000	6500	1068	8:00	AR 10th 719	764		I	I					I	
9 Dec	26	KC-97G		I					6500	1000	8:00	T/C NAS-Sedalia	769		I						I	
10 Dec	3	KB-47	None	I	I				65000	0910	6:00	S1-19 AR	688		I	I					I	
	3	KB-47	All Cameras	I	I				85000	0900	8:00	SO-8 AR	692	I	I	I					I	AAC ?
	3	KB-47	All Cameras	I					91000	1000	8:00	SO-8	699	I	I						I	AAC ?
	3	KB-47	None	I	I				75000	0950	6:00	S1-19 AR	693		I	I					I	
	3	KB-47	All Cameras	I					91000	1010	8:00	S1-26	690	I	I						I	AAC ?
	4	KB-47	Special Project	I					85000	1030	6:00	Special Project	700	I	I						I	
	4	KB-47	All Cameras	I	I		I		85000	1330	7:00	SO-8 AR-Gunnery	708	I	I	I		I			I	Richmond AFB 1900-2000
	4	KB-47	All Cameras	I	I				85000	1340	7:00	SO-8 AR	687	I	I	I					I	Charlotte AFB 18.0-2000
	4	KB-47	All Cameras	I	I				85000	1430	8:00	SO-8 AR	696	I	I	I					I	Richmond AFB 1900-2100
	4	KB-47	None	I					75000	1002	4:00	IP Checks	706		I						I	
	4	KB-47	None	I					75000	1200	4:00	Field Check #2 & #4	715		I						I	
	10	KB-47	All Cameras	I					90000	1012	6:00	SO-8	713	I	I						I	
	10	KB-47	None	I	I				65000	1020	6:00	SO-8 AR	771		I	I					I	
	10	KB-47	All Cameras	I					90000	1100	7:30	SO-8	710	I	I						I	Richmond AFB 1400-1600
	10	KB-47	All Cameras	I					90000	0940	7:30	SO-8	709	I	I						I	Tampa AFB 1200-1400
	10	KB-47	All Cameras	I					90000	1110	7:30	SO-8	707	I	I						I	Tampa AFB 1300-1700
	10	KB-47	O-15	I					90000	1600	7:30	SO-8	724	I	I						I	Richmond AFB 1900-2000
	26	KC-97G		I					6500	0958	8:00	NAV	805		I						I	
	26	KC-97G		I	I			26000	6500	1027	8:00	AR 10th 721	766		I	I					I	
	26	KC-97G		I	I			26000	6500	1602	8:00	AR 4th 687-708	767		I	I					I	
	26	KC-97G		I	I			26000	6500	1610	8:00	AR 4th 696	768		I	I					I	
	26	KC-97G		I	I			26000	6500	0902	8:00	AR 3rd 688-693	770		I	I					I	
	26	KC-97F		I					6000	1102	6:00	S1-19	265		I						I	
	26	KC-97F		I					6000	1112	6:00	S1-19	266		I						I	
	26	KC-97F		I					6500	1032	8:00	NAV	267		I						I	
	26	KC-97F		I					6000	1130	6:00	S1-19	268		I						I	
	26	KC-97F		I					6500	1008	8:00	NAV	269		I						I	

REQUIRED

TYPE	CREWS	HOURS
KB-47	18	352:00
TB-47	1	4:00
KC-97G	15	120:00
KC-97F	15	102:00

SCHEDULED

TYPE	CREWS	HRS
KB-47	17	352:00
TB-47	1	4:00
KC-97G	15	120:00
KC-97F	15	102:00

CONFIRMED

TYPE	CREWS	HOURS
KB-47	17	349:00
TB-47	1	4:00
KC-97G	15	120:00
KC-97F	15	102:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 6 December 1954.

Robert T. Hall, Jr.
ROBERT T. HALL, JR., Lt Col., USAF
Director of Operations

2 December 1954

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 11 December TO 17 December

	REQUIREMENTS									SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
11 Dec	3	RB-47	All Cameras	I					91000	1200	8:00	SO-8	851	I	I						I	
	3	RB-47	0-15	I					91000	1800	8:00	SO-8	851	I	I						I	Omaha RBS
	3	RB-47	0-15	I	I				89000	1700	8:00	SO-8 AR	853	I	I	I					I	Oklahoma City RBS
	3	RB-47	0-15	I					91000	1710	8:00	SO-8	885	I	I						I	Oklahoma City RBS
	3	RB-47	0-15	I					91000	1720	8:00	SO-8	885	I	I						I	Oklahoma City RBS
	3	RB-47	0-15	I					91000	1730	8:00	SO-8	889	I	I						I	Omaha RBS
	4	RB-47	All Cameras	I					85000	1210	7:00	SO-8	712	I	I						I	RBS
	4	RB-47	Special Project	I					85000	1208	6:00	Special Project	701	I	I						I	
	4	RB-47	None						85000	1000	4:00	IF Checks	697								I	
	4	RB-47	All Cameras	I	I		I		85000		8:00	SO-8 AR-Gunnery	698	I	I	I		I			I	RBS
	4	RB-47	None						75000	1150	4:00	51-19 CF Checks	704								I	
	10	RB-47	0-15	I					90000	1830	6:00	SO-8	716	I	I						I	Oklahoma City RBS 2100-2300
	10	RB-47	0-15	I					90000	1840	6:00	SO-8	717	I	I						I	Oklahoma City RBS 2100-2300
	10	RB-47	0-15	I					90000	1940	6:00	SO-8	721	I	I						I	Oklahoma City RBS 2300-2500
	10	RB-47	0-15	I					90000	1732	6:00	SO-8	719	I	I						I	
	10	RB-47	None	I	I				65000	1230	6:00	SO-8	720		I	I					I	
	10	RB-47	0-15	I					90000	1728	6:00	SO-8	725	I	I						I	Omaha RBS 2000-2200
	10	RB-47	0-15	I					90000	1740	6:00	SO-8	729	I	I						I	Omaha RBS 2000-2200
	26	EC-970		I	I			24000	6500		8:00	AR 698 4th	760		I	I					I	
	26	EC-970		I	I			24000	6500	1652	8:00	AR 853 3rd	761		I	I					I	
	26	EC-970		I	I			24000	6500	1232	8:00	AR 720 10th	765		I	I					I	
	26	EC-970		I					6500	1152	8:00	To MacDill SBS PAI	764		I						I	
	26	EC-979		I					6000	1222	6:00	Inst Checks	263		I						I	
	26	EC-979		I					6500	1322	10:00	LR Nav	261		I						I	
	26	EC-979		I					6500	1302	10:00	LR Nav	262		I						I	
	26	EC-979		I					6500	1212	8:00	LR Nav	263		I						I	
	26	EC-979		I					6000	1202	6:00	51-19	264		I						I	
14 Dec	4	RB-47	Special Project	I					85000	1100	6:00	Special Project	700	I	I						I	
15 Dec	3	RB-47	None						85000	0900	6:00	51-19	693								I	
	3	RB-47	All Cameras	I					85000	1000	7:00	SO-8	699	I	I						I	Richmond RBS
	3	RB-47	All Cameras	I					91000	1020	8:00	SO-8	688	I	I						I	Richmond RBS
	3	RB-47	All Cameras	I	I				85000	1010	8:00	SO-8 AR	692	I	I	I					I	Tampa RBS
	3	RB-47	All Cameras	I			I		91000	1100	8:00	SO-8 Gunnery	849	I	I			I			I	Tampa RBS
	3	RB-47	All Cameras	I					91000	0910	8:00	SO-8	690	I	I						I	Atlanta RBS
	4	RB-47	All Cameras	I	I				85000	1130	8:00	SO-8 AR	715	I	I	I					I	RBS
	4	RB-47	All Cameras	I	I		I		85000	1112	8:00	SO-8 AR	706	I	I	I		I			I	RBS
	4	RB-47	None	I	I				75000	1030	8:00	SO-8 AR	696		I	I					I	
	4	RB-47	All Cameras	I					75000		5:00	SO-8 Stand Board	708	I	I						I	RBS
	4	RB-47	None						75000	1110	4:00	51-19 CF Checks	687								I	
	10	RB-47	None	I	I				65000	1002	6:00	SO-8 AR	718		I	I					I	
	10	RB-47	All Cameras	I					90000	0730	6:00	SO-8	709	I	I						I	Atlanta RBS 0900-1100
	10	RB-47	All Cameras	I					90000	1028	6:00	SO-8	710	I	I						I	Charlotte RBS 1300-1500
	10	RB-47	None						90000	1008	6:00	51-19	713								I	
	10	RB-47	None						90000	1022	6:00	51-19	707								I	
	10	RB-47	All Cameras	I					90000	0912	6:00	SO-8 Stand Board	723	I	I						I	Richmond RBS 1200-1300
	26	EC-970		I	I			18000	6500	1032	8:00	AR 696-715 4th	805		I	I					I	
	26	EC-970		I	I			24000	6500	0958	8:00	AR 692 3rd	769		I	I					I	
	26	EC-970		I					6500	1232	8:00	LR Nav	768		I						I	
	26	EC-979		I	I			24000	6500	0952	6:00	AR 718 10th 51-19	765		I	I					I	
	26	EC-977		I					7000	1042	10:00	LR Nav	266		I						I	
	26	EC-979		I	I			18000	6000	1108	6:00	AR 4th 706 51-19	269		I	I					I	
	26	EC-977		I					6000	1052	6:00	51-19	268		I						I	
	26	EC-979		I					7000	1058	10:00	LR Nav	267		I						I	
	26	EC-970		I					7000		10:00	Return from Ramey	767		I						I	
	26	EC-970		I					7500	0902	10:00	X/C to Ramey	766		I						I	
17 Dec	3	RB-47	All Cameras	I	I				85000	0900	8:00	SO-8 AR	694	I	I						I	Tampa RBS
	3	RB-47	All Cameras	I					91000	0910	8:00	SO-8	853	I							I	Tampa RBS
	3	RB-47	All Cameras	I					91000	1000	8:00	SO-8	851	I							I	Tampa RBS
	3	RB-47	All Cameras	I					91000	1200	8:00	SO-8	691	I							I	Tampa RBS
	3	RB-47	All Cameras	I					91000	1600	8:00	SO-8	689	I							I	Omaha RBS
	3	RB-47	All Cameras	I					91000	0920	8:00	SO-8	695	I							I	
	3	RB-47	0-15	I					91000	1600	8:00	SO-43	689	I							I	
	3	RB-47	All Cameras	I					91000	0921	8:00	51-26	852	I							I	
	3	RB-47	All Cameras	I					91000	0930	8:00	51-26	686	I							I	
	4	RB-47	None						75000	0730	4:00	51-19 CF Checks	697								I	
	4	RB-47	Special Project	I					85000	0700	6:00	Special Project	700	I							I	
	4	RB-47	Special Project	I					85000	0710	6:00	Special Project	701	I							I	
	4	RB-47	None						75000	0720	4:00	51-19 CF Checks	712								I	
	4	RB-47	All Cameras	I					75000	0650	5:00	SO-8 Stand Board III	698	I							I	
	4	RB-47	None	I	I				75000	0800	4:00	SO-8 AR	704		I						I	
	4	RB-47	All Cameras	I	I				85000	1002	8:00	SO-8 AR	705	I	I						I	
	10	RB-47	None						65000	1008	6:00	IF Checks										
	10	RB-47	All Cameras	I					90000	1050	6:00	SO-8	716	I	I						I	Tampa RBS 1300-1500
	10	RB-47	All Cameras	I					90000	1030	6:00	SO-8 Stand Board	717	I	I						I	
	10	RB-47	All Cameras	I					90000	1101	6:00	SO-8	721	I	I						I	Tampa RBS 1300-1500
	10	RB-47	All Cameras	I					90000	1030	6:00	SO-8	720	I	I						I	Atlanta RBS 1200-1400
	10	RB-47	0-15	I					90000	1740	6:00	SO-8	725	I	I						I	Omaha RBS 2000-2200
	10	RB-47	0-15	I					90000	1800	6:00	SO-8	729	I	I						I	Atlanta RBS 2100-2300
	26	EC-970		I				24000	6500		8:00	Inst Checks	760		I							
	26	EC-970		I	I			24000	6500	0902	6:00	AR 694 3rd	761		I	I						
	26	EC-970		I	I				6500	0812	6:00	AR 704-705 4th	763		I	I						
	26	EC-970		I					6000	1012	6:00	SO-8 PP	784		I							
	26	EC-979		I					6000	1102	6:00	51-19	263		I							
	26	EC-979		I					6000	1202	6:00	SO-8 PP	261		I							
	26	EC-979		I					6000	1112	6:00	SO-8 PP	262		I							
	26	EC-979		I					6000	1122	6:00	51-19	263		I							
	26	EC-979		I					6000	1132	6:00	51-19	264		I							
	26	EC-970		I					6500			Spare	765		I							

REQUIRED

TYPE	SORTIES	HOURS
RB-47	59	385:00
TB-47		
EC-979	15	108:00
EC-970	13	102:00*

SCHEDULED

TYPE	SORTIES	HOURS
RB-47	58	379:00
TB-47		
EC-979	15	108:00
EC-970	13	102:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	58	379:00
TB-47		
EC-979	15	108:00
EC-970	13	102:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 11 December 1954.

FOR: Robert T. Hall Jr., Lt. Col., USAF
Director of Operations

9 December 1954

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JANUARY 1955

HISTORY

26TH STRAT. RECON. WING

MICROFILMED

LOCKBOURNE
AIR FORCE BASE
COLUMBUS, OHIO

RSI Card No
S10467

S2494

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SECRET
AUTH: CMLR 26th SRW
DATE 24 Feb 55
NAME Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 31 JANUARY 1955

Alan F. Adams
ALAN F. ADAMS, Colonel
Deputy Commander

Charles A. Wright
CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY: T/Sgt. Curtis H. Watson

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TABLE OF CONTENTS

Title Page
Table of Contents ---------- i
Authority ---------- ii
Foreword ---------- iii

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelation ---------- 1
PCS Move of 26th Air Refueling Sqdn ---------- 2
26th Air Refuel. Sqdn Personnel Freeze ---------- 2
SAC Radar Recon Project ---------- 3
Project Q 56-10 ---------- 4
26th SRWg Adjutant ---------- 6

CHAPTER II PERSONNEL

Personnel Strength ---------- 7
Manning ---------- 8
Personnel Shortages ---------- 9
Officer Nominations ---------- 12

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis ---------- 13
Acft Operational Data ---------- 14
ARTC's Limited Capability ---------- 15
Wing Crew Status ---------- 17
Combat Crew Training ---------- 18
SAC Regulation 50-8 ---------- 19
Air Refueling Night Tactics ---------- 21
Report of B-47 Bombing Symposium II ---------- 23
Wing Intelligence ---------- 25
Electronic Interference & Jamming ---------- 27

THIS PAGE IS DECLASSIFIED IAW EO 13526

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TABLE OF CONTENTS (Continued)

CHAPTER IV MATERIEL PAGE

Wing Aircraft Status ---------- 29
Tactical Maintenance Summary ---------- 30
Operational & Maintenance Data ---------- 31
Technical Order Compliances ---------- 32
Report of YRB-47 Modification ---------- 33
Flyaway Kit Review Panel ---------- 37

APPENDIX

Roster of Key Personnel ---------- 38
Glossary ---------- 39
Bibliography ---------- 43
List of Exhibits ---------- 44

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

2AF Regulation 210-1, dated 10 January 1954.

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FOREWORD

With no exceptional committments from higher headquarters and the beginning of a new training quarter, the 26th Strategic Reconnaissance Wing's flight crews went all out on 50-8 training. However, the Wing's operational capability continued to experience adverse effect from ARTC's limited capability in the handling of Lockbourne Air Force Base's air traffic.

This period also brough forth information from Headquarters Second Air Force announcing the PCS move of the 26th Air Refueling Squadron from Lockbourne Air Force Base to Westover Air Force Base, Massachusetts.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 31 January 1955, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

26th Air Refueling Squadron, Medium

3rd Strategic Reconnaissance Squadron, Medium

4th Strategic Reconnaissance Squadron, Medium

10th Strategic Reconnaissance Squadron, Medium

26th Armament and Electronic Maintenance Squadron

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Effective 1 April 1955 the 26th Air Refueling Squadron will be relieved from the 26th Strategic Reconnaissance Wing and assigned to Headquarters SAC. During the month of January, a message received by this headquarters outlined the prospective move of the 26th Air Refueling Squadron to Westover Air Force Base, Massachusetts.[1] This message requested that appropriate direction be published for the PCS movement of the air refueling squadron to Westover on or about 1 April 1955. This squadron will move with its authorized strength of 100 officers and 250 airmen. However, it was anticipated that approximately nine (9) officers and 200 airmen will, in addition to the squadron's authorized strength, be withdrawn from 26th Strategic Reconnaissance Wing. Tentative planning reflected the following personnel withdrawal; 30 from the 26th Wing Headquarters, 36 from the A&E squadron, 47 from Periodic Maintenance Squadron and 97 from the Field Maintenance Squadron. The unit move will be by TPA, military carrier and/or commercial carrier. Equipment to accompany the squadron will be that listed in the USE column as determined by the Commanders of Second and Eighth Air Forces.

A later message received from Headquarters Second Air Force

1. TWX, fr Cmdr 2nd AF to Cmdr 801st ADv. Cite: DPLC 3431. 21 Jan 1955. Subj: "PCS Move of 26th ARSq. Exhibit No. 11. UNCLASSIFIED.

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announced a personnel freeze of the 26th Air Refueling Squadron effective 22 January 1955.[2] This freeze was deemed necessary by Second Air Force in order to monitor the manning status of the squadron during its movement period. It was further directed by Second Air Force that no personnel will be withdrawn from this squadron without approval of Second Air Force. However, there were exceptions listed to this policy such as personnel already in freeze status as a result of having been selected for specific assignment such as Air Attache, Special Missions, Recruiting or personnel previously selected for overseas assignment or ZI assignment directed by Second Air Force.

Any further information concerning the pending move of this squadron will be included in the monthly history of this Wing.

In a recap of the SAC Radar Reconnaissance Project and an effort to highlight the past performance of the activity performed by this wing, the following information was gained through an interview with Major John J. Scherer, Assistant Radar Project Officer of this wing.

The SAC Radar Reconnaissance Project Office within the 26th Strategic Reconnaissance Wing was established on 4 August 1954 to

2. TWX, fr Cmdr 2nd AF To Cmdr 801st ABiv. Cite: DPPC 3657. 22 Jan 1955. Subj: "Freeze of 26th ARSq Personnel". Exhibit No. 13. UNCLASSIFIED.

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implement the provision of Second Air Force Letter 23-3, published 13 August 1954.[3]

The project orginated with the requirement to develop a side looking radar reconnaissance system but additional projects concerned with improved O-15 radar photography were originated by Headquarters SAC. The side looking radar project began as two separate projects. Project Q 56-700 evolved around one RB-47E aircraft equipped with a prototype APQ-56 radar system composed of a power supply, RT Unit, Recorder, Antenna and associated cabling. This radar system was designed to scan only the left side of the aircraft.[4]

Project Q 56-10 was established to install a dual sided radar system in ten (10) additional RB-47E aircraft of the 4th Strategic Reconnaissance Squadron. These radar would scan both sides of the aircraft. The installation of these radar was to be made here at Lockbourne Air Base by civilian technicians of the Westinghouse Electric Corporation, manufacturer of the equipment. In addition to manufacturing and installation of the radar, Westinghouse also contracted to maintain the equipment for a two (2) year period.[5]

---

3. Interview, Major J. J. Scherer, Ass't Radar Proj Off. 26th SRWg by T/Sgt C. Watson, Hist. Tech., 26th Wing. Feb 1955.
4. Ibid.
5. Ibid.

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The initial flight with the APQ-56 radar was flown on 10 July 1954 with good results. As of 31 January 1955, a total of 35 sorties had been flown. Twenty-five of these sorties were flown with the prototype model and ten (10) with the dual antenna system.

One of the major problems encountered in the radar system is the power distribution in the antenna rotation pattern. Severe lobing was encountered on the early flights giving bands of strong return areas with weak areas in between. Many changes in antenna design were tested and variations in antenna depression angles were tried before a fairly smooth painting was realized. The final antenna still has not been determined and experiments towards improvement in antenna patterns are continuing.[6]

Low power output from the magnetrons also contributed a good share to the difficulty encountered in flying operations. To correct this situation, changes in the circuiting were made.

The initial flight with the dual sided system was flown on 15 December 1954. Most of the flying with dual system has been classed as shakedown flights to determine the cause of inflight difficulties. Installation of dual system has been completed on four aircraft to date. The projected completion date for all ten

6. Interview, Major J. J. Scherer, Ass't Radar Proj Off. 26th SRWg by T/Sgt C. Watson, Hist Tech., 26th Wing. Feb 1955.

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aircraft has been set as of June 1955.[7]

It is the desire of this writer, where possible, to follow up the progress of this project and to submit documentation of the work produced, whereby giving a more clear and concise picture of the work accomplished.

During this period the Wing Adjutant Section coordinated and published three (3) Wing Regulations: First regulation concerned the Lead Crew Eligibility Criteria.[8] Purpose of this regulation was to establish a standard procedure for determining the eligibility of combat ready crews for upgrading to lead crew status. Change one (1) to this regulation was published on 18 January, setting forth the eligibility period for lead crews.[9] A new airman's promotion regulation was published perscribing a uniform procedure for the promotion of airmen.[10] The Wing Commander was delegated authority to promote all enlisted grades and the Squadron Commanders were authorized to promote airmen first class, second and third.

7. Interview, Major J. J. Scherer, Ass't Radar Proj. Off. 26th SRWg by T/Sgt. C. Watson, Hist Tech., 26th Wing. Feb 1955.
8. 26th SRWg Reg No. 55-8 dated 16 Jan 1955. Subj: "Lead Crew Eligibility Criteria". UNCLASSIFIED. Exhibit No. 14.
9. Change I to 26th SRWg Reg. No. 55-8 dated 18 Jan 1955. UNCLASSIFIED. Exhibit No. 15.
10. 26th SRWg Reg. No. 39-1 dated 27 January 1955. Subj: "Promotion of Airmen". UNCLASSIFIED. Exhibit No. 16.

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CHAPTER II

PERSONNEL

A total of 2,145 individuals was assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, at the end of January 1955.[1] Of this total, 423 were officers and 1,722 airmen. In comparing this month's total strength with December's, there was a regression of one (1) officer and 33 airmen.

The personnel decrease reflected during this period was the results of overseas assignment and normal discharges.

The following is a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing during this reporting period:[2]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	428	423
AIRMEN	1628	1722
TOTAL	2056	2145

1. Weekly Means Strength Rpt, January 1955, prep by Stat Svs, 801st AB Gp.
2. Rpt Status of Offs and Amn, January 1955, prep by 26th SRWg Pers Sect.

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It is pointed out that figures shown as the total authorized strength changed over the figures reported in December 1954. There was a decrease of one (1) officer and 48 airmen from the wing's authorized strength. This was effected due to a T/O change within the 26th Armament and Electronic Maintenance Squadron. New authorized strength figures for this squadron reflected 13 officers instead of 14, and 360 airmen instead of 408.

In regards to the regression of assigned personnel reflected during this period, these losses were sustained through normal ETS and assignment of non-technical and technical airmen to shipment overseas.

The Personnel Portion of the SAC Rating System saw the following scores obtained in January 1955:[3] There were 1,017 airmen in direct support AFSCs authorized of which 784 were assigned by utilization AFSC producing a percentage of In-required Specialty of 77 and 30 percent of SAC maximum score system. There were 395 airmen indirect support AFSCs authorized, of which 321 were assigned by utilization AFSC. This produced an In-Required Specialty Rating of 81 percent and 50 percent of SAC maximum score was realized. The shortages of "5" and "7" level personnel was the major limiting factor from promoting higher scores.

---

3. Ltr Hq 801st ADiv to Cmdr 2AF. Cite: 26CR. 10 February 1955. Subj: "SAC Management Control System Scores (RCS:2-AF-U2) CL: SECRET. Exhibit No.8.

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In the January 1955, T-12 Wing Commander's Remarks, it was stated that the continued loss of experienced personnel from this Wing was causing a regression of the overall capability to perform the unit's assigned mission.[4]

The specific areas which have reached the critical point, were noted in the Administrative and Personnel Field, Operations Specialist, K-System and Ground Power Maintenance Personnel; Survival Training and Personnel Equipment Personnel. It is realized that the overall USAF personnel picture is not fully understood or recognized at Base Level; however, the following discussion of the critical shortage areas is presented to reflect clarity upon the problems being experienced at Wing level.

Previous T-12 remarks discribing the situation in the Wing's Administrative and Personnel Field have been answered by higher headquarters to the extent that replacement personnel have been programmed into Lockbourne Air Force Base.[5] However, it was pointed out that the input of personnel at the "10" (basic) skill level do not compensate for the loss of skilled personnel. Furthermore, helper level airmen must be trained locally and can only become effective after an extensive training program, the class room portion of which consists of eight (8)

4. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of January 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 17.
5. Ibid.

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training weeks. This situation developed into a critical area upon finding that 33 percent of the Wing's assigned strength in the administrative field was personnel at the helper level. It was highly recommended by the Wing that the policy of sending only skilled personnel overseas be reevaluated, particularly when the take-out is from a combat ready wing with an EWP mission.

The wing is authorized nine (9) personnel in the 601 Transportation Field (Operational Specialists). Included in this authorization is the complement of personnel required to man the Wing Operations Control Room, twenty-four hours a day, and seven (7) days a week. Against the authorization there were eight (8) personnel assigned in utilization AFSC. Status on four (4) of the eight (8) personnel assigned: one (1) 60170 is on PCS order to Panama; one (1) 60170 frozen for assignment to Headquarters Second Air Force; one (1) 60130 on PCS orders to Tripoli; and one (1) 60130 on nomination to MATS.[6]

With particular reference to the 60130 on nomination to MATS. He is a Master Sergeant in charge of the Operations Control Room. He has a primary AFSC of 29370 (Air Traffic Control and Warning Field) and is presently on OJT to the 601---- field. Test results has been received on him and action has been taken to upgrade him

6. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of January 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 17.

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to the "5" level. This airman is fully qualified as the NCOIC of a Wing Operation Control Room and performs in a superior manner. However, this airman is "on nomination" to fill a MATS "3" level overseas requirement. By necessity, airmen so employed must be highly intelligent, capable of withstanding pressure and assuming much responsibility. Personnel available with attributes are in other essential occupations and their reassignment to Operations type duties are restricted not only by the bad effect it would have on their present occupational area, but by current USAF classification and utilization policies.[7]

Shortages of Maintenance Personnel existed primarily of K-Systems and Ground Power personnel. Of the 35 K-system personnel (32170E) authorized there were 10 assigned under utilization AFSC, of these, four are under cadre commitment. Of the 33 Ground Power personnel authorized the Wing, there were 31 assigned with an anticipated shortage of eight (8) within 30 days. This area was written up as being weak by the Second Air Force Inspector General during the month of November 1954. However, less then two (2) months later the Wing received a mandatory quota to ship four (4) of this type personnel overseas. Of the authorized 15, Survival

7. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of January 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 17.

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Training and Personnel Equipment personnel (AFSC 922--) six (6) were assigned under utilization AFSC with an anticipated shortage of nine (9) within 30 days.[8]

The nomination of officers for positions, related or unrelated to their present specialties, and the prolong freeze of same, is on the upswing again. In the past 60 days, this headquarters was required to nominate 32 officers on 26 different projects, nine (9) of whom were reassigned, six (6) are still in a freeze status and 17 were released from further consideration. Of those nominated 70 percent did not have 24 months at Lockbourne Air Force Base, thereby, lending a wide spread skepticism of the 24 months at a station policy.[9]

In conclusion, the aforementioned personnel shortages exist command-wide therefore, in an effort to alleviate this problem the 26th Wing closely monitored on-the-job training of newly assigned airmen and maintained an OJT accountability, thus enabling the proper control of the assignment and utilization of trained personnel.

8. 26th SRWg Cmdr's Remarks to Part V of Air Training Report for Month of January 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No.17.

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CHAPTER III

OPERATIONS AND TRAINING

During January 1955, crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 1,899 hours of flying time which was indicative of an increase of 578 hours over the total flying time recorded in December 1954, by said aircraft and crew.[1] A total of 319 sorties were flown. Of the total sorties flown, KC-97 aircraft of the 26th Air Refueling Squadron flew 116 sorties totaling 509 hours, compared to the 80 sorties and 482 sorties schedule for the month. RB-47 aircraft of the 3rd, 4th, and 10th Strategic Reconnaissance Squadrons flew 203 sorties totaling 1,309 hours as compared to 130 sorties and 797 scheduled.[2]

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1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January 1955, prep by Stat Svs 801st AB Gp.
2. 26th SRWg Weekly Aircraft Requirements Record for Mo. of January 1955. UNCLASSIFIED. Exhibit No. 20.

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The following is a comparison of operational data recorded by the 26th Strategic Reconnaissance Wing's aircraft and crews during December 1954 and January 1955:[3]

	DECEMBER	JANUARY
Number Aircraft On Hand	66	68
Number Hours Aircraft On Hand	58,810	49,276
Number Hours Aircraft In-Commission	37,839	38,693
Number Hours Aircraft Flown	1,321	1,899
Percentage Of Time Aircraft In-Commission	62.2%	78.5%
Percentage Of Time Aircraft Flown	3.4%	4.9%
Number Of Hours Aircraft Out Of Commission Due to Maintenance	7,453	6,506
Number Of Hours Aircraft Out of Commission Awaiting Parts	1,309	2,447
Number Of Landings Made	488	673

It is pointed out that all figures in the above summary with the exception of the number of hours aircraft were on hand and the number of hours aircraft were out of commission awaiting parts, increased over those figures recorded in December.

During the month, adverse weather conditions affected the effectiveness of 60-9 planning and scheduling. There were five (5) jet scheduled sorties and 37 flying hours cancelled due to adverse

3. Rpt "Form 110A, Mo. Rpt of A/C Opns, December 1954 & January 1955, prep by Stat Svs, 801st AB Gp.

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weather conditions. In addition, 22 sorties were diverted to their alternate bases due to local weather below the perscribed minimums. Seven (7) KC-97 sorties were lost due to iced runways and local weather condition for an estimated lost of 30 hours flying time.[4]

A total of 114 hours were flown by reconnaissance crews in the performance of missions ordered by higher headquarters. These missions were as follows: 42 hours and 55 minutes devoted to WADC Project Q56-700 (XQ-56 Radar; 20 hours and 50 minutes flown on project No. 54-26-15) (Mosaic of Sedalia Air Force Base); and 50 hours and 15 minutes devoted to Project No. 26-RPX-1 (Blue Flash Radar Scope Photo. There were no higher headquarter missions scheduled for the crews and aircraft of the 26th Air Refueling Squadron during this period.[5]

Once again, this period saw the Wing's operational capability seriously curtailed by ARTC's limited capability of handling Lockbourne Air Force Base's air traffic. Maximum effort was placed on local scheduling and coordination with Indianapolis ARTC center, however a shortage of personnel at that center, in addition to limited local navigation aids and radar control facilities, made IFR operations entirely unsatisfactory.[6]

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4. 26th SRWg & 26th ARSq Cmdr's Remarks to Air Training Report for Mo. of January 1955. (RCS: 3 & 4 - SAC-T12) CL: CONFIDENTIAL. Exhibits No. 17 & 18.
5. Ibid.
6. Ibid.

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During this reporting period the Wing experienced 71 ARTC takeoff delays ranging from three (3) minutes to one (1) hour and 40 minutes. A limitations of only three (3) aircraft takeoffs per hour for over a four (4) hour period was experienced. As a result this condition seriously hampered combat crew training by causing the loss of air refueling rendezvous and fuel transfers, RBS site time, and restricting the accomplishment of visual photography.[7]

The continued IFR clearance restrictions would render SAC Regulation 60-9 planning and operational scheduling ineffective. Since a large portion of reconnaissance training is accomplished during mid-day periods, the only solution to this problem lies with higher headquarters assistance.

This similar situation was reported in the SAC T12 Air Training Report of the 26th Wing. In reply to Wing Commander's Remarks, Second Air Force remarked that a special conference would be held on 21 January 1955 at Lockbourne Air Force Base to discuss this problem and seek relief on clearance delays. Personnel involved in the subject conference were to be; CAA SAC Liaison Representative, Indianapolis ARTC, Major Nicholson, Second Air Force Representative, and 801st Air Division.[8] At the time of

7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of Jan 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 17.
8. Ltr fr Cmdr 2AF to Cmdr 801st ADiv. Cite: CRSO. 27 January 1955. Subj: "Air Training Report." (RCS: SAC-T12) 26th SRWg. CL: CONFIDENTIAL. Exhsibit No. 3.

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this report no information was available to this writer as to the outcome of this conference. However, full facts will be written in the February History of this command.

There were no changes in RB-47 crew status over the previous month. Nine (9) combat ready and two (2) non-combat ready KC-97Fs were assigned to the wing during this period, in addition to 11 combat ready and three (3) non-combat ready KC-97G crews.[9]

In the T12 Air Training Report of this Headquarters, it was recommended that a study be made of existing regulations and directives pertaining to Combat Ready Crews for incorporation into a singe publication.

This Wing believes that clarification is required on certain phases of the Combat Crew Program in order to establish a more effective control to administration, formation and required training.[10]

Some of the pertinent questions pertaining to Combat Ready Crews were as follows: Can a non-combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivelent training? Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?[11]

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9. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of Jan 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 17.
10. Ibid.
11. Ibid.

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In regard to Combat Crews, an information copy of a SAC letter in reference to an Analysis of Combat Crew Training was received by this wing during this period. The SAC letter outlined a number of reasons for various wings within the Second Air Force for being in category III, as the result of their training accomplishment. In a first indorsement to this letter, Second Air Force disseminated a policy message which required the commander to include in the T12 Remarks the amount of 5X time primarily devoted to non-combat ready crew training. Although the intent of Headquarters SAC is for an integral non-combat ready crew to fly a specified amount of time per quarter as outlined in the applicable supplements of SAC Regulation 50-8, Headquarters Second and Strategic Air Command should be advised of any unusual amount of 5X time that is devoted to non-combat ready crew training.[12]

Second Air Force stressed in the first indorsement to Headquarters SAC letter that the correspondence should not be interpreted as encouragement to unit commanders to prematurely upgrade non-combat ready crews to ready status, or ready crews to lead status. It was pointed out that the time of upgrading to lead status, a crew should have demonstrated over an appropriated period

12. Ltr, 1st Ind Hq 2nd AF to Cmdr 801st ADiv. Cite: DOT. Subj: "Hq SAC Letter" Subj: "Analysis Of Combat Crew Training" CL: CONFIDENTIAL. Exhibit No. 7.

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of time the qualifications necessary to meet the proficiency and activity requirements of lead crews, and to be able to be successfully evaluated.[13]

During this period the Wing had an average of three (3) non-ready crews available for training. There was 54 hours and 45 minutes of flying time accomplished by intergral non-combat ready crews. In addition, 35 hours and 25 minutes of 5X time was accomplished by RB-47 non-ready personnel. For the tanker crews, 17 hours of flying time were utilized in the training of non-combat ready individuals.[14]

In the January T12 report of this Wing it was strongly recommended that the present minimum training requirement prescribed by supplement VII, SAC Regulation 50-8, be re-examined to conform with training necessary to maintain proficiency in air refueling techniques for both tanker and receivers crews and the normal maintenance capability to support these requirements.[15]

Based upon the assumption of 20 combat ready and five (5) non-ready crews, a breakdown of the number of sorties and flying hours required to accomplish the presently prescribed quarterly training minimums for an air refueling squadron were as follows:[16]

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13. Ltr, 1st Ind Hq 2AF to Cmdr 801st ADiv. Cite: DOT. Hq SAC Ltr. Subj: "Analysis Of Combat Crew Training" CL: CONFIDENTIAL Exhibt No. 7.
14. 26th SRWg & 26th ARSq Cmdr's Remarks to January T12 Rpt. CL: CONFIDENTIAL. Exhibits No. 17 & 18.
15. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for the Mo. January 1955. (RCS:4-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 19.
16. Ibid.

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180 sorties @ 6 hour	(A/R)	1080 hours
60 sorties @ 8 hour	(L.R.NAV)	480 hours
60 sorties @ 3 hour	(PLT. PRO)	180 hours
90 sorties @ 5 hour	(NCR Crews)	450 hours
390 sorties		2190 hours

It was pointed out that the 390 sorties required exceeds the normal maintenance capability by approximately 50 sorties each training quarter. This does not include additional flying time which is required for reflies or ineffective missions caused by air aborts, equipment malfunction, weather, or considerations for higher headquarters directed missions, partial crew training and staff proficiency flying.[17]

In recommendation for this situation the wing submitted the following number and type of air refueling requirements for each combat crew per training quarter; two (2) 40,000 pounds transfer to minimum receiver, gross weight of 165,000 pound; one (1) 40,000 pound transfer to minimum receiver, gross weight of 190,000 pounds; and three (3) electronic rendezvous.

To support these air refueling requirements each KC-97 combat ready crew would require seven (7) 40,000 pound transfer and seven (7) electronic rendezvous, each training quarter. It was felt that these proposed requirements would maintain a high degree of air refueling proficiency for both receiver and air refueling crews.[18]

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17. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for the Mo. of January 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 19.
18. Ibid.

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A breakdown of the proposed air refueling requirements for an air refueling squadron is as follows, based upon 20 combat ready and five (5) non-combat ready crews:[19]

140 sorties	@ 6 hour	(A/R)	840 hours
60 sorties	@ 8 hour	(L.R. NAV)	480 hours
60 sorties	@ 3 hour	(PLT. PRO)	180 hours
90 sorties	@ 5 hour	(NCR Crews)	450 hours
350 sorties			1950 hours

Information received by this wing in a Second Air Force message, Cite: DODP 6112, dated 7 January 1955, requested that recommendation be submitted as to night refueling tactic in formation.

The 26th Strategic Reconnaissance Wing to date has not been required to particiapte in night refueling in formation. However, the following highlighted recommendations were submitted by the Wing.[20]

Tanker aircraft would be in formation over the perscribed point thirty minutes prior to the scheduled arrival of the receiver flight. They would orbit 500 feet above the refueling altitude on a prearranged altimater either 29.92 or the latest local setting; APN 12,76 and APN-11 rendezvous equipment would be used to the maximum in accordance with SAC Manual 55-3.[21]

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19. 26th SRWg Cmdr's Remarks to Part IV of Air Training Report for the Mo. of January 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL Exhibit No. 19
20. DD Form, 96, fr 26th SRWg D/O to 801st ADiv D/O, 14 January 1955. Subj: "Air Refueling Tactics". CL: CONFIDENTIAL. Exhibit No. 5.
21. Ibid.

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Receiver aircraft will begin their descent so as to arrive over tanker orbit point at refueling altitude and refueling and refueling airspeed on their latest revised ETA. In the formula for computing descent range the rate, if descent should be no more than 2000 feet per minute for a five (5) ship formation. In the event a complete radio silent rendezvous is desired a control point approximately 100 nautical miles short of the rendezvous should be established. This would insure the receiver flight arriving over orbit point on the perscribed time.[22]

The tanker flight will depart the orbit on the refueling course, two (2) minutes prior to the latest revised ETA of the receiver. Exterior light and visual signals should be in accordance with SAC Manual 55-3.[23]

After departing orbit, tankers would spread to refueling formation drop their booms, descend to refueling altitude and pick up refueling airspeed. Receiver rendezvous equipment would be turned off as soon as the tanker was in visual contact. Tanker rendezvous equipment would be turned oof as soon as tanker commander is certain receivers have the formation in sight. It was recommended that different radio frequencies be assigned to each pair of tankers and

22. DD Form, 96, fr 26th SRWg D/O to 801st ADiv D/O, 14 January 1955. Subj: "Air Refueling Tactics". CL: CONFIDENTIAL. Exhibit No. 5.
23. Ibid.

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receivers. This could be done according to the position in the formation.[24]

At the completion of refueling each tanker and receiver should return to a common frequency which should be the same that the tanker leader and receiver leader had been using during refueling. After each receiver has completed refueling, they would drop back to the observation position and wait until the entire flight has finished refueling. When all receivers have completed refueling, they would reform and climb to the perscribed cruising altitued.[25]

As pointed out by the 26th Wing's Director of Operations, this procedure has been used on several daylight operations and has been found to be very satisfactory and is understood by the air-crew in this Wing. This refueling tactic is a simple and effective method of rendezvous and provides the maximum safety for this type operation.[26]

During this period a draft letter prepared by the Director of Operations, 801st Air Division was submitted to this Wing for further comments and recommendation. This letter was in reference to Second Air Force letter, file OS, Subj: "Report of B-47 Bombing Symposium II," dated 28 December 1954.[27]

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24. DD Form, 96, fr 26th SRWg D/O to 801st ADiv D/O, 14 January 1955. Subj: "Air Refueling Tactics". CL: CONFIDENTIAL. Exhibit No. 5.
25. Ibid.
26. Ibid.
27. Ltr, Draft, Hq 801st ADiv to Cmdr 2AF. Cite: DDO. Subj: "Report of B-47 Bombing Symposium II". CL: SECRET. Exhibit No. 6.

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In reference to TAB I, "Training Methods" of the report, 801st Air Division fully agreed with statements made concerning Simulated Combat Missions. In part, the Division statement of concurrence read as follows: "This headquarters fully agrees that simulated combat missions are of greater training value than missions which are planned and scheduled to accomplish requirements of SAC Regulation 50-8. This is particularly true for lead and select crews. It is our opinion that the item type training required by 50-8 is highly effective for crew basic training procedures, for ironing out procedural problems, and for insuring a lead status, item training requirements of 50-8 should receive less emphasis ----- added emphasis should be placed on missions simulating all the procedures and problems anticipated for a combat sortie. USCM's steam type missions, and individuals simulated combat sorties all fall in this category. Furthermore, it is believed that the SAC system for evaluating and scoring individual crews should definitely reflect this shift in emphasis. Complete integrated camera runs as briefed for USCM should be incorporated in 50-8 requirements. This would give a more realistic approach to our regular training." end of statement.[28]

28. Ltr, Draft, Hq 801st ADiv to Cmdr 2AF. Cite: DDO. Subj: "Report of B-47 Bombing Symposium II". CL: SECRET. Exhibit No. 6.

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There were two recommendations of high note made by the Air Division; one, was related to a definite need for Radar Altimeter or RAI equipment on the RB-47 aircraft. It was explained that accurate altitude measuring equipment is essential for pressure pattern navigation and in view of the increasing emphasis on over water navigation this equipment is considered highly desirable.[29] In the other recommendation made by the Air Division, it was recommended that the K-47 camera be made available to RB-47 units for flight testing and possible substitution for the K-37 night camera. Designed data and limited test flight data available at this headquarters indicated that the K-47 camera is definitely superior to the K-37.[30]

In closing, it was felt that the mention of this draft letter was of historical significance in that it held forth a number of highly important matters concerning the operation of B-47 reconnaissance type aircraft and the training of its combat crews.

The month of January was a very busy one for the Wing's Intelligence Section. Receipt of the new EWP, planning routes, briefing the intelligence, assembling target folders and planning and scheduling target study kept the section occupied throughout the month.[31]

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29. Ltr, Draft, Hq 801st ADiv to Cmdr 2AF. Cite: DDO. Subj: "Report of B-47 Bombing Symposium II". CL: SECRET. Exhibit No. 6.
30. Ibid.
31. History, 26th SRWg D/I and Interview NCOIC Wg Intell. Sect, M/Sgt Gilbert, by T/Sgt C. Watson. 26th SRWg Hist Tech.

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The Intelligence staff participated directly with the Wing's Plans Section of formalizing the strike routed and retreat from the target systems. In addition, every effort was made by the EWP target study section, OIC Major E. Jirles, to schedule and brief all assigned crews prior to 1 February 1955. One of the main limitations to the accelerated target study program was the lack of adequate target study rooms. This lack was slightly overcome by utilizing unused areas in the Intelligence Section during after duty hours. Generally, the target study day began at 0730 and secured at 2030. Each period was two (2) hours in length. As of 31 January 1955 all 43 assigned crews had received a general briefing; 28 had been examined on their EWP mission and an average of six (6) hours target study had been accomplished by the crews assigned.[32]

On 17 January 1955, Major W. F. Kopp, OIC Air Target Branch and Captain John King, Target Development Section, visited the Target Branch, Director of Intelligence, Second Air Force. Some of the major items discussed were as follows: They cancelled the 26th Wing requirement for a set of IBM cards on foreign target materials. Discussed that portion of the Second Air Force Operations Plan which pertains to the deployment of target materials. On this matter, Second Air Force is getting clarification from Headquarters SAC.

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32. History, 26th SRWg D/I and Interview NCOIC Wg Intell. Sect, M/Sgt Gilbert, by T/Sgt C. Watson. 26th SRWg Hist Tech.

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The need for target materials on DGZs of assigned targets was also discussed. This problem also has been presented to Headquarters SAC. It was pointed out that if the decision was favorable, a considerable reduction in target material would result.[33]

During this period the 26th Wing Intelligence Section forwarded a letter through channels concerning Radar Scope Photography - Electronic Interference and Electronic Jamming.[34] During the 26th Wing's period in the United Kingdom on TDY, many of the flights in or near England, Norway or France experienced electronic interference of one type or another. In many instances this was the first time the combat crews had experienced electronic interference to any degree. Post mission interrogations revealed that most of the crews referred to this phenomenon as radar jamming. Fortunately, the Wing Intelligence Section has several officers who have had experience in this field and were able to interpret the so called jamming reports being submitted. It was felt, however, that the combat crew members could not be adequately trained or briefed on various types of electronic interference or jamming without the aide of actual scope pictures of each particular type concerned.[35]

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33. History, 26th SRWg D/I and Interview NCOIC Wg Intell. Sect. M/Sgt Gilbert, by T/Sgt. C. Watson, 26th SRWg Hist Tech.
34. Ltr, fr Cmdr 801st ADiv to Cmdr 2nd AF. Cite: 26DOI. 25 January 1955. Subj: "Radar Scope Photo-Electronic Interference & Electronic Jamming". CL: SECRET. Exhibit No. 10.
35. Ibid.

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Although the 26th Strategic Reconnaissance Wing does not possess an electronic reconnaissance capability, it was felt that if the combat crews were adequately trained in identifying APS-23 radar electronic interferences or jamming, more accurate information could be obtained during the post-mission interrogations. In addition, familiarization with actual jamming of scope returns would in, many instances, reduce the question of whether or not the problem was equipment malfunction or electronic jamming.[36]

The 26th Wing requested that scope pictures in either duplicate negative or final print form be sent to this headquarters, showing various pictures of electronic interference and jamming.

In reply to this letter, Second Air Force wrote that a proposed Anti-jamming Training program for Observers was forwarded to Headquarters Strategic Air Command on 4 January 1955. Second Air Force pointed out that the latest information on this program indicated that it will be in effect by 1 May 1955. In addition, it was expected that Second Air Force publish a numbered Air Force letter instituting this anti-jamming training prior to formal training program expected from Headquarters SAC.[37]

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36. Ltr, fr Cmdr 801st ADiv to Cmdr 2nd AF. Cite: 26DOI. 25 January 1955. Subj: "Radar Scope Photo-Electfonic Interference & Electronic Jamming." CL: SECRET. Exhibit No. 10.
37. Ibid.

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CHAPTER IV

MATERIEL

The end of January 1955, saw a total of 68 tactical type aircraft in the possession of the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio, which was indicative of an increase of two (2) aircraft over the number possessed by this command at the end of December 1954.[1] This increase was due to the gain of two (2) RB-47E aircraft from Boeing Airplane Company, Wichita, Kansas, making a total of 47 RB-47E aircraft assigned to the Wing. There were eleven (11) KC-97F and eleven (11) KC-97G aircraft assigned to the Wing, with one (1) KC-97G aircraft undergoing modification at Oklahoma

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January 1955, prep by Stat Svs, 801st AB Gp.

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City Air Materiel Area during this period. Total tanker aircraft possessed during the month was 21.[2]

During January, tactical aircraft were on hand for 49,276 hours and were maintained in-commission 38,693 hours.[3] This resulted in a monthly aircraft in-commission rate of 78.5 percent and a monthly rate of time aircraft were flown of 4.9 percent. Aircraft possessed in December were on hand for 59,801 hours and were maintained in-commission 37,839 hours, for a monthly in-commission rate of 62.2 percent and a monthly percentage of time aircraft were flown of 3.4 percent.[4]

This indicated a regression of 10,525 hours for the number of hours aircraft were on hand in January, and an increase of 854 hours for the number of hours aircraft were maintained in-commission. There was an increase of approximately 16 percent for the percentage of time aircraft were in-commission, and an increase of approximately one (1) percent in the percentage of time aircraft were flown.[5]

The majority of increase shown for the items during the month reflect an increased training program during the month, however, adverse weather conditions caused a standdown condition

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2. Rpt, Form 110A, Mo. Rpt of A/C Opns, January 1955, prep by Stat Svs, 801st AB Gp.
3. Ibid.
4. Rpt, Form 110A, Mo. Rpt of A/C Opns, January 1955 & December 1954, prep by Stat Svs, 801st AB Gp.
5. Ibid.

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of the aircraft. This situation enabled more hours to be devoted to the maintenance of the wing's aircraft.

This period saw a total of 2,240 manhours utilized on B/RB-47 Mech. MTD in comparison to the 1,080 hours recorded in December. This January figure indicated an average of 1,660 manhours as compared to the 3,500 hours standard. The utilization of manhours for the month of December was below standard due to the liberal leave policy during the holiday season and as a result caused a low average and a loss of points.[6]

The following is a statistical comparison of KC-97G/F and RB-47E aircraft operational and maintenance data as recorded in the 26th Strategic Reconnaissance Wing during the months of December 1954 and January 1955:[7]

KC-97G/F

	DECEMBER	JANUARY
Number of Aircraft On Hand	21	21
Number Hours Aircraft On Hand	15,724	15,418
Number of Hours Aircraft In-Commission	11,715	12,136
Number of Hours Aircraft Flown	488	590
Percentage of Time Aircraft In-Commission	74.5%	78%
Percentage of Time Aircraft Flown	4%	4%

6. Ltr, fr Cmdr, 801st ADiv to Cmdr 2AF. Cite: 26CR, No Date. Subj: "SAC Management Control System Scores (RCS:2AF-U2)." CL: SECRET. Exhibit No. 8.
7. Ibid.

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KC-97G/F

	DECEMBER	JANUARY
Number of Hours Aircraft Out of Commission Due to Maintenance	2,274	2,106
Number of Hours Aircraft Out of Commission Awaiting Parts	729	918
Number of Landings Made	156	228

RB-47E

	DECEMBER	JANUARY
Number of Aircraft On Hand	45	47
Number Hours Aircraft On Hand	34,086	33,858
Number Hours Aircraft In-Commission	26,124	26,557
Number Hours Aircraft Flown	833	1,309
Percentage of Time Aircraft In-Commission	76.6%	78%
Percentage of Time Aircraft Flown	3%	4%
Number of Hours Aircraft Out of Commission Due to Maintenance	5,179	4,440
Number of Hours Aircraft Out of Commission Awaiting Parts	580	1,529
Number of Landings Made	332	445

During this period there was a regression in the total of outstanding Technical Order compliances of assigned aircraft possessed by this wing. Technical Order compliances outstanding for RB-47 aircraft totaled 35, against last month's figure of 136, while

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KC-97F/G's outstanding Technical Order compliances dropped from 93 in December to 67 for the month of January.[8]

In January, CWO, Joseph A. Moskot, of the 26th Armament & Electronic Maintenance Squadron, along with two other representatives of this squadron, visited the Lockheed Aircraft Corporation, Marietta, Georgia, to obtain information and instructions regarding modification of components utilized in the YRB-47 Project.[9]

The project was mentioned in the December History of this Wing, when Second Air Force requested this headquarters to dispatch two (2) YRB-47 aircraft to Dobbins Air Force, Georgia, for modification.

Specific purpose of visit was to obtain information and instructions regarding modification of components utilized in classified Project YRB-47; Operational Procedures for Navigator; Co-Pilot; A&E Maintenance and Installation; and the training of air and ground crew members.[10]

Technical-wise, from this visit the following observations were recorded; The present autopilot system of the YRB-47s was replaced with A-12D of the latest configuration. The electrical power supply was increased to provide adequate electrical power

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8. Ltr, fr Cmdr, 801st ADiv to Cmdr 2AF. Cite: 26CR, No Date.
   Subj: "SAC Management Control System Scores(RCS:2AF-U2)."
   CL: SECRET. Exhibit No. 8.
9. Ltr, fr Cmdr 26th A&E to Cmdr 26th SRWg. 7 February 1955.
   Subj: "Report of YRB-47 Modification". CL: SECRET. Exhibit No. 9.
10. Ibid.

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for the operations of new installations, resulting from the modification. A recording chamber incorporating a dat card watch, counter and angleometer attached to unit, (a system working in such a manner wherein, the image is transferred to film during each exposure). Provisions were made to change and measure elevation of special unit through a total ARC of approximately eight (8) degrees, with the unit remotely controlled by electrically operated sight. In addition to the above observations, it was pointed out that all components were made explosive proof.[11]

As a result of this visit and information gained, the following actions were taken or as indicated contemplated; A complete list of equipment and insturments for Maintenance Unit and Auxillary Equipment was compiled with the coordination of the Project Engineer. This list is subject to changes prior to the delivery of the aircraft. By coordination with personnel conducting the modification, specifications and requirements for two (2) test panels were made. It was further indicated that test panels will include equipment for testing and training of air and ground personnel who will operate the unit. A list of parts and expendables was compiled for two (2) Flyaway Kits.

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11. Ltr, fr Cmdr 26th A&E to Cmdr 26th SRWg. 7 February 1955. Subj: "Report of YRB-47 Modification". CL: SECRET. Exhibit No. 9.

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Operational service manuals will be supplied by Lockheed Aircraft Corporation.[12]

From observations and findings accumulated on his visit to Lockheed, CWO Joseph A. Moskot, compiled a number of recommendations.

A few of the recommendations were: That authorization be granted for special tools and equipment required for maintenance of special unit and auxillary components for each aircraft; That a special Project Officer be assigned and responsible for the training of A & E Maintenance personnel, navigator and co-pilot procedures; also the formulation of SOP's training project outlines, and the check lists of all equipment pertaining to the Special Unit; Authorize a high priority for supplies, maintenance parts and shop facilities when needed; Expend to the aircraft all modified recoverable components used in maintenance; Negotiate an open contract with the Lockheed Corporation through W.A.D.C. for any assistance required; Direct all unsatisfactory reports to W.A.D.C.; lastly, to initiate request for disposition of original equipment not used in aircraft to Second Air Force.[13]

This project will be followed by the writer and any additional information as to its activity will be included in the Wing's History.

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12. Ltr, fr Cmdr 26th A&E to Cmdr 26th SRWg. 7 February 1955. Subj: "Report of YRB-47 Modification." CL: SECRET. Exhibit No. 9.
13. Ibid.

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In the December 1954 SAC-T12 report of this headquarters it was reported the impossibility to meet existing training requirements in the AN/APQ-T2 Trainer due to a continual lack of replacement of parts. This T2 Trainer is one of the fifth Prototype Trainers for which only an extremely limited number of spares have been procured. In addition, the majority of spare parts for this trainer are manufactured as the need arises.[14]

Headquarters Second Air Force's reply to this remark indicated that action had been completed to obtain an AN/APQ-T2A trainer for Lockbourne Air Force Base, with a programmed deliver date of August 1955. Second Air Force requested Lockbourne Base to submit a properly substantiated request for the removal of the present trainer. The removal of the present one will be predicated upon the trainer being operationally unsuitable due to design deficiencies, which create abnormal maintenance problems and the difficulty of obtaining replacement parts for this particular trainer model.[15]

Second Air Force requested the following information; Complete data covering the maintenance problem encountered to include a description of malfunctions; Report of the maintenance hours expended and the time lost for reasons of parts; Report of

14. Ltr, fr Cmdr 26th A&E to Cmdr 26th SRWg. 7 February 1955. Subj: "Report of YRB-47 Modification". CL: SECRET. Exhibit No. 9.
15. Ibid.

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the training hours scheduled and hours utilized; and finally, complete data covering parts requisitioned, delivery delays encountered, follow-up action to obtain parts, and how and when parts were finally obtained.[16]

Complete action will be covered on this item in the Wing's History upon its receipt and installation.

On 19 January 1955 a meeting of the Wing's Flyaway Kit Review Panel convened. Major John W. Ogan, Wing Supply Officer, discussed the situation regarding a breakdown of flyaway kits into pre-strike, post strike and residual kits with respect to the new Second Air Force Operation Plan. In summary, it was pointed out that a breakdown of RB-47 kits was to take place, however, this action will be delayed pending receipt of the new flyaway kit book. Discussion was carried on as to the feasibility of establishing locally a 15 - aircraft post strike kit capable of supporting Operation Plan 40-55, pending receipt of the new 65H. It was agreed to establish the kit and methods were discussed. February 7th was established as the date for submission of kit listing by A & E and the three reconnaissance squadrons.[17]

Completed action and results will be included in the February History of this Wing.

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16. Ltr, fr Cmdr 26th A&E to Cmdr 26th SRWg. 7 February 1955. Subj: "Report of YRB-47 Modification". CL: SECRET. Exhibit No. 9.
17. Ltr, fr 26th SRWg D/M to Cmdrs 3rd, 4th, 10th SRSqs, 26th ARSq and 26th A&E Sq. and 801st AB Gp Supply. 21 January 1955. Subj: "Flyaway Kit Review Panel Meeting". UNCLASSIFIED. Exhibit No. 4.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF JANUARY 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director Of Personnel	SAMSON, GEORGE D.	Major
Director Of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director Of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wing	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary Of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

**Abbreviations Used in Aircraft Operation

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

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Abbreviations Used in Aircraft Operations (Continued)

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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Correspondence File, 26th SR Wing

Comptroller File, 26th SR Wing

801st Air Base Group Statistical Service Office

Regulation File, 26th SR Wing

Staff Section Files, 26th SR Wing

TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Personnel, 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff, sections, squadrons and/or personnel concerned, along with personal observation of the Historian.

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LIST OF EXHIBITS

1. Ltr fr 801st ADiv IG. thru Cmdr 26th SRWg to Cmdr 801st ADiv. 31 January 1955. Subj: "Inspection of the 26th Strategic Reconnaissance Wing". UNCLASSIFIED.

2. Ltr fr 801st AB Gp Base Supply to D/Materiel 801st AB Gp. Cite: BMA. 17 January 1955. Subj: "Report of Depot Visit (Mallory)". UNCLASSIFIED.

3. Ltr fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: CRSO. 27 January 1955. Subj: "Air Training Report". (RCS:SAC-T12) 26th SRW. CL: CONFIDENTIAL.

4. Ltr fr 26th SRWg D/M to Cmdr 3rd, 4th, 10th SRS, 26th ARS, and 26th A&E Sqdns, also Base Supply 801st AB Gp. 21 January 1955. UNCLASSIFIED. Subj: "Flyaway Kit Review Panel Meeting".

5. DD Form 96, fr 26th SRWg D/O to 801st ADiv D/O, 14 January 1955. Subj: "Air Refueling Tactics". CL: CONFIDENTIAL.

6. Ltr DRAFT, Hq 801st ADiv to Cmdr 2AF, Cite: DDO. Subj: "Report of B-47 Bombing Symposium II". CL: SECRET.

7. Ltr, 1st Ind to Hq 2AF Ltr, fr Cmdr 801st ADiv. Cite: DOT Subj: Hq SAC DOTRS, Analysis of Combat Crew Training". CL: CONFIDENTIAL.

8. Ltr, fr Cmdr 801st ADiv to Cmdr 2nd AF. Cite: 26CR. No date. Subj: "SAC Management Control System Scores (RCS:2AF-U2)". CL: SECRET.

9. Ltr, fr 26th A&E Sqdn to Cmdr 26th SRWg. 7 February 1955. Subj: "Report of YRB-47 Modification". CL: SECRET.

10. Ltr, from Cmdr 801st AD to Cmdr 2nd AF. Cite 26DOI. 25 January 1955. Subj: "Radar Scope Photo-Electronic Interference & Electronic Jamming". CL: SECRET.

11. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: DPLC 3431. 21 January 1955. Subj: "PCS Move of 26th ARSq from Lockbourne AFB. UNCLASSIFIED.

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List of Exhibits (Continued)

12. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: DOT 6077. 5 January 1955. Subj: "Deficiency in Flying Time of Non-Combat Ready Crews." CL: SECRET.

13. TWX, fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: DPPC 3657. 22 January 1955. Subj: "Personnel Freeze 26th ARSq". UNCLASSIFIED.

14. 26th SRWg Regulation No. 55-8. 16 January 1955. Subj: "Lead Crews Eligibility Criteria". UNCLASSIFIED.

15. Change I to 26th SRWg Regulation No. 55-8. 18 January 1955. Subj: "Lead Crews Eligibility Criteria". UNCLASSIFIED.

16. 26th SRWg Regulation 39-1. 27 January 1955. Subj: "Promotion of Airmen". UNCLASSIFIED.

17. 26th SRWg Cmdr's Remarks Part V of Air Training Report for Month of January 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL.

18. 26th ARSq Cmdr's Remarks Part III Air Training Report for the Month of January 1955. (RCS;4-SAC-T12). CL: CONFIDENTIAL.

19. 26th SRWg Cmdr Remarks Part IV of Air Training Report for the Month of January 1955. (RCS:4-SAC-T12) CL: CONFIDENTIAL.

20. 26th Strategic Reconnaissance Wing's Mobility Plan No. 55-1. 1 January 1955.

21. 26th Strategic Reconnaissance Wing's Weekly Aircraft Requirement Record.

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HEADQUARTERS
801ST AIR DIVISION
Office of the Inspector General
Lockbourne Air Force Base
Columbus 17, Ohio

31 January 1955

I

SUBJECT: Inspection of the 26th Strategic Reconnaissance Wing, Lockbourne Air Force Base, Columbus 17, Ohio

THRU: Commander
26th Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

I. AUTHORITY AND COMMAND INSPECTED

A. An inspection of the 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Ohio was conducted during the period 17 - 21 January 1955 by, Colonel Joseph C. Moore, USAF, Inspector General, 801st Air Division, assisted by an inspection team, under authority of Air Force Regulation 123-1, 13 January 1953.

II. MATERIEL

A. GENERAL

1. The maintenance sections of the 26th Wing are organized and functioning as required by SAC Reg 66-12. The OJT program is of such adequacy that three and five level personnel are receiving satisfactory training for upgrading. This training is necessary to cover a general shortage of five and seven level personnel. Throughout the wing there is a general lack of knowledge, by maintenance personnel, as to the individuals responsibilities and duties when a base alert is sounded. It was noted that supervisory personnel, in the maintenance sections, were complying with 2AF Message DM 42128, subject: Personnel Accounting, 13 November 1954. The provisions of SAC Reg 39-9 and AFR 39-47 are, at this time, strictly adhered to, in that non-crew members are flying in aircraft that they are assigned to perform maintenance upon. Non-crew members are getting their required four hours flying time for pay purposes each calander month.

Ex 1

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* 2. Tactical units are having trouble getting radio vehicles. Such trucks have been out of commission over long periods of time and many times when the units have these vehicles the radios are out of commission. This has handicaped the maintenance effort and crew chiefs are having trouble requesting specialist support. To get this support they have to go to the operations buildings to use a phone, this again has caused maintenance delays. Until this is corrected the placement of a phone in the Nose Docks could speed specialist support to crew chiefs and also would assure additional fire protection.

B. LOGISTICS

3. The logistics section was manned by qualified personnel and were performing in a satisfactory manner. Some units were not receiving staff visits by the wing logistics officer, although a plan was presented to visit all sections commencing approximately 17 January 1955. The Mobility Plan was completely reaccomplished and submitted for approval to Headquarters Second Air Force on the 5 January deadline.

C. AIRCRAFT MAINTENANCE ORGANIZATIONS

4. The quality control section was set up and operated according to regulations. A shortage of qualified 43171B and 43171J personnel was hindering coverage of all subjects for inspection. All weight tests for assigned aircraft were up to date and a plan was in effect to schedule aircraft for weighing into time blocks.

* 5. The following discrepancies were found in the quality control section:

a. 2AF TWX DM4A 3067, 19 October 1954, not complied with on master inspection work cards.

b. Forms 262 and 264 on completed periodic inspections are filed without all required signatures.

c. Inspection work card KC-97-204 reflects no card change per 2AF TWX DM4AMTNL-12-3W33993, 6 November 1954.

d. Base Regulation index outdated.

Standardization Team

6. The maintenance standardization board was set up according to regulations and giving adequate coverage to projects as directed by the chief of maintenance. In compliance with AFL 121-4, subject: Damage to Jet Engines from Foreign Objects, this section was working on a special project to control hardware when working on engines. It was noted that inspection work card RB-47-083 was not deleted from sequence chart.

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TOC Section

* 7. The following discrepancies were found in the TO Compliance and Aircraft Records Section.

a. Part IV of Form I, in jacket file of aircraft #52-707A does not have flight line chiefs signature in block 47 for 13 and 18 October 1954. No inspectors signature in block 48 and no maintenance officer's signature in block 49 on the entire form from 26 May to 8 November 1954.

b. Incorrect entries on part II, Form I's. (ie acft #52-2764A on line 8 and 9, block 25, 1 - 6 January 1955)

Periodic Maintenance Squadron

8. The Periodic Maintenance Squadron is manned with qualified personnel, with supervisors monotoring an effective OJT program and at all times keeping a good program in effect for accounting of personnel assigned. Although this unit had just moved to new quarters this in no way disrupted their maintenance program. The engineering officer had outdated indexes for Air Force and 2AF regulations.

* 9. The discrepancies found in the docks are:

a. Changes directed by TWXs and other special publications were not reflected on Form 261's.

b. Card 106 not in working file for RB-47 docks.

Field Maintenance Squadron

10. The Field Maintenance Squadron is weak in supervisors. The overall loss of qualified personnel has affected them both in quality and quantity. Three level personnel are arriving from outside resources and a very effective OJT program is working to upgrade qualified personnel. The ground training program is progressing satisfactorly and the usage of the Ejection Seat MTD is, at this time, acceptable; since 10 January 1955 a full quota has been filled in the MTD. A constant check on this utilization is necessary inorder to qualify all personnel.

* 11. At the time of the inspection, the wing was not operating a consolidated dispatch and inspection section as directed in 2AF Reg 66-7, subject: Maintenance Engineering, 15 July 1954. Personnel have been transferred to the Field Maintenance Squadron to support this program and it was estimated that the dispatch and inspection section would be operational by 28 January 1955. The repair section is now short ten mechanics and the plan is to supplement it with jet engine mechanics.

Note: Personnel should work in their specified AFSC, the use of jet mechanics could lead to some of the past trouble that are brought about by malassignment such as morale, lack of promotional opportunities and in the end requests for early outs.

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* 12. Minor discrepancies found are:

a. Indexes outdated on SAC, 2AF, Base Regulation and Maintenance Information files.

b. Shops are not receiving copies of specialist discrepancies found on periodic inspections, therefore cannot transcribe to Discrepancy Responsibility Charts.

Armament and Electronics Squadron

13. The Armament and Electronics Squadron is operating as directed by current regulations. Some sections within the squadron are operating at 50% of current authorized strength, i.e., Communications, Radar and Supply. The OJT program is monitored by supervisory personnel and the general feeling was that a good sound program was necessary to compensate for the overall losses. Utilization of the A&E MTD was at 100% and forcast to remain at that figure throughout the immediate future. As soon as three level personnel start to catch up in the MTD program the wing start scheduling supervisory personnel for a refresher course.

14. The armament section is performing a satisfactory number of inspections on the units fire arms. An aggressive program of inspection should be implemented by this section to insure that all units are inspected by the first few months of the year. The OJT program is progressing satisfactorly but the trainees could use some additional assistance from experienced supervisors.

* 15. Minor discrepancies found are:

a. There was not enough fire exits on the top floor of building S-523.

b. The field shops had serviceable part tags with no inspectors signature indicated on tags. (auxiliary radar)

c. The intent of SAC Reg 137-9, subject: A&E Calender Inspections, 11 October 1954, as regards the next periodic inspection is not fully implemented.

Tactical Units

16. The training accomplished in Ejection Seat maintenance has been unsatisfactory. As of this date 233 maintenance personnel require this training; 89 have been trained for a standing of 38%. The immediate plans for utilization of the MTD, was satisfactory; schedules reflected a 100% utilization throughout the next month. The limitations, to this training, is the present lack of available instructors.

17. Maintenance personnel are still having difficulty getting from their working areas to the mess hall and back to work within the allocated time. This fact has affected morale and could be alleviated by better scheduling of buses during the rush hours.

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* 18. The briefing on alert responsibilities and duties were inadequate in some units. Some maintenance personnel contacted did not know what to do when an alert was called during duty hours.

19. The OJT programs were adequate and in some units the aggressivenes shown by supervisory personnel, controlling their OJT programs, was outstanding. The 3rd Squadron had 18% of the maintenance personnel in training status.

20. The availability of radio vehicles is unsatisfactory. When vehicles are available many times the radios are not working. Unit engineering sections have been without the services of vehicles. This fact undoubtly does effect the overall wing maintenance efficiency.

21. The lack of real starts has at times affected the maintenance effort. The diesel power units have at times been breaking down and one such failure causes the loss of four starts. The lack of test equipment and inability to put a power load on these diesel units have caused an excessive maintenance load on the ground power section.

* 22. General discrepancies noted in the tactical units.

a. Boost pump cover not installed on external fuel tank in nose dock area, drain line hole and connector not covered.

b. Trash in nose dock areas.

c. Aircraft not grounded and no fire extinguisher available during maintenance. (Acft #699 in the 3rd Squadron)

d. In 3rd Squadron diesel generator 21B186.

(1) No fire guard when unit operated.

(2) Four panel lights inoperative and one light bulb missing.

(3) Three forward spark plug leads on starting engine loose.

e. Fifty pound fire extinguishers without inspection tags.

f. Maintenance stands without condition tagged. (3d Sq)

g. TO familiarization charts, 2AF Form 222, was not signed off. This applied particulary to safety of flight items.

h. Units are having trouble getting publications, other then technical orders, through normal distribution channels.

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Special Subjects

23. The following special subjects were checked.

a. AFL 121-10 - Ejection Escape System Training.

b. AFL 121-4 - Damage to Jet Engines from Foreign Objects.

c. 2AF message DM42128 - Personnel Accounting of Maintenance Personnel.

d. SAC Reg 39-9 - Non-crew Flying Time.

D. SUPPLY

* 24. The 26th Wing Staff Supply Section is manned by well qualified personnel. Major Ogan is the Wing Supply Officer. An adequate inspection system is in effect, whereby staff visits and regular 90 day inspections keep the staff informed on conditions in various units. The manning was approximately 80%; they are authorized 68 officers and airmen and 53 are presently assigned. General discrepancies are as follows:

a. Cleaning of weapons was unsatisfactory in all units excepting Headquarters and Field Maintenance Squadrons.

b. Warehousing was generally lax, and unsatisfactory in the 3rd, 4th and A&E squadrons.

c. The quantity of expendables stored in supply rooms was in excess of a seven day level. Excesses should be returned to the local purchase store.

d. Discrepancies noted on AF Form 1120's USE AND UME cards were of minor nature, but all cards should be reviewed and accomplished in accordance with Section 7, Volume IV, AFM 67-1.

Headquarters Squadron Section

24. Records and storage was satisfactorily with exception of general housekeeping. Items stored in open bins should be neatly piled in respective bins.

3rd Strategic Reconnaissance Squadron

* 25. The following discrepancies were found in subject squadron:

a. Laxity in warehousing was found at the time of this inspection. Additional bin space should be procured to avoid comingling of equipment.

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b. 2AF Reg 67-10, 26 June 1954, is not being complied with. RCS-AF-X3, weapons report, is not submitted monthly.

c. Condition of weapons unsatisfactory.

d. Several items were accounted for on the UPREAL, these should have been transferred to the UME (1120) cards.

e. UME (1120) cards are not filed in sequence in accordance with paragraph 6b, section 7, volumn IV, AFM 67-1.

4th Strategic Reconnaissance Squadron

* 26. The following discrepancies were found in subject squadron:

a. Warehousing was unsatisfactory. Items such as serviceable, reparable and condemned were comingled in the same bin.

b. There is an excessive amount of expendable supplies in the supply room.

c. Unserviceable items not promptly turned into Base Supply.

d. UME and USE (1120) cards were not completely filled out. UME shortages were not requisitioned.

10th Strategic Reconnaissance and 26th Periodic Maintenance Squadrons

27. The following discrepancies were found in subject squadrons:

a. These squadrons had moved ten days prior to this inspection. They are making satisfactory progress towards setting up their respective supply rooms.

* b. Security for the supply sections is inadequate. Provisions should be made for the use of barbed wire to prevent entry over the top of wire screen. Present security measures are unsatisfactory.

* c. Weapons have not been inventoried in accordance with 2AF Reg 67-10, 24 June 1954.

Air Refueling Squadron

* 28. The following discrepancies were found in subject squadron:

a. Excess items for bench stock were on hand and should be returned to Base Supply.

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b. There are reparables on hand with dates as far back as 7 July 1954. These should be turned in to Base Supply immediately.

c. USE (1120) cards not accomplished in accordance with appropriate regulations, control codes not entered.

d. UAL change request should be submitted for all items on hand and not presently authorized.

e. UME (1120) cards are incomplete and shortages are not on hand.

Armament and Electronics Squadron

* 29. The following discrepancies were found in subject squadron:

a. Serviceable and reparable items were comingled in the pre-issue stock room. Escessive items on hand, bins not labeled and locations were not accurate. Request accurate inventory be accomplished and shortages requisitioned.

b. Mobility equipment should be segragated and stored. This equipment was piled in a small room on the second floor of building 245.

c. Electric wire and junction boxes for A.C. power lighting was stored in building 245. This equipment should be turned over to AIO.

d. Locations were not posted to UME (1120) cards in accordance with paragraph 6c(5), section 7, volumn IV, AFM 67-1.

Field Maintenance

30. The following discrepancies were found in subject squadron:

a. This squadron was found to be in satisfactory condition with a few minor exceptions. Excess tools should be turned into supply. Additional storage facilities should be provided if at all possible as present storage facilities are limited.

* b. Items still accounted for on UPREAL should be transferred to UME (1120) cards.

c. Authorizations be reviewed for new changes for posting to UME (1120) cards.

Tactical Hospital

31. Records and storage was satisfactory in this organization. Additional warehousing can be utilized if available as mobility equipment is too concentrated in the present limited space.

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III. OPERATIONS AND TRAINING

32. Method of Record Keeping - The wing training records were being maintained in an excellent manner. Captain Giraudo and staff were well informed in training policies and directives. However, due to changes in the training requirements (SAC Reg 50-8) and 2AF ground training requirements (2AF Reg 50-6) since the beginning of the January training quarter, no standard forms could be adopted. A standard form is presently being developed under a joint effort in the 26th and 91st Strat Recon Wings. An 801st Air Division directive will establish a division-wide system for record keeping. The squadron training records were generally satisfactory. Due to 50-8 changes, some confusion has resulted and caused a delay in getting training charts up to date. In addition records to substantiate training activity were not readily available in some squadrons.

* 33. Action Required - A standard system be established throughout 801st Air Division for records. This will be accomplished prior to 15 February 1955. At this time any indoctrination should be scheduled by wing personnel to ascertain charts and records are being properly maintained.

34. Stand Board - The standarization program needs maximum wing support in getting required checks completed and posted in accordance with 2AF Reg 51-4. 2AF records indicated only 48% of required B-47 checks and 45% of KC-97 crews were complete as of 1 January 1955. Stand Boards's reported checks complete but records did not indicate this.

* 35. Action Required - Maximum effort be expended towards ascertaining stand board checks were complete to the last required item, current and posted in accordance with 2AF directives.

36. Status of B-47, KC-97 IP's and Form 5's - Pilots have recently been utilized as instructors and on orders who are not fully qualified or have 2AF waivers in a satisfactory systematic manner. Shortage of clerical help has created this deficiency.

* 37. Action Required - A wing-wide campaign to ascertain all pilots are current in accordance with SAC Reg 60-7 and Form 5 records to substantiate 60-7 requirements. A wing survey to help get Form 5's up to date.

* 38. Status of Target Study - Maximum effort is being expended to have all crews current and certified by the Wing Commander by 1 February. Lt Colonel Kohler's system for monitoring target study and status of prediction plates was excellent. However, added emphasis is required on observer Ultrasonic trainer runs. It is a recognized fact that the T-2 Radar Trainer is not a stable vehicle for this training; however, two T-3 Radar Trainers are available on an interim basis. 26th and 91st Strat Recon Wings were severely criticized in this field by the 2AF Inspectors.

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39. Action Required - A spot check will be made by the Division Commander on crews knowledge of their EWP requirements. A follow-up visit to the Wing will be made prior to 20 February 1955, by 801st Air Division on this specific subject.

40. Alert Plan - Certain individuals in the units were not clear on their specific alert assignment. Where to report and conditions ALPHA and BRAVO were not clearly understood by some members of the squadron staff.

* 41. Action Required - Wing should cover the alert plan with squadron commanders and they in turn cover the plan with all squadron personnel.

* 42. Special Subject - In checking for compliance with AFL 121-10, subject: Ejection Escape System, 16 August 1954, the flying personnel are 53% trained in both first and second phases as required in 2AF Reg 50-6, suppliment 36, 20 July 1954. The training in phase II, at this base, will be restricted because of cancellation of the 6-EQ-2A trainer per 2AF message 07G-4297, 29 December 1954. The training program for the 26th Wing is predicated on air crew personnel receiving both phases at one time. According to records approximately 47% of the crew personnel have not received the formal course of instruction as outlined in subject 2AF Reg. This unsatisfactory condition should be corrected by making use of the four hour indoctrination course available at the local MTD. To date no flying personnel have been scheduled for the indoctrination course.

IV. PERSONNEL AND ADMINISTRATION

A. GENERAL

43. The over-all accomplishment of personnel and administrative functions within the wing is considered as adequate in meeting the desired standards of proficiency. However, a shortage of qualified personnel exists in all organizations. However, a concientious OJT program is in effect for a number of newly assigned airmen, and this situation should be alleviated for the most part.

B. WING ADJUTANT

44. This office was performing assigned functions in an efficient manner. A few minor deficiencies were noted, and were corrected at the time of inspection.

C. WING COMPTROLLER

45. This office was operating in an efficient manner consistant with the requirements of SAC Manual 20-1.

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D. WING DIRECTOR OF PERSONNEL

46. This directorate was operating in a very efficient manner. Although recent losses in skilled personnel were incurred, there appears to be no decline in efficiency of operation. Newly assigned replacements seemed to have been sufficiently well trained to indicate that smooth operation will continue. Appropriate staff visits have been accomplished in compliance with SAC Manual 20-1, and 2AF Reg 20-1.

E. ORDERLY ROOM ADMINISTRATION

* 47. Several safe combinations were in need of change due to transfer of personnel. (reference: AFR 205-1)

* 48. Job procedure files were not being maintained in many cases.

49. Two organizations were not maintaining AF Forms 20 as prescribed by paragraph 2, chapter 4, 801st Air Division Squadron Procedures, 1 November 1954.

* 50. In many cases personnel records checks were not being accomplished in a thorough manner for incoming personnel. Only the required assignment entries were being entered prior to insertion of records into squadron files. A processing file system should be utilized for all records of newly assigned personnel, and records should be inserted in permanent files only after they have been screened for corrections.

* 51. Numerous cases existed where marital status recorded in AF Forms 20 was not in agreement with service record entries.

* 52. In many cases AF Forms 538a, record of organizational issue of clothing, were not on file with the personnel records group files.

53. Immunization records, Standard Form 106, were not fully completed in some cases.

* 54. Numerous errors, although lined out in service records, had not been initialled by the squadron personnel officers.

* 55. Reading of articles prescribed by UCMJ, MCM, U.S., 1951, was overdue in some cases for airmen.

* 56. Squadron suspense files, in some cases, were not maintained as prescribed by 801st Air Division Squadron Procedures, 1 November 1954.

* 57. A few service records noted indicated that obsolete allotments had not been deleted nor had current allotments been entered.

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Copies of current DD Forms 234, authorization for allotment, were not in file although new allotments were in force.

* 58. A number of assignment entries recorded in Item 29, AF Form 20, were not in agreement with assignment entries in service records. Further, a review of PAMs pertaining to assignment indicated that effective dates did correspond with service records, thus indicating that classification clerks were recording the dates of PAM, or were recording dates entries actually were made.

* 59. It was observed that duty rosters were not being properly maintained in some organizations in accordance with the general requirements of AFR 31-12. The following irregularities were noted:

a. Constructive credit dates (CCD) were incorrect in many cases.

b. CCDs were not being credit changed in numerous cases where airmen were on authorized absences such as hospitalization, leave, and DDY.

c. CCDs were not being credited in many cases where airmen were promoted to higher grades.

d. CCDs were computed erroneously at initial assignment of many airmen.

e. Many sections of the rosters were incomplete such as legend section, marginal columns, etc.

f. Authorized absences were being recorded in ink, rather than pencil, and were not being erased upon airmens' return and subsequent CCD change.

V. SECURITY

A. Reports of inspection for the month of December 1954, accomplished by the office of the Base Provost Marshal, were reviewed and spot checked as a follow-up measure. An interview with the wing security officer indicates that all security irregularities have been corrected, and that all unit security officers are closely monitoring squadron security functions.

VI. COMMENDABLE ITEM

A. A superior type squadron policy file was observed in the 4th Strategic Reconnaissance Squadron. The file included all policies which pertained to the organization, and was compiled in book form. The book was placed in a central location and was readily accessible to all officer and airman personnel. The format, contents, and availability were considered as commendable and could well serve as a model for any organization.

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VII. CRITIQUE

A. A critique was held with key personnel in accordance with paragraph 28, AFR 123-1.

VIII. Request reply by indorsement be accomplished with ten working days after receipt of this report, and that it be forwarded to the Commander, 801st Air Division, attention: Inspector General. Specific actions taken to correct irregularities and deficiencies indicated by asterisked paragraphs, including sub-paragraphs thereto, are to be included in your reply. Your indorsement may be accomplished by means of utilizing consolidated comments compiled by staff agencies as inclosures.

JOSEPH C. MOORE
Colonel, USAF
Inspector General

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OFFICE OF THE BASE SUPPLY OFFICER
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

17 January 1955

BVA

SUBJECT: Report of Depot Visit (Mallory)

TO: Director of Materiel
801st Air Base Group
Lockbourne Air Force Base
Columbus 17, Ohio

1. This report covers the visit to Mallory Air Force Depot, Memphis, Tennessee, on 14 January 1955, by Major Thomas A. Mills, Base Supply Officer, and T/Sgt H.N. Baker, NCOIC VDP Priority Requisitioning for Base Supply.

2. The purpose of the visit was as follows:

a. Discuss problems being encountered in our VDP requisitioning and propose an improved procedure for obtaining depot funds so that local purchase can be expedited.

b. Attempt to obtain better delivery dates on back-ordered towing tractors and fork lifts.

3. Personnel contacted:

a. Lt. Colonel Andrew T. Fawbush - Director of Supply & Services.

b. Lt. Colonel R. Elliott - Deputy for Management.

c. Capt. Howard V. Licht - Chief, Base Supply Division

4. Action taken of problems:

a. Follow-up was effected on our various VDP requisitions. Many VDP items or suitable substitutes were located and are being shipped. In addition, depot obligation advices in amount of $160.00 were picked up at the depot and local purchase of VDP items from Columbus General Depot will be accomplished on 17 January 1955.

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BMA, Subject: Report of Depot Visit (Mallory)

b. In an effort to speed up the receipt of obligation advices from the depot, Major Mills proposed that the depot make bulk obligations to the station by fiscal quarter. This would eliminate delays in receipt and would allow us to effect immediate local purchase of centrally procured VDP items not available at the depot. Depot personnel indicated that comptroller regulations would not allow this but that in the future, obligation advices would be TWX'ed to us on the same day of receipt of the requisition. This should cut out the delay from an average of 18 days to about 3 days.

c. As for the fork lifts, arrangements were made for the immediate shipment of two 6,000 Lb. lifts from Prairie, Mississippi, storage instead of waiting approximately six weeks on shipment of lifts from Laurinburg-Maxton, North Carolina, Storage. These lifts are new and we can expect to have them on the station by 25 January 1955. No improvement in the May and July delivery of two 15,000 lb. lifts could be made. There are no assets and our delivery will be from contract.

d. Tugs-Mallory Depot is going to request the concurrence of Headquarters, AMC, in the withdrawal of 14 towing tractors from the materiel reserve pool for immediate shipment to us. I am to get a copy of this request and will contact Headquarters, AMC, in an effort to get their approval. If we cannot do this, we can expect to get our tugs from contract deliveries starting in May.

5. I feel that the benefits of this trip were worthwhile and I shall attempt to contact all of our depots with similar problems in the next couple of months.

cc: Colonel McDaniel
DIM

t/THOMAS A. MILLS
MAJOR USAF
Base Supply Officer

"A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE LA.

CBSC JAN 27 1955

SUBJECT: Air Training Report, RCS: SAC-T12

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio
ATTN: 26th Strategic Reconnaissance Wing

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this Headquarters has taken or will take, to alleviate reported deficiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

s/ H. B. Reeder
t/H. B. REEDER
Lt Colonel, USAF
Deputy Director of Comptroller

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BUREAU OF STAFF ACTION
ON LIMS DISTINGUISHED REMARKS OF SAC-T12

Wing 26th Strat Recon SAC-T12 dated December 1954

ITEM FROM SAC-T12 AND STAFF ACTION

Part V, Para 9.c.(1) Records this Directorate indicates 801stAD is approximately 50% manned in Personal Equipment Specialties which is comparable to command average. This shortage is SAC wide.

Para 9.c.(2) Reference comments to SAC T-12 remarks for month of Nov 54.

Para 9.c.(3) Reference comment to SAC T-12 remarks for month of Sep 54.

Para 9.d. Special Training in AN/ARC-21 Course Nr SS30170-6 is programmed by SAC on the basis of 19 ann AFSC 30150/70 each B/RB-47 Wg as indicated in SAC Pamphlet 50-4. The 26th SEM has signified their ability to support training programmed by SAC Tech Pamphlet 50-4 as evidenced by schedule of Special Requirement Reports (RCS: SAC-T-16) on file this Hq under dates of 16 Sep 54 and 3 Jan 55. In all instances in which quotas have been allocated to 801st AD, the 26th SEM was indicated by Hq SAC for priority in the utilization of spaces.

D/Personnel s/ E Bunsell, Lt Col 26 Jan 55

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REPLY AND STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Start Recon Wing SAC-T12 dated December 1954

ITEM FROM SAC-T12 AND STAFF ACTION:

Para 9a:

8100-628000 Rectifier - This item is no longer being procured by USAF. A new type power supply, S/N 8100-659777-98, is now on procurement. Hq SAC is making every effort to obtain the required item.

8100-315180 Generator - This hq is not in receipt of request for supply assistance from your station; no known delivery date is available. Recommend a supply difficulty letter be forwarded to this hq in order that supply assistances can be given by this hq, in accordance with SAC Reg 67-3.

8100-631095 Rectifier - Arrangements were made by this hq for your station to effect pilot pickup of 13 each cited item from Barksdale AFB. Information available indicates pick-up was completed.

7CAD-352675 Gage)
7CAC-530900 Wattmeter) This hq is unaware of existing shortage for these items. No request for supply assistance, in accordance with SAC Reg 67-3, has been received. Recommend supply difficulty letters be submitted.
8100-629550 Rectifier)

Para 9b: Estimated date of first deliveries of S/N 5015-640055 Tractor, towing, from new procurement is 1 Feb 55. Subject vehicle will be released from backorder by the Prime Depot in accordance with assigned precedence.

Para 4 -Division Commander's Remarks: A thorough search of records, this hq, dose not reveal receipt of supply difficulty letters for trainer spares. Lockbourne AFB has been requested to provide this hq with base requisitioning data and latest depot action on referenced trainer spares. Upon receipt of this information, action will be taken to expedite supply action by applicable depot. A listing of critically short trainer spares is being compiled by this hq for submission to Hq SAC for review and subsequent procurement action by AMC.

Para 4c-Division Commander's Remarks: Ground Training Branch, Training Division, D/Operations has made arrangements to replace the T2 Trainer with a T2A. Expected date of delivery is August 1953.

D/Materiel

s/William E. Ruark
t/WILLIAM E. RUARK, JR 21 Jan 1955
Colonel USAF
Deputy Director of Materiel

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated December 1954

ITEMS FROM SAC-T12, AND STAFF ACTION:

3. "91st and 26th Strategic Reconnaissance Wings operations are being seriously curtailed by ARTC's limited capability of handling Lockbourne AFB traffic. Maximum effort has been placed on local scheduling and coordination with Indianapolis ARTC center; however, shortage of personnel in the center, in addition to limited local navigational aids and radar control facilities make weather operation entirely unsatisfactory. One hour and thirty-minute delays, limitations of only three aircraft per hour for over a four hour period are just some of the limitations placed on Lockbourne traffic. Tactical clearances are called in the night before the scheduled operation, but this dose not solve the saturation problem of the ARTC center. The continued IFR clearance restrictions is rendering SAC Regulation 60-9 planning and operational scheduling ineffective. Since a large portion of reconnaissance training is accomplished during mid-day periods, the only solution to this bottleneck lies with higher command assistance in procuring additional equipment and ARTC clearance personnel for this area."

Staff Action: A special conference will be held 21 January 1955 at Lockbourne Air Force Base to discuss this problem and seek relief on clearance delays. Personnel involved in subject conference will be: CAA SAC Liaison Representative, Indianapolis ARTC, Major Nicholson, Second Air Force Representative, and 801st Air Division.

Directorate of Operations

s/Everett W. Holstrom
t/EVERETT W. HOLSTROM, Colonel, USAF 20 Jan 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC -T12 December 1954

ITEM FROM SAC-T12, AND STAFF ACTION:

4.a.b.c. "It has been impossible to meet existing training requirements in the AN/APQ-T2 Trainer due to a continual lack of replacement of parts. The T2 Trainer is the fifth Prototype Trainer for which only an extremely limited number of spares have been procured. The majority of spare parts for this trainer are manufactured as the need arises."

a. "This trainer has been out of commission since 12 September 1954 for the replacement of 17 component parts, including a Transmitter T-4602 S/N 3340-063902090 PPB Item Number 3438."

b. "Supply difficulty letters have been submitted for all items in accordance with SAC Regulation 67-3."

c. "Since this Prototype Trainer has proved unsatisfactory for twelve months, request it be removed from the station and replaced by a T-2A type trainer."

Staff Action: Action has been completed to obtain an AN/APQ T2A trainer for Lockbourne AFB. The programmed delivery date is August 1955. In reference to paragraph 4c, Lockbourne AFB has been informed to submit a properly substantiated request for removal of the present trainer. Since removal of the present will be predicated upon the trainer being operationally unsuitable due to design deficiencies that create abnormal maintenance problems and the difficulty of obtaining replacement parts for this particular trainer model, the request for removal must include:

1. Complete data covering the maintenance problem encountered to include a description of malfunctions.

2. Report of the maintenance hours expended and time lost for parts.

3. Report of the training hours scheduled and hours utilized.

4. Complete data covering parts requisitioned, delivery delays encountered, follow-up action to obtain parts, and how and when part was finally obtained.

Directorate of Operations

s/Everett W. Holstrom 20 Jan 55
t/ EVERETT W. HOLSTROM, Colonel, USAF

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

21 January 1955

SUBJECT: Flyaway Kit Review Panel Meeting, 19 January 1955

TO: See Distribution

1. The Flyaway Kit Review Panel for the 26th Strategic Recon Wing met on 19 January 1955 in the 26th Wing Conference Room, with the following personnel in attendance:

Major John W. Oran, Hq 26th Strat Recon Wing
Major Walter F. Morgan, Hq 26th Strat Recon Wing
Capt Swinton M. Burroughs, 4th Strat Recon Sq
Capt Candido E. Nieto, Hq 26th Strat Recon Wing
Capt Carl W. Obitz, 26th Air Refueling Sq
1st Lt Benjamin C. Green, 26th A&E Sq
2nd Lt Peter P. Perron, Jr., 10th Strat Recon Sq
2nd Lt David R. Lubben, 801st Supply Sq
CWO David J. Nelson, Hq 26th Start Recon Wing
M/Sgt Paul V. Green, 3rd Strat Recon Sq

2. Major Oran recapped the entire situation regarding breakdown of flyaway kits into pre-strike, post-strike and residual kits in view of the new SAC Operations Plan. In summary, at the present time we intend to break down our RB-47 kits, however this action will be held in abeyance pending receipt of the new flyaway kit books.

3. Discussion was carried on as to the practicality of establishing locally a 15-aircraft post-strike kit capable of supporting Operations Plan 10-55 pending receipt of new 65H.

4. It was agreed to establish the kit, and methods were discussed. February 7 was established as the date for submission of kit listings by A&E and the three tactical squadrons.

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DISPOSITION FORM

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FILE NO

SUBJECT: Refueling Tactics

TO: 26DOO
DDO

FROM: 26DO

DATE: 14 January 1955

COMMENT NO. 1

Major Cotton/ag
B/S-820/429

1. Reference Second Air Force TWX DODP 6112, dated 7 January 1955 classified confidential. The 26th Strategic Reconnaissance Wing to date has not been required to participate in night air refueling in formation. However, the following recommendations are submitted.

2. Tankers will be in formation over the prescribed point thirty minutes prior to the scheduled arrival time of the receiver flight.

3. Tankers will orbit 500 above the refueling altitude on a prearranged altimeter setting either 29.92 or the latest local setting.

4. APN 12.76 and APN-11 rendezvous equipment will be used to the maximum in accordance with Strategic Air Command Manual 55-3.

5. Receivers will begin their descent so as to arrive over tanker orbit point at refueling altitude and refueling airspeed on their latest revised ETA. In the formula for computing descent range the rate of descent should be no more than 2000 feet per minute for a five ship formation.

6. In the event a complete radio silent rendezvous is desired a control point approximately 100 nautical miles short of the rendezvous should be established. This would insure the receiver flight arriving over orbit point on the perscribed time.

7. The tanker flight will depart the orbit on the refueling course, two (2) minutes prior to the latest revised ETA of the receiver.

8. Exterior lighting should be in accordance with paragraph 3 (v), Strategic Air Command Manual 55-3.

9. All visual signals should be in accordance with Strategic Air Command Manual 55-3.

10. After departing orbit tankers will spread to refueling formation, drop their booms, descend to refueling altitude and pick up refueling airspeed.

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DD FORM 96 REPLACES NAVEXOS FORM 96, 1 OCT 48, WHICH MAY BE USED

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Hq 26SRW Lockbourne AFB Columbus 17, Ohio, Subj: FAK Review Panel Mtg, 19 Jan 55, dtd 21 Jan 55

5. Lt Lubben stated that all requistions have been submitted for spares under the new FAK.

t/JAMES T. GRIBBLE, JR.
Colonel, USAF
Director of Materiel

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DF, Subj: Refueling Tactics

11. Receiver rendezvous equipment will be turned off as soon as the tanker are in visual contact. Tanker redezvous equipment will be turned off as soon as tanker commander is certain receivers have the formation in sight.

12. Recommend different radio frequencies be assigned to each pair of tanker and receiver. This can be done according to the position in the formation.

13. At end refueling each tanker and receiver will return to a common frequency which should be the same that the tanker leader and receiver leader have been using during refueling.

14. After each receiver completes refueling he will drop back to the observation position and wait until the entire flight has finished refueling.

15. When all receivers have completed refueling, they will reform and climb to the perscribed cruising altitude.

16. This procedure has been used on several daylight operations and has been found to be very satisfactory and is understood by the air-crew in this wing.

17. This is a simple and effective method of rendezvous and provides the maximum safety for this type operation.

s/Robert T. Hall
t/ROBERT T. HALL JR., Lt. Col.,USAF
Director of Operations

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CHARLES A. WRIGHT
Major., USAF

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AUTH: CG 801AD
DATE 28 MAR 57
INITIALS

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

TDO

SUBJECT: Report of B-47 Bombing Symposium II

TO: Commander
Second Air Force
Barksdale Air Force Base

1. Reference transmittal of "Report of B-47 Bombing Symposium II" and Second Air Force letter, file OS, with 1st indorsement dated 28 December 1954, the following comments and recommendations are submitted.

2. This headquarters feels that the basic problems in training, organization, equipment, and manning for RB-47 reconnaissance units parallel those set forth in "B-47 Bombing Symposium II" for B-47 bomb units.

3. Reference TAB I, "Training Methods":

a. This headquarters fully agrees that simulated combat missions are of much greater training value than missions which are planned and scheduled to accomplish requirements of SAC Regulation 50-8. This is particularly true for lead and select crews. It is our opinion that the item type training required by 50-8 is highly effective for crew basic training procedures, for ironing out procedural problems, and for insuring a lead status, item training requirements of 50-8 should receive less emphasis ---added emphasis should be placed on missions simulating all the procedures and problems anticipated for a combat sortie. USCM's stream type missions, and individual simulated combat sorties all fall in this category. Futhermore, it is believed that the SAC system for evaluating and scoring individual crews should definitely reflect this shift in emphasis. Complete integrated camera runs as briefed for USCM should be incorporated in 50-8 requirements. This would give a more realistic approach to our regular training.

b. Referring to specific "action recommendations" set forth in paragraph 4 of TAB I, reaction at this headquarters is as follows:

(1) Recommend lowering to 35,000 feet.

(2) Concur.

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(4) No comment.

(5) Concur.

4. Reference TAB II, "Manning and Organization":

a. This headquarters is in full agreement that services which exist primarily to aide preparation and analysis of observer performance should be grouped under a centralized observer section. The Directorate of Operations TO&E should be revised to properly organize, man, and give the span of authority necessary to carry out this responsibility.

b. Concur in the recommendations. For RB-47 reconnaissance wings, the observer section should include one staff officer AFSC 2334 of 23000 for photography.

5. Reference TAB III, "Equipment":

a. Referring to specific "action recommendations" set forth in paragraph 3 of Tab III, reaction at this headquarters is as follows:

"3. "Action Recommendation":

(a) Concur.

(b) As indicated:

1. Concur

2. No Comment.

3. Concur.

4. Concur.

5. No Comment.

6. Concur.

7. No Comment.

(c) As indicated:

1. No Comment.

2. Concur.

3. No Comment.

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801st ADiv, DO, Subj: Report of B-47 Bombing Symposium II

(d) As indicated:

1. No Comment.

2. No Comment.

3. Concur

b. In addition to symposium recommendations, this headquarters feels that there is a definite need for Radar Altimeter or RAI equipment on the RB-47. Accurate altitude measuring equipment is essential for pressure pattern navigation and in view of the increasing emphasis on over water navigation this equipment is considered highly desirable.

c. This headquarters also recommends that the K-47 camera be made available to RB-47 units for flight testing and possible substitution for the K-37 night camera. Design data and limited test flight data available at this headquarters indicates that it is definitely superior to the K-37.

6. Reference TAB IV, "Personnel Qualification":

a. Referring to specific "recommendations" set forth in paragraph 5 of TAB IV, reaction at this headquarters is as follows:

"5. Recommendations":

(a) Concur.

(b) Concur.

b. This headquarters futher feels that in view of the limited basic training facilities within the combat units that the "buddy system" may prove the most effective training method in qualifying 2nd Lieutenant observers as B-47 crew members.

FOR THE COMMANDER:

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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Hq SAC, DOTRS, Subj: (Uncls) Analysis of Combat Crew Training

DOT (14 Jan 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
Jan 25 1955
TO: Commander, 801st Air Division, Lockbourne Air Force Base, Ohio

1. The basic letter has been forwarded on its entirety, regardless of whether or not it pertains to your units, to acquaint you with the factors considered by Headquarters SAC in categorizing units in their Analysis of Combat Crew Training. (UNCLASSIFIED)

2. To improve the validity of the amount of flying time reported as devoted to non-combat ready crew training, this Headquarters has disseminated the following policy message:

a. DOTA 2565, 18 January 1955. This message requires the unit commander to include in the 712 Remarks the amount of 5X time primarily devoted to non-combat ready crew training. Although the intent of Headquarters SAC is for an integral non-combat ready crew to fly a specified amount of time per quarter as outlined in the applicable supplements to SAC Regulation 50-8, Headquarters Second Air Force and Strategic Air Command should be advised of any unusual amount of 5X time that is devoted to non-combat ready crew training. (UNCLASSIFIED)

3. This correspondence should not be interpreted as encouragement to unit commanders to prematurely upgrade non-combat ready crews to ready status, or ready crews to lead status. At the time of upgrading to lead status, a crew should have demonstrated over an appropriate period of time the qualifications necessary to meet the proficiency and activity requirements of lead crews, and to be able to be successfully evaluated. (UNCLASSIFIED)

BY ORDER OF THE COMMANDER:

t/ROBERT T. ROWINSON
Colonel, USAF
Deputy Director of Operations

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CHARLES A. WRIGHT
Major., USAF

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DO ERS

Subj: (Uncld) Analysis of Combat Crew Training

3. I am forwarding this information to help you isolate the general training problem areas as we see them. (UNCLASSIFIED)

BY ORDER OF THE COMMANDER:

/a/t/ARCHIE J. OLD, JR
Major General, USAF
Director of Operations

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HEADQUARTERS
STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DOTRS 14 Jan 1955

SUBJECT: (Uncld) Analysis of Combat Crew Training

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Reference "Analysis of Combat Crew Training" for training quarter ending November 1954. We have placed four of your wings in Category III. In reviewing these wing's training accomplishments with my Training Division, I find the reason for these wings being in this category is deficiency in the following areas: (UNCLASSIFIED)

a. 68th Bomb Wing - reliability factor in radar RBS and visual RBS, USCM effectiveness, number of combat crews assigned, and non-combat ready crew flying time for bombardment and air refueling crews. (CONFIDENTIAL)

b. 308th Bomb Wing - reliability factor in radar and visual RBS, USCM effectiveness, number of lead crews assigned, and non-combat ready crew flying time for bombardment and air refueling crews. (CONFIDENTIAL)

c. 376th Bomb Wing - 50-8 accomplishments, reliability factor in radar RBS, and number of combat ready and lead crews assigned. (CONFIDENTIAL)

d. 72nd Recon Wing - 50-8 accomplishments, reliability factor in radar RBS, crew evaluations, number of combat ready and lead crews assigned, and non-combat ready crew flying time. (CONFIDENTIAL)

2. The 44th Bomb Wing was not placed in Category III primarily because of their performance in their USCM; however, deficiencies were noted in flying time for non-combat ready crews, crew evaluation, and probation. (CONFIDENTIAL)

CONFIDENTIAL

26CL 126-1

CONFIDENTIAL

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HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26CR

SUBJECT: SAC Management Control System Scores
(RCS: 2AF-U2)(Un classified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with Second Air Force Regulation 170-2, 16 March 1954, the following estimated scores as of 31 January 1955 are submitted for the 26th Startegic Reconnaissance Wing (M):
(Unclassified)

A. PERSONNEL

1. Manning in Required Specialties:

	Authorized	THS	%IRS	% of Max Score
Officers:	428	374	87	60
Amn Spec:	1017	784	77	30
Amn Supt:	395	321	81	50

(Secret)

2. AWOL Rate:

	Dec.	Jan.	Total	% of Max. Score
No. of AWOLs	0	1	1	
Means Strength	2209	2170	4379	100

(Secret)

3. Ground Safety:

	Dec.	Jan	Total	% of Max.
Mil Lost Time Acdt.	2	4	6	
Mil Man days Exp.	68479	67270	135749	
Civ. Lost Time Acdt.	0	0	0	
Civ. Manhours Exp.	344	336	680	
Gov't Veh Acdt.	0	0	0	
Gov't Veh Mil Exp.	10903	15671	26574	
Ground Safety Index:			4.41	
Acdt. Cost Index:				
Acdt Cost	$450	32706	$33156	
Mean Strength	2209	2170	4379	
Acdt. Cost Index:			7.57	70

(Secret)

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26CD, Subj: SAC Man Con System Scores: (RCS: 2AF-W2) (Uncl)

4. Reenlistment Rate:

	Discharges	Reenlistments	Rate	% of Max.
Dec.	19	7		
Jan.	58	11		
Total	77	18	23.3	20

(Secret)

5. MTD Utilization.

	Dec.	Jan	Average	% of Max.
B/RB-47 Mech	1080	2240	1660	47.4

(Secret)

B. MATERIEL

1. Flying Hours Del. as a percent of Reqd.

	Utilized	Required	% of Max.
January:	1903	1983	95.9

(Secret)

2. Report of Survey

	No of Surveys	$ Cost	Civ Strnt	Mil Strnt	Avg. $ Cost	Rate Per 1000	% of Max. Score
Dec	7	653	3	2175	93.33		
Jan	5	197	3	2147	39.52		
Total:	12	850	6	4322	70.91	2.7	85

(Secret)

3. Tech Order Compliance YRB/RB-47 for DEC. & JAN.

	Dec	Jan	Total	Points
No. of Acft Possessed.	45	45	90	
Standard M/Hrs Rqd	253	280	533	
Score for Item A:			5.92	15
TO Unit Comp Outstanding	136	35	171	
Score for Item B:			1.9	20
Standard M/H Workload Accomp.	1084	197	1281	
Score for Item C:			.41	15
TO's NCW w/in 180 days after re	1+	1+	1+	
Score for Item D:				0
Total Score				50

Tech Order Compliance KC-97 for Dec & Jan.

No. of acft Possessed.	21	21	42	
Standard M/Hrs Rqd	757	990	1747	
Score for Item A:			41.59	10
TO Unit Comp Outstanding	93	67	160	
Score for Item B:	93	[illegible]	3.8	20

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	Dec.	Jan	Total	Points
Standard M/H Workload Accomp	225	310	535	
Score for Item C:			3.2	0
TO's NCW w/in 180 days after receipt	1+	1+	1+	
Score for Item D:				0
Total Score				30

$$\frac{(50 \times 90) + (42 \times 30)}{132} = \frac{5760}{132} = 43.6 \text{ Points or } 72.6\%$$

(Secret)

C. UNIT SIMULATED COMBAT MISSION

No USCM Mission flown during the months of December and January.

(Unclassified)

D. Flying SAFETY:

	No of Acdt	Hrs Flown	Acdt Rate	% of Max.
December	0	1320		
January	0	1899		
Total	0	3219	3.1	100

(Secret)

E. PHYSICAL CONDITIONING

	No of Combat Crew Pers asgd	No of Combat Crew Pers Comp Cum Hr Rqmts	% of Crew Comp	% of Max. Score
January	405	235	58	10

(Secret)

2. Reason for points lost:

A. MIRS * AIRMEN: There were 1017 airmen in direct support AFSCs authorized of which 784 are assigned by utilization AFSC producing a %IRS of 77. The major limiting factor in this category is the shortage of "5" and "7" level personnel. There are 395 airmen in indirect support AFSCs authorized of which 321 are assigned by utilization AFSC. This produces a %IRS of 81. Shortage of "5" and "7" level personnel is the major limiting factor.

(Secret)

B. GROUND SAFETY: From December to January the accident cost index increased from .2 to 7.57 causing the % of max. to decrease from 100% to 75%. Reason for decrease was due to the accidental death of Major Searle which cost $31,500.

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26CD, Subj: SAC Man Con System Scores: (RCS: 2AF-42) (Uncl)

C. MAN UTILIZATION: 1080 manhours were utilized in December and 2240 in January on the B/RB-47 Mech. making an average of 1660 manhours compared to the 3500 hours standard. Manhours utilization for the month of December was below standard due to the liberal leave policy during the holiday season and as a result caused a low average and a loss of points.

(Secret)

3. OPERATIONS

A. RECONNAISSANCE

ITEM	REQD	ACCOMP	ACCEPT	SHORT
1. High Alt. Day Photo				
(a) Large Scale	212	165	156	97
(b) Tri Metrogen	113	38	29	80
2. Low Alt. Day Photo	35	24	22	18
3. High Alt. Night Photot				
(a) Actual Photo Flash	151	2	2	149
(b) Sim. Photo Flash	360	95	88	275
(c) Photo Flash RBS Runs	86	60	55	39
4. Low Alt. Night Photo				
(a) Actual Photo Flash	N/A			
(b) Sim. Photo Flash	152	81	78	82
5. Radar Scope Photo				
(a) I. P. Target Runs	327	156	151	182
6. Navigation				
(a) Night Celestial	140	34	(CEA 10)	170
(b) Day Celestial	136	51		87
(c) Grid	121	27		94
7. Cruise Control	109	60		56
8. Air Refueling				
(a) Rendevous	168	41	41	127
(b) Wet Hookups	168	34	34	265
Darkness	86	14		72
Radio Silence	86	28		58
Ext. Gross Wt.	43	8		36
Int. Gross Wt.	125	26		99
9. Gunnery				
(a) Max. Load	86	28		58
(b) Fighter Attack	43	22		30

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26CR, Subj: SAC Man Con System Scores: (RCS: 2AF-U2) (Uncl)

ITEM	REQD	ACCOMP	ACCEPT	SHORT
10. Misc. Pilot & Crew Prof.				
(a) Depress Flying Hours	129	88		50
(b) Emerg. Drill Procedure	45	116		6
(c) Pilot Prof. Missions*	43	21		24
(d) Airborne Radar App.	109	85		45
(e) Standardization Check Ride	45	38		7
11. Flying Time				
(a) NCR Crews	225	56		169
(b) S/L Crews	780	414		366
B. TANKERS				
1. Navigation				
(a) Night Celestial	80	13	(CEA 9.4)	67
(b) Day Celestial	80	31		49
(c) Grid	20	9		12
(d) Radar	40	27		15
2. Air Refueling				
(a) Rendevous	180	43	43	137
(b) Wet Hookups	160	33	33	127
Radio Silence	80	25		55
Darkness	80	14		66
3. Misc. Pilot & Crew Prof.				
(a) Pilot Prof	60	10		50
(b) Radar Approaches	60	26		36
(c) Emerg Proc. Drill	21	57		4
(d) Simulated Loading, Unloading & Briefing				
Cargo	20	2		18
Passenger	20	4		16
(e) Emerg Proc Drill Max. Pass. Boad.	60	29		32
(f) Standardization Check	22	19		3
4. Cruise Control				
(a) Long Range Missions	60	12		48
(b) Supervised Missions	20	6		14

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26CR, Subj: SAC Man Con System Scores, (RCS: 2AF-U2) (Uncl)

ITEM	REQD	ACCOMP	ACCEPT	SHORT
5. Flying Time (NCR Crews)	180	17		163 (Secret)

FOR THE COMMANDER:

"A TRUE COPY".
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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26TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
26th Strategic Reconnaissance Wing (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

7 February 1955

SUBJECT: Report of YRB-47 Modification

TO: Commander
26th Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1. The attached report which was prepared by CWO Moskot as a result of his recent visit to the Lockheed Factory at Marietta, Georgia, is forwarded for your information.

2. The purpose of Mr Moskot's visit to Lockheed was to obtain information pertaining to maintenance of equipment installed for Project "ROMAN I".

FOR THE COMMANDER:

s/Lester E. Strohl
t/LESTER E. STROHL
1ST LT, USAF
Adjutant

1 Incl:
Rpt of YRB47 Modification

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

If Inclosures 1 are Withdrawn Or Not Attached This Document May Be Downgraded to UNCLASSIFIED

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AUTH: CMDR 26th SRW
DATE 9 Feb 1955
NAME s/Wright

26TH ARMAMENT - ELECTRONICS MAINTENANCE SQUADRON
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 15, Ohio

1 February 1955

REPORT OF YRB-47 MODIFICATION VISIT

1. Specific Purpose of Visit:

a. To obtain information and instruction regarding modification of components utilized in classified Project YRB-47, Operational Procedures for Navigator; Co-Pilot; A & E Maintenance and Installation; and Training of Air and Ground Crew Members.

2. Names of Visitors:

a. Joseph A. Moskot, CWO, AW-2116770, 26th A&E Maintenance Squadron, Lockbourne AFB, Columbus, Ohio.

b. W. A. Sylvis, Staff Sergeant, AF24626518, 26th A&E Maintenance Squadron, Lockbourne AFB, Columbus, Ohio.

c. William T. Wascisin, A/2C, AF19461169, 26th A&E Maintenance Squadron, Lockbourne AFB , Columbus, Ohio.

3. Itinerary:

Date:	Time:	Place and/or Remarks:
22 Jan 1955	1555	Departed Columbus, Ohio
23 Jan 1955	0830	Arrived Atlanta, Georgia
24 Jan 1955	0900	Reported Lockheed Aircraft Corp., Marietta, Ga., A.F.P.R.
29 Jan 1955	1030	Departed Atlanta, Georgia
30 Jan 1955	0230	Reported to Duty, Lockbourne AFB

4. Summary of Individuals Dealt With:

a. Colonel E. J. McRay, Jr., Air Force Plant Representative.

b. Lt Colonel R. D. Stakley, Headquarters U. S. Air Force.

c. James E. Regis, W.A.D.C., Project Officer.

d. Harold Colville, W.A.D.C. Fabrication.

e. Ralph Sorenson, Chief of Staff Engineering, Lockheed Aircraft Corporation.

f. George Curtis, Electronic Staff Engineer, Lockheed Aircraft Corporation.

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g. F. F. Hanks, Technical Representative, Hycon Mfg Co., Pasadena, Calif.

5. Obsevation and Comments:

a. Present autopilot system replaced with A-12D of latest configuration.

b. Special power panel for navigator designed and installed in navigator's compartment.

c. Electrical power supply increased to provide adequate electrical power for operation of new installation brought about by the modification.

d. Recording chamber incorporating a data card watch, Counter and Angleometer attached to unit. (Image to transferred to film during each exposure)

e. Provision made to change and measure elevation of special unit through a total ARC of approximately 8 degrees to 25 degrees. Unit remotely controlled by electrically operated sight.

f. All components made explosive proof.

6. Action Taken or Contemplated as Result of Visit:

a. A complete list of equipment and instruments for Maintenance Unit and Auxilliary Equipment was compiled with the coordination of the Project Engineer. The list is subject to changes prior to delivery of aircraft.

b. By coordination with personnel conducting the modification, specifications and requirements for two (2) each Test Panels were made. Test Panel will include equipment for testing and training of air and ground personnel in operation of unit.

c. A list of parts and expendables was compiled for two (2) Flyaway Kits.

d. Operational Service Manuals will be supplied by Lockheed Aircraft Corporation.

7. Recommendations:

a. Authorization be granted for special tools and equipment required for maintenance of special unit and auxilliary components for each aircraft.

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b. That a Special Project Officer be assigned and responsible for:

(1) Training of A&E Maintenance personnel, Navigator and Co-Pilot procedures.

(2) Formulating SOP's, Training Project Outlines, Check Lists, ect. of all equipment pertaining to the Special Unit.

c. Authorize a high priority for supplies, maintenance parts and shop facilities when needed.

d. Expend to the aircraft all modified recoverable components used in maintenance.

e. That all Unsatisfactory Reports be directed to W.A.D.C.

f. Negotiate an open contract with the Lockheed Corporation through W.A.D.C. for any assistance required.

g. Initiate request for disposition of original equipment not used in aircraft to Second Air Force.

h. Request authorization for additional components for completion of items not disposed of in Item "g".

i. Revise Inspection Work Cards, SAC Form 261, and classify same as aircraft. Inspection of aircraft to be accomplished by trained personnel thoroughly familiar with modified components and operational procedures.

j. Request for transportation be initiated for moving of Test Units and supporting equipment not accompaning aircraft.

s/Joseph A. Moskot
JOSEPH A. MOSKOT
CWO, USAF
26th A&E Manitenance Squadron
Lockbourne Air Force Base

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CLASSIFIED: SECRET
ATTN: Comdr 801 AD
INITIALS: s/RC Koller
Date 26 Jan 55

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE

26DCI 25 JAN 1955

SUBJECT: Radar Scope Photography - Electronic Interference and Electronic Jamming

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. During the 26th Wing period of TDY in the United Kingdom, many of the flights in or near England, Norway or France experienced electronic interference of one type or another.

2. In many instances this was the first time the combat crews had experienced electronic interference to any degree. Post mission interrogations revealed that most of the crews referred to this phenomenon as radar jamming. Fortunately, the Wing Intelligence section has several officers who have had experience in this field and were able to interpret the so called jamming reports being submitted.

3. It is felt, however, that the combat crew members cannot be adequately trained or briefed on various types of electronic interference or jamming without the aid of actual scope pictures of each particular type concerned.

4. Although the 26th Wing dose not possess an electronic reconnaissance capability, it is felt that if the combat crews were adequately trained in identifying APS-23 radar electronic interferences or jamming more accurate information could be obtained during the post-mission interrogations. In addition ; familiarization with actual jamming of scope returns would in, many instances, reduce the question of whether or not the problem was equipment malfunction or electronic jamming.

5. It is requested that the 26th Wing be forwarded the following scope pictures in either duplicate negative or final print form.

a. Electronic interference picture showing:

(1) Gun laying radar interference.

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(2) Airborne Intercept radar interference.

(3) Early Warning radar interference.

(4) GCI radar interference.

(5) Airborne radar interference.

b. Electronic jamming:

(1) Random noise jamming.

(2) Continous wave (CW) jamming.

(3) "Window" jamming.

6. It is preferred that $1\frac{1}{2}^{\circ}$ beam width equipment have been used in obtaining the scope photos. In lieu, thereof, any other type equipment used will serve as an interim measure.

FOR THE COMMANDER:

s/Lawrence A. Gilmore
t/LAWRENCE A. GILMORE
1st Lt. USAF
Asst. Adjutant

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Hq 801ADiv, 26DOI, Subj: Radar Scope Photography - Electronic Interference and Electronic Jamming

DICI (25 Jan 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana

TO: Commander, 801st Air Division, Lockbourne Air Force Base, Ohio

1. On 4 January 1955, a proposed Anti-Jamming Training Program for Observers was forwarded to Headquarters Strategic Air Command for approval. Latest information on this program indicates that it will be in effect by 1 May 1955. It is expected that Headquarters Second Air Force will publish a numbered Air Force Letter instituting this anti-jamming training prior to formal training program expected from Headquarters SAC. (UNCLASSIFIED)

2. Air Force Manual 100-4, dated June 1954, contains information requested in paragraph 5 of the basic letter. Five (5) copies of this Manual should be in each Bomb Wing. Additional copies may be requisitioned as required for issue to radar operators and technicans. (UNCLASSIFIED)

BY ORDER OF THE COMMANDER:

s/James M. Austin
t/JAMES M. AUSTIN
Lt Colonel, USAF
Chief Combat Intelligence Division
Directorate of Intelligence

"A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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NM JEDDO
DE JWFKL 211
M 212040Z
FM COMAF 2 BARKSDALE AFB LDR AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
XI
/UNCLASSIFIED/ DPLC 3431.
FOLLOWING SAC MSG QUOTED FOR YOUR INFO AND PLANNING: ZDPLMA 3314.
OR ABCOP 8. REF OUR MSG DPLOP 7608, W DEC 54(:3:435) AND N4 USAF
MSG 55559, 22 DEC 54(SECRET). IAW ABOVE REF. REQUEST APPROPRIATE
DIR BE PUB FOR PCS MOVE OF 26TH ARS REFUELING SQ, M, FROM LOCKBOURNE
AFB, OHIO TO WESTOVER AFB, MASS. MOVE TO COMMENCE ON OR ABOUT 1 APRIL
1955. THIS UNIT WILL MOVE AT AUTHORIZED STRENGTH OF 100 OFFICERS AND
250 AIRMEN AS AUTHORIZED BY T/A 1-1179E-6, 2 JULY 1954, QX PARTS II,
IIA AND IIB. HEQ 26THARS, M, BE RELIEVED FROM ASG TO 26TH STRAT RECON
WG, M, AND ASG HQ SAC EFFECTIVE 1 APRIL 1955. PARAGRAPH 7K ATC 1,

PAGE TWO JEFKL 211
AFR 75-20, NOT APPLICABLE, SINCE UNIT IS MOVING TO SAC STATION IAW
PROGRAMMED BASE USE. PARAGRAPH 7, AFR 75-20 NOT APPLICABLE IN VIEW
MSG REF ABOVE. UNIT WILL MOVE VIA TPA, MIL CARRIER AND/OR COMMERCIAL
CARRIER. EQUIPMENT TO ACCOMPANY UNIT WILL BE THAT LISTED IN USE
COLUMN OF UAL PLUS SUCH ITEMS LISTED IN USE COLUMN AS DETERMINED BY
COMMANDER 2AF AND 8TH AIR FORCES. AT SUCH TIME AS NEW T/OS ARE DEVELOPED
FOR STRAT RECON WG MAINT SQS, THIS COMMAND WILL REQ REORGN OF 26TH STRAT
RECON WG TO ELIMINATE ARS. MAINT SUPP NOW PROV. 14/1904Z JAN."
IT IS ANTICIPATED THAT APPROX 9 OFFICERS AND 200 AIRMEN WILL BE WITH-
DRAWN FROM 26TH WG HQ (30), ASE SQ (36), FM SQ (47), AND FM SQ (96).
BT
21/2112Z JAN JWFKL

"A TRUE COPY"

CHARLES A. WRIGHT
Major., USAF

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SR-23

TT DC17
PP JFEBC
DE JWFKL 193
P 052310Z
FM CCMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO

///S E C R E T / / / /DOR 6977.
SUBJ NON COMBAT READY CREW UPGRADE ING. THIS MESSAGE IN 3 PARTS.
PART I. REVIEW OF RECORDS FOR QTR ENDING NOV 54 INDICATES CONSIDERABLE
DEFICIENCY IN FLYING TIME OF NONCOMBAT READY CRWMS. THESE CREWS
MOUR-PRIMARY SOURCE OF INCREASED COMBAT POTENTIAL. FLYING TIME REQD
BY SAC REG 50-8 (25 HRS/MO) IS MIN NEC TO TRAIN NCR CREWS TO COMBAT
READY STATUS. 26TH STRAT RECON WG FLEW ONLY AVG OF 17 HR AND
91ST STRAT RECON WG AVG OF 19 HRS PER COMPL NCR CREW AVAL FOR TNG
FOR QTR ENDING NOV 54. PART II. COND'S ADING SKED PREDICTED
44 COMBAT READY CREWS FOR 26TH SRW AND 38 COMBAT READY CRWSFOR

PAGE TW JWFKL 193
91ST SRW BY 1 JAN 55. V-1 REPT 3 JAN 55 SHOWS 43 COMBAT READY
CREWS FOR 26TH SRW AND 36 COMBAT READY CREWS FOR 91ST SRW. PART III.
REQ YOU FWD TO THIS HQ ASAP. (A) REASON FOR LOW FLYING TIME, (B)
REASON UPGRADING RESULTS NOT PREDICTED, AND (C) AVG AMT FLYING
TIME PER NCR CREW DURING DEC 54.

BT
05/2332Z JAN JWFKL

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"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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LD TQ
RP JWDRC
DE JWFKL 66
P 221180Z
FM COMAF 2 BARKSDALE AFB LA
TO CGMAFDV 801 LOCKBOURNE AFB OHIO

/UNCLASSIFIED/DRPC: 3657. SUBJ: PERSONNEL FREEZE. IN VIEW OF THE INTENDING MOVE OF THE 26ABS A PERSONNEL FREEZE HAS BEEN PLACED ON THIS UNIT EFFECTIVE 22 JAN 55. THIS FREEZE IS NEC IN ORDER TO PERMIT THIS HQS TO EFFECTIVELY MONITOR THE MANNING STATUS OF THIS UNIT DURING THE MOVEMENT PD. NO PERS W/B WITHDRAWN FROM SUBJ UNIT W/OUT PRIOR CONCURRENCE OF THIS HQS FOR ANY ASGMT WHATSOEVER, WITH THE EXCEPTION OF THOSE PERS ALREADY IN FREEZE STATUS AS A RESULT OF HAVING BEEN SELECTED FOR SPEC ASGMTS SUCH AS AIR ATTACHE, SPECIAL MISSIONS, RECRUITING, ETC, OR PERSONNEL PREVIOUSLY SELECTED FOR CS OR TI ASGMTS DIRECTED BY

SUSPENSE
15 HRS
24 Jan 55

PAGE TWO JWFKL 66
THIS HQS. REQ THIS HQS BE FURN COMPL JUSTIFICATION WHEN REQ WAIVER TO THE ABOVE POLICY. FURN THIS HQS WITH A RPT OF THE NUMBER OF OFFS AND AMN ASGD SUBJ: UNIT AS OF THE FREEZE DATE TO INCLUDE THE NUMBER AND ANTICIPATED ASGMT OF THOSE PERS ALREADY IN FREEZE STATUS, FOR SPEC ASGMTS ETC. RPT SHOULD BE SUBMITTED TO ARP THIS HQ NLT 25 JAN 55. ACKNOWLEDGE RECEIPT AND UNDERSTANDING.
BT
22/1812Z JAN JWFKL

"A TRUE COPY".
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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WING REGULATION)
NUMBER 55-8)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, Columbus 17, Ohio
16 January 1955

LEAD CREWS ELIGIBILITY CRITERIA

1. PURPOSE: To establish a standard procedure for determing the eligibility of combat ready crews for upgrading to lead crew status.

2. SCOPE: The provisions of this directive apply to all combat ready crews of the 3rd SRS, 4th SRS and 10th SRS which possess the following qualifications:

a. Newly Upgraded Combat Ready Crews: Each crew member must have completed three calendar months of training in his assigned crew specialty in a combat ready status.

b. Reorganized Combat Ready Crews: Each crew member must have completed three calendar months of training in his assigned crew specialty in a combat ready status with the following exception: The squadron commander may recommend that the required three month period of combat readiness be waived or reduced for co-pilots assigned to reorganized combat ready crews providing that:

(1) The aircraft commander and observer have completed three calendar months of training in their assigned specialty in a combat ready status.

(2) The co-pilot is fully qualified in accordance with Supplement XIII, SAC Regulation 51-19.

(3) The co-pilot is sufficiently trained under SAC Regulation 50-43 to be declared combat ready, to include gunnery training.

(4) The co-pilot is sufficiently trained under Supplement XI, SAC Regulation 50-[illegible] to warrant squadron commander's recommendation.

3. RESPONSIBILITY: It will be the responsibility of each squadron commander to insure that all combat ready crews of their units are thoroughly familiar with the policies outlined herein.

4. DEFINITIONS:

a. Activity: Training accomplished in accordance with existing directives for which a measured accuracy is required.

b. Proficiency: Quality measurement of training accomplished.

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c. Eligibility Period: Three consecutive calendar months of which the present month is the last month of the period. The eligibility period is identical to a "running quarter". Example:

(1) On 31 July the eligibility period includes all of May, June and July.

(2) On 31 August the eligibility period includes all of June, July and August.

d. Activity Distribution: The accomplishment of training minimums set forth in this directive on a planned schedule basis whereby specific training items must be accomplished on a minimum of two sorties.

5. PROCEDURES: On approximately the 15th day of each month the Lead Crew Selection Board will convene and review the accomplishments of each combat ready crew for the Eligibility Period which terminated on the last day of the preceding month. Each crew will be evaluated under the following criteria

a. Crew Training Status: Each crew must possess the applicable qualifications outlined in paragraph 2 above.

b. Activity: Minimum "record" activity as indicated below must have been accomplished:

(1) Six (6) large scale photo runs.

(2) Three (3) low altitude day photo runs.

(3) Two (2) actual photoflash runs. (To be effective with Eligibility Period ending 31 March 1955)

(4) Six (6) RBS photoflash runs.

(5) Six (6) O-15 radar IP-Target runs.

(6) One (1) maximum load gunnery missions.

(7) Two (2) long range cruise control.

(8) Two (2) night celestial navigation logs.

c. Activity Distribution: On each of any two sorties flown within the Eligibility Period, the following minimum "record" activity must have been accomplished:

(1) Two (2) large scale photo runs.*

(2) Two (2) RBS photoflash runs.*

(3) Two (2) O-15 radar IP-Target runs.*

* These accomplishments will satisfy a like amount of training required as activity minimums.

NOTE: Activity Distribution for each training category listed above may be accomplished jointly on the same two sorties or individually by category on additional sorties.

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d. Proficiency: All "record" accomplishments in the following training items will be considered. Minimum acceptabilities are indicated.

(1)	Large scale photography:	85%
(2)	Low altitude day photography:	85%
(3)	O-15 radar IP-Target:	85%
(4)	RBS Photoflash runs:	80%
(5)	Night celestial navigation:	85% reliability factor for CE of 35nm or less.
(6)	Actual Photoflash runs:	(to be established)
(7)	Maximum load gunnery:	(to be established)
(8)	Long Range Cruise Control:	(to be established)

6. Whenever the performance of a combat ready crew satisfies the established criteria of Activity, Activity Distribution and Proficiency it will be considered eligible for upgrading to lead crew status. Recommendation from the squadron commander concerned and final approval by the Wing Commander are required for this upgrading.

BY ORDER OF THE COMMANDER:

CHARLES A. WRIGHT
Major, USAF
Adjutant

OFFICIAL:

Charles A. Wright

CHARLES A. WRIGHT
Major, USAF
Adjutant

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CHANGE I

WING REGULATION)

NUMBER 55-8)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, Columbus 17, Ohio
18 January 1955

LEAD CREW ELIGIBILITY CRITERIA
(Effective Until 28 Feb 55)

Wing Regulation 55-8, dated 16 January 1955, is changed as follows

4. DEFINITIONS: ----

c. Eligibility Period: ----

(3) The special training month of December 1954 will not be included in any Eligibility Period. With the omission of December 1954 the following Eligibility Periods will apply:

(a) On 31 January 1955 the Eligibility Period includes October and November 1954 and January 1955.

(b) On 28 February 1955 the Eligibility Period includes November 1954, and January and February 1955.

BY ORDER OF THE COMMANDER:

CHARLES A. WRIGHT
Major, USAF
Adjutant

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

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WING REGULATION)
NUMBER 39-1)

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio
27 January 1955

ENLISTED PERSONNEL

Promotion of Airmen
(Supersedes 26th Wing Reg 39-1, dated 15 September 1953)

1. PURPOSE: The purpose of this regulation is to prescribe a uniform procedure for the promotion of airmen.

2. SCOPE: This regulation applies to units and activities to which airmen are assigned within the 26th Strategic Reconnaissance Wing (M).

3. GENERAL: Promotion of airmen will be made under the provisions of AFR 39-29, 31 March 1954; SAC Regulation 39-6, 6 December 1954 and 2AF Regulation 39-3, 2 July 1954, as amended by change 39-3A, 26 August 1954, and such other instructions as are disseminated by this and higher headquarters at the time promotion quotas are announced.

4. PROCEDURE: Effective 1 February 1955, and until rescinded, or changed by supplemental instructions, airmen promotion procedures to be followed by all units within this wing will be governed by this regulation.

5. DELEGATION OF AUTHORITY:

a. The wing commander has been delegated authority to promote to all enlisted grades.

b. Squadron commanders, including headquarters squadron section commander, are delegated authority to promote to grades A/1C (E-4), A/2C (E-3) and A/3C (E-2).

6. ELIGIBILITY:

a. Time in grade requirements are:

Promotion to	Time in grade requirements
A/2C	6 months as A/3C
A/1C	8 months as A/2C
S/Sgt	12 months as A/1C
T/Sgt	14 months as S/Sgt
M/Sgt	16 months as T/Sgt

b. AFSC requirements: Airmen considered for promotion must have an awarded AFS (primary or additional) at the level to which promotion is to be effected. For example: to be promoted to the grade of A/2C, an airman must possess an AFSC at the 3 skill level; to A/1C and to S/Sgt, at the 5

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skill level; to T/Sgt and M/Sgt, at the 7 skill level. Waivers to this requirement will not be requested unless supplemental instructions specifically authorize commanders to submit requests for waiver of this provision.

c. Career field sub-division: Quotas for promotion to A/2C, A/1C, S/Sgt, T/Sgt and M/Sgt are allocated this wing by the 801st Air Division based on assigned AFSC's as of the last day of the month preceding the month promotions are to be effected. It is not necessary for an individual to be filling an authorized T/O vacancy within his unit, wing, or station to be promoted to the next higher grade; however his career field, within the Strategic Air Command, must have a vacancy within the next higher grade for him to be promoted. The career fields or sub-division thereof that are open for promotion will be announced at the same time promotion quotas are received. In the event a career field sub-division was shown as closed for promotion to a specific grade during a specific promotion period, it should not discourage the individual effected in that attrition within the command in most career fields will, in all probability, create a vacancy for that grade in that career field within the next two or three promotion cycles. Promotion to A/3C, A/2C and A/1C does not require a command wide vacancy. Promotion to A/2C and A/1C can be effected, limited only to eligibility by AFSC, time in grade and quota received. Promotion to A/3C can be effected at any time by each unit commander without allocation as this type promotion is not controlled by quotas.

7. ALLOCATIONS:

a. Normally this wing receives its allocation for promotion to all grades, excepting A/3C, on or about the third working day of the month in which promotions are to be effected. Allocations are bi-monthly and are received in February, April, June, August, October and December.

b. There is no re-distribution of quotas to units for promotion to T/Sgt or M/Sgt, but are controlled at wing level, and promotions are effected in these grades on most qualified airmen within the wing, based upon the recommendations of unit commanders. Distribution of grades S/Sgt, A/1C and A/2C are re-allocated to each unit based on total eligibles within the next lower grade. In the case of A/1C to S/Sgt, the total eligibles will be computed after deleting the career field sub-divisions shown as closed for promotion to S/Sgt for each specific promotion period.

8. WAIVERS:

a. As previously stated in paragraph 6b above, waivers in AFSC requirements are not normally considered; however time in grade requirements can be waived up to and including the grade of S/Sgt in the case of airmen whose primary duty assignment is to an air crew position, or for airmen who have been demoted for any cause up to grade from which airman was demoted, or for those airmen discharged under provisions of AFR 39-15, and reenlisted in a grade lower than that held at time of separation, time in grade requirements may be waived up to the grade held at time of separation.

9. SELECTION:

a. A wing promotion board has been established for the purpose of selecting the most qualified airmen for promotion to the grades of T/Sgt and M/Sgt. The wing promotion board consists of an officer from each unit within

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the wing. Unit commanders submit recommendations for promotion to the wing promotion board for promotion to T/Sgt and M/Sgt. Numbers to be recommended by each unit commander and the time each airman is to appear before the wing promotion board will be furnished by supplemental instructions from the Director of Personnel prior to the convening of the promotion board. The wing promotion board will select those airmen whom they feel are most qualified for promotion to the grades of T/Sgt and M/Sgt, and submit their findings to the Wing Commander for his review and approval, prior to the issuance of Special Orders.

b. Promotion boards will be established within each unit within the wing for the purpose of selecting those airmen for promotion up to and including S/Sgt. This board will normally consist of the unit commander and senior NCO's within his unit. After having made the selection of those airmen most qualified within the allocation received the unit commander will effect the promotion of those airmen selected on Unit Special Orders. Effective date of promotion of all grades, excepting A/3C will be announced by the Director of Personnel, this wing. This information will be telephoned to each unit commander in sufficient time for him to have orders prepared and issued by the effective date. Unit commanders have not been delegated authority to promote to NCO grades; therefore he will cause to have a request for Special Orders prepared for airmen selected for promotion to the grade of S/Sgt and forward to 26th Strategic Reconnaissance Wing Director of Personnel not later than the third working day after receipt of quota. Recommendation of Promotion (801ABG Form 227) for each individual appearing on the request and Promotion Board Work Sheet (801ABG Form 228) on all airmen appearing on the request, will accompany each request for Special Orders. Under no circumstances will the promotion of any individual be announced by anyone until actual orders have been issued.

10. REPORTS:

a. Effective 1 February 1955 and each succeeding bi-monthly period thereafter, each unit of this wing will submit a report of airmen eligible for promotion to the next higher grade. This report will be prepared in two parts; Part I will consist of the number of airmen eligible for promotion to S/Sgt, T/Sgt and M/Sgt by career field sub-division. Part II will consist of airmen eligible for promotion to A/2C and A/1C.

b. Report will be prepared in the following format:

PART I

CAREER FLD SUB-DIV	T/SGT's ASG	NO ELIG TO M/SGT	S/SGT's ASG	NO ELIG TO T/SGT	A/1C ASG	NO ELIG TO S/SGT
List only career field sub-division in which you have airmen assigned, in numerical sequence.						

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Wg Reg 39-1)

PART II

A/2C ASG: _____ ELIG FOR PROM TO A/1C_____

A/3C ASG: _____ ELIG FOR PROM TO A/2C _____

c. The above report will be prepared so as to arrive in the office of the Director of Personnel not later than 1600 hours on the 25th day of the month preceding the month promotions are to be effected.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT
Major, USAF
Adjutant

CHARLES A WRIGHT
Major, USAF
Adjutant

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of January 1955
(RCS: 3-SAC-T12)

1. Hours flown Performing missions ordered by higher headquarters:

a. WADC Project Q56-700 (XQ-56 Radar)	42:55 hours
b. Project #54-26-15 (Mosaic of Sedalia AFB)	20:50 hours.
c. Project # 26-RPX-1 (Blue Flash Radar Scope Photo)	50:15 hours.
TOTAL	114:00 hours

2. Weather or local conditions which effect training: Five (5) scheduled sorties and thirty seven (37) flying hours were cancelled due to adverse weather conditions. In addition twenty two (22) sorties were diverted to their alternate bases due to local weather below prescribed minimums. These conditions continue to adversely aifect the effectiveness of 60-9 planning and scheduling.

3. Restrictive Directive: None

4. Combat crew member gains and losses.

a. Crew members gained: None

b. Crew members lost: 1 Pilot transferred
1 Pilot grounded

5. Crew member changes.

2 Aircraft Commanders
3 Pilots
1 Observer

6. New crews: None

7. Crew status changes:

R07 to L07, 1 Jan 55. Upgraded

R17 to L17, 1 Jan 55. Upgraded

R21 to L21, 1 Jan 55. Upgraded

R35 to L35, 1 Jan 55. Upgraded

R40 to L40, 1 Jan 55. Upgraded

R43 to L43, 1 Jan 55. Upgraded

R72 to E72, 1 Jan 55. Upgraded

R78 to L78, 1 Jan 55. Upgraded

R84 to L84, 1 Jan 55. Upgraded

N57TP to N97TP, 1 Jan 55. Ref. C1 Suppl 1, SAC Reg 50-5, dated 27 Dec 54.

N59TP to N98TP, 1 Jan 55.

N87TP to N99TP, 1 Jan 55.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of January 1955
(RCS: 3-SAC-T12)

8. Standardization Crews.

Wing Standardization Board Crew: R37
3rd SRS Standardization Board Crew: L07
4th SRS Standardization Board Crew: R46
10th SRS Standardization Board Crew: R68

9. Additional Materiel and Personnel problems:

a. Materiel shortages in the Periodic Maintenance and A&E Maintenance Squadrons are hampering maintenance operations. These shortages are as follows:

S/N	ITEMS	QUANTITY	SD LTR SUBMITTED
7CAC-9366160	Voltmeter	6	25 June 1954
7CAD-352675	Gage	1	5 March 1954
8100-628000	Rectifier	3	7 January 1954

b. The shortage of five (5) each towing vehicles S/N 5051-640055 reported on Supply Difficulty letter 25 June 1954 continues to hamper the maintenance effectiveness of this wing.

c. The continued loss of experienced personnel from this Wing is causing a regression of overall capability to perform the unit assigned mission. Specific areas that have reached the critical point are presented herewith:

(1) Administrative and Personnel Field - Previous T-12 remarks describing this situation have been answered by higher headquarters to the extent that replacement personnel have been programmed into Lockbourne AFB. The input of personnel at the "10" skill level do not compensate for the loss of skilled personnel. Helper level airmen must be trained locally and can only become effective after an extensive training program, the class room portion of which consists of eight (8) training weeks. When the fact that 33% of our assigned strength in the administrative field is personnel at the helper level, the criticalness of the situation becomes apparent. It is highly recommended that the policy of sending, for the most part, only skilled personnel overseas be reevaluated, particularly when the take-out is from a combat ready Wing with an EWP mission.

(2) Operations Specialists. - This Wing is authorized nine (9) personnel in the 601 - field. Included in this authorization is the complement of personnel required to man the Wing Operations Control Room, twenty four hours a day, and seven days a week. Presently against the above authorization we have eight personnel assigned in utilization AFSC. The status of four of this eight is as follows:

1 - 60170 on PCS orders to Panama.
1 - 60170 frozen for asgmt to Hq 2AF.
1 - 60130 on PCS orders to Tripoli.
*1 - 60130 on nomination to MATS.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
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Air Training Report for Month of January 1955
(RCS: 3-SAC-T12)

* This particular 60130 is the M/Sgt in charge of the Operations Control Room. He is a primary 29370 on OJT to the 601 - - field. His test results have just been received and action has been taken to upgrade him to the "5" level. This airman is fully qualified as the NCOIC of a Wing Operations Control Room and performs in a superior manner. Yet, this superior NCO is "on nomination" to fill a MATS "3" level overseas requirement. By necessity, airmen so employed must be highly intelligent, capable of withstanding pressure and assuming much responsibility. Available personnel with these attributes are in other essential occupations and their reassignment to Operations type duties are restricted not only by the bad effect it would have on their present occupational area, but by current USAF classification and utilization policies.

(3) K - Systems Maintenance Personnel.

AFSC 32170E

Auth: 35 assigned UAFSC; 10 (Shortage) 15
Cadre commitment 4

(4) Ground Power Maintenance Personnel.

AFSC 471 - -

Auth: 33 Assigned 31 Losses 6 30 days short 8

This area was written up being weak by the 2AF IG in November 1954; however, less than two months later we received a mandatory quota to ship four of this personnel overseas.

(5) Survival Training and Personnel Equipment Personnel.

AFSC 922 - -

Auth: 15 Assigned UAFSC 6 Losses 1 30 days Shortages 9

(6) Nomination of Officers - The nomination of officers for positions, related or unrelated to their present specialties, and the prolonged freeze of same, is on the upswing again. In the past 60 days, this Wing was required to nominate 32 officers on 26 different projects, 9 of whom were reassigned, 6 are still in a freeze status and 17 were released from further consideration. Excessive nomination of officers causes a feeling of personal insecurity and should be avoided if at all possible. Of the above nominations 70% did not have 24 months at Lockbourne AFB, which causes a wide spread skepticism of the 24 months at a station policy.

d. It is realized that the overall USAF personnel picture is not fully understood or recognized at Base Level; however, the comments above are presented to make better known the problems being experienced at Wing level.

e. Combat Crews:

(1) It is recommended that a study be made of existing regulations and directives pertaining to Combat Ready Crews for incorporation into a single publication.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of January 1955
(RCS: 3-SAC-T12)

(2) Clarification is needed on certain phases of the Combat Crew Program in order to establish a more effective control as to administration, formation and required training.

(3) Some pertinent questions pertaining to Combat Ready Crews are as follows:

(a) Can a non combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivelent training?

(b) Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable

11. Noncombat Ready Crews Capable of Deploying: One Crew

12. Noncombat Ready Crew Training: Not Applicable

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month Remarks: Not Applicable

16. Comments or Recommendations of the Wing Commaner:

a. This wing's operatonalcapability is being seriously curtailed by ARTC's limited capability of handling Lockbourne AFB traffic. Maximum effort has been placed on local scheduling and coordination with Indianapolis ARTC center, however a shortage of personnel at the center in addition to limited local navigation aids and radar control facilities makes IFR operation entirely unsatisfactory.

During the month this wing experienced seventy-one (71) ARTC takeoff delays ranging from three minutes to one hour and forty minutes. Limitations of only three aircraft take-offs per hour for over a four hour period have been experienced. These conditions are seriously hampering combat crew training by causing the loss of air refueling rendezvous and fuel transfers, RBS site time, and restricting the accomplishment of visual photography.

The continued IFR clearance restrictions is rendering SAC Regulation 60-9 planning and operational scheduling ineffective. Since a large portion of reconnaissance training is accomplished during mid-day periods, the only solution to this bottleneck lies with higher command assistance.

b. During the month an average of three non ready crews were available for training. 54:45 flying hours were accomplished by intergral non ready crews. In addition, 35:25 flying hours reflected as 5X time were accomplished by non-ready personnel.

A recapitulation on non ready and training pool crew disposition during the period follows:

CREW #	DISPOSITION
N14	Observer returned from CCTS. Crew undergoing 50-43 training.
N26	Observer scheduled for CCTS in Feb. Aircraft Commander undergoing field check.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report Month of January 1955
(RCS: 3-SAC-T12)

CREW #	DISPOSITION
N39	Aircraft commander undergoing air refueling checkout. Crew completing 50-43 training.
N58	Aircraft commander and observer attending CCTS.
N82	Aircraft commander requires CCTS. Observer attending CCTS.
N97TP	Observer attending B-47X training. Requires CCTS.
N98TP	Aircraft commander and observer require CCTS.
N99TP	Aircraft commander and observer attending CCTS.

ALAN F. ADAMS
Colonel, USAF
Commanding

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26TH AIR REFUELING SQUADRON (H)
SQUADRON COMMANDERS REMARKS
PART III
AIR TRAINING REPORT FOR MONTH JANUARY 1955
(RCS: 4-SAC-T12)

a. Hours flown performing Missions ordered by Higher Headquarters: None

b. Weather and Local conditions: Seven (7) sorties were lost due to icy runways and local weather conditions. Estimated loss, 30 hours.

c. Restrictive Directives: None

d. Combat Crew member gains and losses:

1. Crew members gained: None
2. Crew members lost:
   (a) One Pilot-Deceased

e. Crew member changes:

Aircraft Commanders	4
Pilots	9
Navigators	4
Engineer Technicians	3
Radio Operators	8
Refueling Operators	9

f. New Crews: M40 Formed 26 Jan 55
M41 Formed 26 Jan 55

g. Crew Status Changes:

M01 and M38 Disbanded 26 Jan 55. Members transferred to other crews.

h. Standardization Crew: The 26 SRW KC-97 Standardization crew is Crew T03.

i. Additional Materiel and Personnel Problems: N/A.

j. SAC Minimum Training Requirements not accomplished: N/A

k. Non Combat Ready Crews capable of Deploying: Crew M37.

l. Non Combat Ready Crew Training: Crews M01 and M38- Crews deleted and members assigned to other crews. Members of Crews M37 and M39 were trained mainly as individuals. Crew M36 was TDY three weeks.

m. Flying time Differences: 5:45 was flown after midnight of 31 Jan. This time reflected in 4-SAC-T12 but not in F 1 report. 2:40 was flown on test hops.

n. Special Training Month Remarks: N/A.

o. It is strongly recommended that the present minimum training requirements prescribed by supplement VII, SAC Reg 50-8, be re-examined and aligned within the maintenance capability and the minimum requirement necessary to maintain combat proficiency.

17 hours of 5X flying were used in the training of NCR individuals.

Jacob A Hutchison
JACOB A HUTCHISON
Lt Col, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part IV of
Air Training Report for Month of January 1955
(RCS: 4-SAC-T12)

1. It is recommended that the air refueling requirements as prescribed by Suppl VII, SAC Reg 50-8 be aligned to conform with:

a. Training necessary to maintain proficiency in air refueling techniques for both tanker and receiver crews.

b. The normal maintenance capability to support these requirements.

A breakdown of the number of sorties and flying hours required to accomplish the presently prescribed quarterly training minimums for an air refueling squadron follows:

(Based upon 20 combat ready and 5 non ready crews)

	180 sorties @ 6 hour (A/R)	1080 hours.
	60 sorties @ 8 hour (L.R.NAV.)	480 hours.
	60 sorties @ 3 hour (PLT. PRO)	180 hours.
	90 sorties @ 5 hour (NCR Crews)	450 hours.
TOTAL	390 sorties	2190 hours.

The 390 sorties required exceeds the normal maintenance capability by approximately 50 sorties each training quarter. This does not include additiona flying time which is required for reflies of ineffective missions caused by air aborts, equipment malfunctions, weather etc., or consideration for higher headquarters directed missions, partial crew training and staff proficiency flying.

The recommended number and type of air refueling requirement for each RB-47 combat crew per training quarter follows.

a. Two (2) 40,000# transfers to minimum receiver gross weight of 165,000 #.

b. One (1) 40,000# transfer to minimum receiver gross weight of 190,000#.

c. Three (3) electronic rendezvous.

To support these air refueling requirements each KC-97 combat ready crew would require seven (7) 40,000# transfer and seven (7) electronic rendzvous each training quarter. It is felt that these proposed requirements will maintain a high degree of air refueling proficiency for both receiver and air refueling crews.

A breakdown of the proposed air refueling requirement for an air refueling squadron follows:

(Based upon 20 combat ready and 5 non ready crews)

	140 sorties @ 6 hour (A/R)	840 hours.
	60 sorties @ 8 hour (L.R.NAV.)	480 hours.
	60 sorties @ 3 hour (PLT. PRO)	180 hours.
	90 sorties @ 5 hour (NCR Crews)	450 hours.
TOTAL	350 sorties	1950 hours.

2. Credit for a pilot proficiency mission and a supervised long range cruise control mission has been awarded those crews which successfully completed the KC-97 Flight Simulator Emergency Procedure Course during the reporting period. Reference: 2AF Ltr 51-1, dated 4 May 1954.

Alan F. Adams

ALAN F. ADAMS
Colonel, USAF
Commanding

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 3 January 1955 TO 9 January 55

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
5 Jan	3	RB-47	All Cameras	I			I		85000	1000	7:00	Stand Board Gunnery	688	I	I			I			I	Tampa RBS 1240-1300
	1	RB-47	None	I	I				75000	1200	5:00	Stand Board AR	848		I	I					I	
	3	RB-47	All Cameras	I					85000	1210	7:00	SO-8	853	I	I						I	Montreal RBS 1600-1700
	3	RB-47	All Cameras	I					85000	1400	7:00	S1-26	690	I	I						I	Montreal RBS 1700-1800
	3	RB-47	0-15	I					85000	1600	7:00	S1-26 AR	693	I	I	I					I	Montreal RBS 1700-1800
	3	RB-47	0-15	I					85000	1700	7:00	SO-43	692	I	I						I	Oklahoma City RBS 1900-2100
	3	RB-47	0-15	I					85000	1800	7:00	SO-8	694	I	I						I	Oklahoma City RBS 2000-2100
	4	RB-47	None	I	I				65000	1500	6:00	SO-43 AR	697		I	I					I	RDVU 1500
	4	RB-47	All Cameras	I			I		91000	0900	7:00	SO-8 Gunnery	711	I	I			I			I	Tampa RBS 1200-1400E
	4	RB-47	Special Project	I					85000	1010	6:00	Special Project	700	I	I						I	
	4	RB-47	0-15	I	I				85000	1630	8:00	SO-8 AR	705	I	I	I					I	Montreal RBS 1800-2000E, RDVU 2200
	4	RB-47	All Cameras	I			I		91000	0910	7:00	SO-8 Gunnery	706	I	I			I			I	Tampa RBS 1200-1400E
	4	RB-47	0-15	I	I				85000	1550	8:00	SO-8 AR	708	I	I	I					I	Montreal RBS RDVU 2115
	4	RB-47	None						75000	1100	4:00	Field Check A	696								I	
	10	RB-47	All Cameras	I					90000	0950	6:00	SO-8 Stand Board	721	I	I						I	Tampa RBS 1200-1300
	10	RB-47	All Cameras	I			I		90000	0930	7:00	SO-8 Gunnery	720	I	I			I			I	Montreal RBS 1300-1400
	10	RB-47	All Cameras	I			I		90000	0908	7:00	SO-8 Gunnery	716	I	I			I			I	
	10	RB-47	All Cameras	I			I		90000	1008	7:00	SO-8 Gunnery	749	I	I			I			I	Montreal RBS 1400-1500
	10	RB-47	None	I	I				75000	1020	7:00	SO-8 Stand Board AR	707		I	I					I	RDVU 1120
	10	RB-47	All Cameras	I			I		90000	1030	7:00	SO-8 Gunnery	724	I	I			I			I	Tampa RBS 1300-1400
	10	RB-47	All Cameras	I	I		I		90000	0858	7:00	SO-8 Gunnery	709	I	I	I		I			I	RDVU 1000
	26	EC-97G		I	I			26000	6500	1932	6:00	AR 4th 708-705	766		I	I					I	
	26	EC-97G		I					6000	1012	6:00	Double PP	767		I						I	
	26	EC-97G		I					6000	1112	6:00	S1-19	769		I						I	
	26	EC-97G		I	I			12000	6500	1032	10:00	AR 3rd & 10th 707-849	770		I	I					I	
	26	EC-97G		I	I			26000	6500	1702	6:00	S1-19 AR 4th 697	805		I	I					I	
	26	EC-97F		I					6000	1022	6:00	S1-19	265		I						I	
	26	EC-97F		I					6500	1002	10:00	L.R. Nav	266		I						I	
	26	EC-97F		I	I			30000	6500	1512	6:00	AR 3rd 693, Nav	267		I	I					I	
	26	EC-97F		I	I			30000	6500	0812	6:00	AR 10th 709, Nav	268		I	I					I	
	26	EC-97F		I					6000			Spare	269		I						I	
	26	EC-97F		I					6000	0902	4:00	To OCAMA (IRAN)	264		I						I	
7 Jan	3	RB-47	All Cameras	I			I		85000	0900	7:00	SO-8 Gunnery	851	I	I			I			I	Montreal RBS 1100-1200
	3	RB-47	All Cameras	I			I		85000	0910	7:00	SO-8 Gunnery	689	I	I			I			I	Montreal RBS 1200-1300
	3	RB-47	All Cameras	I			I		85000	0930	7:00	SO-8 Gunnery	685	I	I			I			I	
	3	RB-47	All Cameras	I					85000	1010	7:00	S1-26	852	I	I						I	Montreal RBS 1200-1300
	3	RB-47	0-15	I			I		85000	1600	7:00	SO-8 Gunnery	699	I	I			I			I	
	3	RB-47	All Cameras	I			I		85000	1000	7:00	SO-8 Gunnery	695	I	I			I			I	
	3	RB-47	0-15	I	I				85000	1630	7:00	S1-26 AR	686	I	I	I					I	Atlanta RBS 1900-2000
	4	RB-47	None						75000	1100	4:00	SO-8 PP	715								I	
	4	RB-47	None						75000	1130	4:00	Safety Flight Check	712								I	
	4	RB-47	Special Project	I					85000	1000	6:00	Special Project	701	I	I						I	
	4	RB-47	0-15	I	I				85000	1900	8:00	SO-8 AR	687	I	I	I					I	Dallas RBS 2200-2400E
	4	RB-47	0-15	I	I				85000	1800	8:00	SO-8 AR	698	I	I	I					I	Dallas RBS 2200-2400E
	10	RB-47	All Cameras	I	I		I		90000	0858	7:00	SO-8 AR-Gunnery	710	I	I	I		I			I	RDVU 1000
	10	RB-47	All Cameras	I			I		90000	0958	7:00	SO-8 Gunnery	713	I	I			I			I	
	10	RB-47	None						90000	1008	6:00	SO-8 PP	723								I	
	10	RB-47	All Cameras	I			I		90000	0850	7:00	SO-8 Gunnery	718	I	I			I			I	Montreal RBS 1100-1200
	10	RB-47	All Cameras	I			I		90000	0928	7:00	SO-8 Gunnery	714	I	I			I			I	Montreal RBS 1200-1300
	10	RB-47	All Cameras	I					90000	1430	7:00	SO-8	717	I	I						I	Little Rock RBS
	10	RB-47	All Cameras	I			I		90000	0908	7:00	SO-8 Gunnery	725	I	I			I			I	RBS
	26	EC-97G		I					6000	1102	6:00	S1-19	765		I						I	
	26	EC-97G		I	I			26000	6500	1752	6:00	S1-19 AR 4th 698-689	764		I	I					I	
	26	EC-97G		I					6000	1122	6:00	S1-19	763		I						I	
	26	EC-97G		I	I			30000	6500	0902	6:00	AR 10th 710	761		I	I					I	
	26	EC-97G		I	I			30000	6500	1832	6:00	AR 3rd 686	760		I	I					I	
	26	EC-97F		I					6000	1112	6:00	S1-19	243		I						I	
	26	EC-97F		I					6500	1002	10:00	L.R. Nav	261		I						I	
	26	EC-97F		I					6000	1032	6:00	Double PP	262		I						I	
	26	EC-97F		I					6500	1012	10:00	L.R. Nav	263		I						I	

REQUIRED		
TYPE	SORTIES	HOURS
RB-47E	40	267:00
EC-97F	9	64:00
EC-97G	10	64:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47E	40	267:00
EC-97F	9	64:00
EC-97G	10	64:00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47E	40	267:00
EC-97F	9	64:00
EC-97G	10	64:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 3 January 1955

ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

16 December 1954

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 10 January 57 TO 16 January 57

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADOF	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADOF	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
10 Jan	3	RB-47	All Cameras	I					85000	1213	7:00	Stand Board	845	I	I						I	
	3	RB-47		I	I				75000	1351	6:00	Stand Board	688		I	I					I	
	3	RB-47	All Cameras	I					85000	1218	7:00	50-8	684	I	I						I	
	3	RB-47	All Cameras	I					85000	1415	7:00	51-26	691	I	I						I	Avon Park 1900-2000
	3	RB-47	All Cameras	I	I				85000	1415	12:00	51-26	690	I	I	I					I	
	3	RB-47							65000	0815	3:00	PP	697								I	
	3	RB-47							75000	1351	4:00	51-19	692								I	Avon Park 1900-2000
	3	RB-47	All Cameras	I					85000	1620	7:00	51-26	693	I	I						I	
	4	RB-47	All Cameras	I			I		85000	1248	7:00	50-8	697	I	I			I			I	Charlotte RBS 1700-1900E
	4	RB-47	All Cameras	I	I		I		85000	1215	10:00	50-8	702	I	I	I		I			I	Charlotte RBS 1700-1900E
	4	RB-47	All Cameras	I					85000	1051	8:00	50-8	705	I	I						I	Sedalia Project
	4	RB-47	All Cameras	I	I		I		85000	1257	10:00	50-8	711	I	I	I		I			I	Avon Park 2000-2100E
	4	RB-47							75000	1054	4:00	Field Check #4	706								I	
	10	RB-47		I	I				75000	1057	6:00	Stand Board	721		I	I					I	
	10	RB-47							75000	1018	6:00	PP	720								I	
	10	RB-47	All Cameras	I			I		90000	1027	9:00	Special Project	716	I	I			I			I	
	10	RB-47	All Cameras	I			I		90000	1245	7:00	50-8	719	I	I			I			I	Tampa RBS 1700-1800
	10	RB-47	All Cameras	I			I		90000	1251	7:00	Stand Board	707	I	I			I			I	Tampa RBS 1600-1700
	10	RB-47	All Cameras	I	I		I		75000	1015	9:00	50-8	724	I	I	I		I			I	Tampa RBS 1700-1800
	26	EC-97G			I			13200	6500	1125	7:00	50-8	766			I					I	
	26	EC-97F			I			39200	6000	1545	4:00	50-8	769			I					I	
	26	EC-97F			I			39200	6000	0945	4:00	50-8	767			I					I	
	26	EC-97F			I			39200	6000	0925	4:00	50-8	765			I					I	
	26	EC-97F			I			39200	6000	1345	4:00	50-8	765			I					I	
	26	EC-97G							6000	1130	6:00	51-19	770								I	
	26	EC-97G			I			39200	6000	1540	4:00	50-8	767			I					I	
	26	EC-97G							6000	1135	6:00	51-19	769								I	
12 Jan	3	RB-47							65000	0815	3:00	PP	851								I	
	3	RB-47							75000	1257	4:00	51-19	851								I	
	3	RB-47	All Cameras	I	I				85000	1257	12:00	50-8	699	I	I	I					I	Richmond RBS 2000-2100
	3	RB-47							65000	0818	3:00	PP	695								I	
	3	RB-47							65000	1254	3:00	PP	695								I	
	3	RB-47	All Cameras	I			I		85000	1018	7:00	51-26	859	I	I			I			I	
	3	RB-47	All Cameras	I					85000	0851	7:00	50-43	853	I	I						I	
	3	RB-47	All Cameras	I	I				85000	1115	12:00	50-8	685	I	I	I					I	
	3	RB-47	All Cameras	I					85000	1045	7:00	51-26	686	I	I						I	
	4	RB-47	All Cameras	I					85000	1027	6:00	Special Project	702	I	I						I	
	4	RB-47	All Cameras	I					85000	0857	7:00	50-43	712	I	I						I	Montreal RBS 2000-2100
	4	RB-47		I	I				85000	1015	4:00	Stand Board	692		I	I					I	
	4	RB-47	All Cameras	I	I				85000	0845	10:00	Sedalia Project 50-8	715	I	I	I					I	
	4	RB-47	All Cameras	I					85000	1024	6:00	Special Project	701	I	I						I	
	4	RB-47	All Cameras	I					85000	0851	6:00	50-8	696	I	I						I	Montreal RBS 1100-1300E
	4	RB-47							75000	1215	4:00	Copilot Check	698								I	
	10	RB-47	All Cameras	I					90000	1648	7:00	50-8	713	I	I						I	
	10	RB-47	0-15	I					90000	1651	7:00	50-8	721	I	I						I	Oklahoma City RBS 2000-2100
	10	RB-47	All Cameras	I	I		I		75000	1221	9:00	50-8	718	I	I	I		I			I	Oklahoma City RBS 1900-2000
	10	RB-47	0-15	I			I		90000	1645	7:00	50-8	714	I	I			I			I	Oklahoma City RBS 2000-2100
	10	RB-47	All Cameras	I	I		I		75000	1227	9:00	50-8	717	I	I	I		I			I	Oklahoma City RBS 1900-2000
	10	RB-47	All Cameras	I					90000	1021	7:00	50-8	725	I	I						I	
	10	RB-47							90000	0827	6:00	PP	709								I	
	26	EC-97G			I			13200	6500	0945	7:00	50-8	764			I					I	
	26	EC-97G			I			39200	6000	1725	4:00	50-8	760			I					I	
	26	EC-97G			I			39200	6000	1545	4:00	50-8	761			I					I	
	26	EC-97F			I			39200	6000	1130	4:00	50-8	764			I					I	
	26	EC-97G			I			39200	6000	1135	4:00	50-8	763			I					I	
	26	EC-97F						39200	6000	0925	6:00	51-19	762								I	
	26	EC-97F			I			39200	6000	1125	4:00	50-8	763			I					I	
	26	EC-97G							6000	0930	6:00	51-19	765									
14 Jan	3	RB-47	All Cameras	I			I		85000	1024	7:00	51-26	688	I	I			I			I	
	3	RB-47							75000	0851	5:00	51-19	689								I	
	3	RB-47	All Cameras	I	I				85000	1115	12:00	50-8	686	I	I	I					I	Avon Park 2100-2200 Atlanta 23-24
	3	RB-47	All Cameras	I					91000	1118	8:00	50-8	691	I	I						I	Tampa RBS 1500-1900
	3	RB-47	All Cameras	I	I				85000	1120	12:00	50-8	692	I	I	I					I	Tampa RBS 2100-2200 Avon Park 20-21
	3	RB-47	All Cameras	I					85000	1018	7:00	51-26	693	I	I						I	
	3	RB-47							65000	0755	3:00	PP	849								I	
	3	RB-47							65000	1257	3:00	PP	849								I	
	4	RB-47	All Cameras	I					85000	1015	7:00	50-8	697	I	I						I	Montreal RBS 1300-1500E
	4	RB-47	All Cameras	I					85000	1024	6:00	50-8	711	I	I						I	Montreal RBS 1300-1500E
	4	RB-47	All Cameras	I					85000	1027	6:00	Special Project	700	I	I						I	
	4	RB-47	All Cameras	I	I		I		91000	1115	10:00	Sedalia Project 50-8	706	I	I	I		I			I	
	4	RB-47							65000	0857	4:00	50-8 PP	705								I	
	4	RB-47							91000	1215	10:00	50-8	706	I	I	I					I	Montreal-Avon Park 1900-2000E
	4	RB-47	All Cameras	I	I				65000	0854	4:00	50-8	696	I	I	I					I	
	4	RB-47	All Cameras	I	I									I	I	I		I			I	
	10	RB-47	All Cameras	I	I		I		75000	0815	9:00	50-8	721									
	10	RB-47	All Cameras	I			I		90000	0818	7:00	50-8	710	I	I			I			I	Tampa RBS 1100-1200
	10	RB-47	All Cameras	I			I		90000	0821	7:00	50-8	720	I	I			I			I	Tampa RBS 1100-1200
	10	RB-47	All Cameras	I			I		90000	0760	7:00	50-8	716	I	I			I			I	Tampa RBS 2200-2300
	10	RB-47	0-15	I			I		90000	0750	7:00	50-8	707	I	I			I			I	Tampa RBS 1000-1100
	10	RB-47	All Cameras	I			I		90000	0827	6:00	PP	724								I	
	10	RB-47							90000	0730	7:00	50-8	719	I	I			I			I	Tampa RBS 1000-1100
	10	RB-47	All Cameras	I			I															
	26	EC-97G		I	I			13200	6500	0925	7:00	50-8	766		I	I					I	
	26	EC-97G		I	I			39200	6000	1545	4:00	50-8	767		I	I					I	
	26	EC-97G		I	I			39200	6000	1540	4:00	50-8	768		I	I					I	
	26	EC-97G		I	I			39200	6000	1725	4:00	50-8	770								I	
	26	EC-97G							6000	1125	6:00	51-19	765								I	
	26	EC-97F							6000	1130	6:00	51-19	768								I	
	26	EC-97F		I	I			39200	6000	0755	4:00	50-8	769		I	I					I	
	26	EC-97F		I	I			39200	6000	1545	4:00	50-8	766		I	I					I	

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	64	160:00
EC-97F	11	50:00
EC-97G	12	63:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	64	160:00
EC-97F	11	50:00
EC-97G	12	63:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47E	64	160:00
EC-97F	11	50:00
EC-97G	12	63:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 10 January 1957.

Robert T. Hall, Jr.
ROBERT T. HALL, JR., Maj. Col., USAF
Director of Operations

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 17 January 55 TO 23 January 55

	REQUIREMENTS									SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
17 January	3	RB-47	All Cameras	I					91000	1215	8:00	SO-8	851	I	I						I	
	3	RB-47	All Cameras	I					91000	1415	8:00	S1-26	690	I	I						I	Little Rock RBS 1900-2000
	3	RB-47							75000	1254	5:00	S1-19	689									
	3	RB-47							91000	1457	12:00	S1-26	695	I	I	I					I	
	3	RB-47	All Cameras	I	I				91000	1277	8:00	S1-26	852	I	I			I			I	
	3	RB-47	All Cameras	I			I		85000	1445	8:00	SO-43	853		I						I	
	3	RB-47		I					91000	1457	5:00	S1-26	686	I	I		I				I	Avon Park 1900-2000
	3	RB-47	E-37 B-35	I		I			91000	1248	8:00	S1-26	685	I	I						I	
	3	RB-47	All Cameras	I					75000		4:00	Ewing to MacDill									I	Not Confirmed
	3	RB-47		I					85000	1218	10:00	SO-8	687	I	I	I					I	Atlanta RBS 1700-1900E
	4	RB-47	All Cameras	I	I				85000	1454	10:00	SO-8	715	I	I	I					I	Avon Park 2000-2200E
	4	RB-47	O-35	I	I				85000	1221	6:00	Special Project	702	I	I						I	
	4	RB-47	All Cameras	I					85000	1421	6:00	SO-8	695	I	I						I	Atlanta RBS 1700-1900E
	4	RB-47	All Cameras	I					85000	1245	6:00	Special Project	701	I	I						I	
	4	RB-47	All Cameras	I					85000	1427	7:00	SO-43	712	I	I						I	Atlanta RBS 1700-1900E
	4	RB-47	All Cameras	I					65000	1048	4:00	Colonel Adams IP Chk									I	Not Confirmed
	4	RB-47							90000	1045	10:00	SO-8	713	I	I	I		I			I	Charleston RBS 1500-1700
	10	RB-47	All Cameras	I	I		I		90000	0957	10:00	Sedalia Project	714	I	I	I		I			I	
	10	RB-47	All Cameras	I	I		I		65000	1125	2:00	To MacDill	718	I	I						I	
	10	RB-47	All Cameras	I					90000	1418	7:00	SO-8	714	I	I						I	Omaha RBS 1700-1900
	10	RB-47	All Cameras	I					90000	1251	6:00	Standboard	717								I	
	10	RB-47							90008	1224	6:00	IP Check Out	725								I	
	10	RB-47							90000	1424	7:00	SO-8	709	I	I						I	Omaha RBS 1700-1900
	10	RB-47	All Cameras	I					6500	1145	7:00	AR	748		I	I					I	
	26	EC-970		I	I			6000	6500	1245	4:00	AR	749		I	I					I	
	26	EC-977		I	I			40000	6500	1125	3:00	AR	751		I	I					I	
	26	EC-970		I	I			40000	6500	1057	3:00	AR	750		I	I					I	
	26	EC-970		I	I			40000	6500	1135	10:00	SO-8	242								I	
	26	EC-977							6000	1325	6:00	S1-19	743								I	
	26	EC-977							6500	1445	3:00	AR	753		I	I					I	
	26	EC-970		I	I			40800	6500	1430	3:00	AR	754		I	I					I	
	26	EC-977		I	I			40000	6500	1340	10:00	SO-8	755		I						I	
	26	EC-970		I					6500	1735	8:00	SO-8	751		I						I	
	26	EC-970		I					4000	1735	3:00	FP	750								I	
	26	EC-970																				
19 January	3	RB-47	All Cameras	I					91000	1015	8:00	SO-8	849	I	I						I	
	3	RB-47	All Cameras	I	I				91000	1413	12:00	S1-26	688	I	I						I	
	3	RB-47							75000	1021	5:00	S1-19	689								I	
	3	RB-47	All Cameras	I					91000	1245	8:00	SO-8	694	I	I						I	Kansas City RBS 2000-2100
	3	RB-47	All Cameras	I	I				91000	1424	12:00	S1-26	691	I	I	I					I	
	3	RB-47	All Cameras	I					91000	1248	8:00	SO-8	692	I	I						I	Kansas City RBS 2000-2100
	3	RB-47	All Cameras	I					91000	1057	8:00	S1-26	693	I	I						I	Kansas City RBS 2000-2100
	4	RB-47	O-35	I	I				65000	1457	4:00	SO-43	697	I	I	I					I	
	4	RB-47	O-35	I					85000	1215	7:00	SO-8	696	I	I						I	Richmond RBS 2100-2400
	4	RB-47	O-35	I		I			85000	1218	7:00	SO-8	713	I	I		I				I	Avon Park 2000-2200E
	4	RB-47	O-35	I		I			85000	1221	7:00	SO-8	746	I	I		I				I	Avon Park 2000-2200E
	4	RB-47	O-35	I	I				85000	1615	10:00	SO-8	748	I	I	I					I	Richmond RBS 2300-2400
	4	RB-47	All Cameras	I					85000	1018	6:00	Special Project	700	I	I						I	
	4	RB-47	All Cameras	I					90000	1215	7:00	SO-8	771	I	I			I			I	Montgomery RBS 1600-1730
	10	RB-47	All Cameras	I			I		90008	1218	7:00	SO-8	710	I	I			I			I	Montgomery RBS 1600-1730
	10	RB-47	All Cameras	I			I		90000	1425	6:00	IP Check Out	719								I	
	10	RB-47							90000	0815	7:30	SO-8	720	I	I	I		I			I	
	10	RB-47	All Cameras	I	I		I		90000	1451	7:00	SO-8	716	I	I			I			I	Montgomery RBS 1730-1900
	10	RB-47	O-35	I			I		90000	0818	10:00	SO-8	707	I	I	I		I			I	
	10	RB-47	All Cameras	I	I		I		90000	1087	7:00	SO-8	749	I	I			I			I	Montgomery RBS 1730-1900
	10	RB-47	O-35	I			I		8900	0940	2:00	Instrument Check	805								I	
	26	EC-970							6500	1125	10:00	L.R. Cruise	268								I	
	26	EC-977							6500	1130	10:00	L.R. Cruise	269								I	
	26	EC-977		I	I			40000	6500	1240	3:00	AR	786		I	I					I	
	26	EC-970							6500	0940	6:00	S1-19	766								I	
	26	EC-970		I	I			40000	6500	1345	3:00	AR	765		I	I					I	
	26	EC-977		I	I			40000	6500	0845	3:00	AR	770		I	I					I	
	26	EC-970		I	I			40000	6500	0945	3:00	AR	769		I	I					I	
	26	EC-970		I	I			40000	6500	1735	3:00	AR	768		I	I					I	
	26	EC-970		I	I			24000	6500	1725	6:00	AR	770		I	I					I	
	26	EC-970							5000	1730	3:00	FP	769									
	26	EC-970																				
21 January	3	RB-47	All Cameras	I			I		91000	1057	8:00	SO-8	851	I	I			I			I	Tampa RBS 1900-2000
	3	RB-47	All Cameras	I					91000	1500	8:00	S1-26	690	I	I						I	Tampa RBS 2000-2100
	3	RB-47	O-35	I	I				91000	1245	12:00	SO-8	689	I	I	I					I	St. Louis RBS 2300-2400
	3	RB-47	All Cameras	I					91000	1218	8:00	S1-26	695	I	I						I	Tampa RBS 1900-2000
	3	RB-47	All Cameras	I	I				91000	1457	12:00	S1-26	852	I	I	I					I	
	3	RB-47							65000	1254	3:00	FP	686								I	
	3	RB-47							75000	0759	4:00	Stand Board	688								I	Not Confirmed
	3	RB-47							75000		4:00	Ewing from MacDill									I	Montreal RBS 1230-1400E
	3	RB-47	All Cameras	I	I				85000	1245	10:00	SO-8	698	I	I	I					I	Montreal RBS 1100-1230E
	4	RB-47	All Cameras	I	I				85000	0700	10:00	SO-8	687	I	I	I					I	Montreal RBS 1100-1230E
	4	RB-47	All Cameras	I					85000	0857	6:00	Special Project	702	I	I						I	Montreal RBS 1230-1400E
	4	RB-47	All Cameras	I					91000	1015	7:00	SO-8	715	I	I						I	
	4	RB-47	All Cameras	I					85000	1057	6:00	Special Project	707	I	I						I	St Louis RBS 1700-1900E
	4	RB-47	All Cameras	I					85000	1257	7:00	SO-43	712	I	I						I	
	4	RB-47	All Cameras	I					75000	1218	6:00	IP Check Out	713								I	
	10	RB-47							90000	1221	7:00	Stand Board	725	I	I						I	
	10	RB-47	All Cameras	I					90000	1225	7:00	SO-8	715	I	I						I	
	10	RB-47	All Cameras	I					90000	0815	7:00	SO-8	724	I	I						I	
	10	RB-47	All Cameras	I					90000	1024	7:00	SO-8	717	I	I						I	
	10	RB-47	All Cameras	I					90000	1048	7:00	SO-8	724	I	I						I	
	10	RB-47	All Cameras	I					90000	0818	10:00	SO-8	709	I	I	I		I			I	
	10	RB-47	All Cameras	I	I		I		75000	1400	7:00	Return from MacDill	718	I	I						I	
	10	RB-47	All Cameras	I					6500	0915	7:00	AR	745		I	I					I	
	26	EC-970		I	I			12000	6500	1325	10:00	SO-8	741		I						I	
	26	EC-970		I					6500	1815	3:00	AR	744		I	I					I	
	26	EC-970		I	I			40000	6500	1130	10:00	SO-8	760		I						I	
	26	EC-970		I					6500	1715	3:00	AR	241		I	I					I	
	26	EC-977		I	I			40000	6500	0845	3:00	AR	743		I	I					I	
	26	EC-977		I	I			40000	6500	0795	3:00	AR	742		I						I	
	26	EC-970		I					6500	0940	6:00	S1-19	243		I	I					I	
	26	EC-970		I				40000	6500	1420	3:00	AR	753		I						I	
	26	EC-977		I	I				6500	1330	8:00	SO-8	243									
	26	EC-970		I					6500	1525	3:00	FP										
	26	EC-977																				

REQUIRED		
TYPE	SORTIES	HOURS
RB-47E	65	477:00
EC-977	12	64:00
EC-970	21	112:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47E	65	477:00
EC-977	12	64:00
EC-970	21	112:00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47E	62	465:00
EC-977	12	64:00
EC-970	21	112:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 17 January 1955.

Robert T. Hall Jr.
ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

11 January 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 24 January 55 TO 30 January 55

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
24 January	3	RB-47	O-15	I	I				91000	1215	10:00	SO-8 AR	697	I	I	I					I	Dallas 1900L-2300E
	3	RB-47	K-37 O-15	I		I			85000	1857	6:00	S1-26	688	I	I		I				I	Avon Park 1900-3000E
	3	RB-47	All Cameras	I			I		85000	1040	6:00	S1-8	691	I	I			I			I	
	3	RB-47	All Cameras	I					85000	1715	6:00	S1-8	691	I	I						I	
	3	RB-47	All Cameras	I					85000	1258	6:00	S1-8	693	I	I						I	
	3	RB-47	K-37 O-15	I		I			85000	1645	6:00	S1-26	693	I	I		I				I	Avon Park 2000-2100E
	3	RB-47	All Cameras	I	I				85000	1221	6:00	SO-43 AR	853	I	I	I					I	
	4	RB-47	All Cameras	I	I		I		85000	1057	9:00	SO-8 AR	697	I	I	I		I			I	Tampa RBS 1600-1800E
	4	RB-47	All Cameras	I					85000	1234	6:00	Special Project	703	I	I						I	
	4	RB-47	All Cameras	I	I				91000	1115	10:00	SO-8 AR	711	I	I	I					I	Tampa RBS 1600-1800E
	4	RB-47	All Cameras	I					85000	1227	7:00	SO-8	708	I	I						I	
	4	RB-47	O-15	I		I			85000	1818	7:00	SO-8	704	I	I		I				I	Avon Park 2100-2200E
	4	RB-47							85000	1045	4:00	IF Checks	694								I	
	10	RB-47	O-15	I					90000	1048	6:30	SO-8	721	I	I						I	Richmond RBS 1900-3000E
	10	RB-47	O-15	I	I				90000	1457	9:30	SO-8	707	I	I	I					I	Richmond RBS 1900-3000E
	10	RB-47							90000	1048	4:00	IF Check Out	710								I	
	10	RB-47	All Cameras	I					90000	1245	6:00	Stand Board	720	I	I						I	
	10	RB-47	O-15 K-37	I		I			90000	1621	6:30	SO-8	716	I	I		I				I	Avon Park 1900-2000E
	10	RB-47	All Cameras	I	I				90000	1427	9:30	SO-8 AR	719	I	I	I					I	Richmond RBS 2000-2100E
	26	EC-97G		I	I			12000	6500	1145	7:00	AR	805		I	I					I	
	26	EC-97G		I					6500	1140	10:00	S1-19	770		I						E	
	26	EC-97G		I	I			40000	6500	1525	7:00	AR	769		I	I					I	
	26	EC-97G		I				40000	6500	1545	7:00	AR	767		I						I	
	26	EC-97G			I				6500	1325	7:00	S1-19	768			I					I	
	26	EC-97F		I	I			40000	6500	1745	4:00	AR	768		I	I					I	
	26	EC-97F		I					6500	1340	10:00	SO-8	768		I						I	
	26	EC-97F		I	I			40000	6500		3:00	AR	767		I	I					I	
	26	EC-97F		I	I			40000	6500		4:00	AR	766		I	I					I	
	26	EC-97F							5000		4:00	FF	767								I	
	26	EC-97F		I					6500	1130	5:00	To Guam	768		I						I	
26 January	3	RB-47							75000	1021	5:00	S1-19	690								I	
	3	RB-47	All Cameras	I	I	I			85000	0530	9:00	S1-26 AR	695	I	I	I	I				I	Montreal RBS 1000-1200E
	3	RB-47	All Cameras	I		I			85000	1657	6:00	S1-26	557	I	I		I				I	Avon Park 1900-2000E
	3	RB-47	All Cameras	I					91000	0500	9:00	S1-26 AR	686	I	I						I	
	4	RB-47	All Cameras	I	I		I		95000	1257	10:00	SO-8 AR	687	I	I	I		I			I	Oklahoma City RBS 1900-2000E
	4	RB-47		I	I				85000	1054	5:00	SO-43 AR	712		I						I	
	4	RB-47	All Cameras	I					85000	1024	6:00	Special Project	707		I						I	
	4	RB-47	All Cameras	I			I		85000	0857	7:00	SO-8	715	I	I			I			I	
	4	RB-47	All Cameras	I			I		91000	1027	7:00	SO-8	698	I	I			I			I	
	10	RB-47							90000	1048	4:00	FF	713								I	
	10	RB-47	All Cameras	I					90000	1015	6:00	SO-8	723	I	I						I	Fighter Intercept
	10	RB-47	O-15	I					90000	1018	4:00	S1-19	718	I	I						I	
	10	RB-47	All Cameras	I	I				90000	0854	9:00	SO-8 AR	714	I	I	I					I	Fighter Intercept
	10	RB-47	O-15	I					90000	1845	6:00	SO-8	717	I	I						I	Charlotte RBS 2200-2400E
	10	RB-47	O-15	I	I				90000	1615	9:00	SO-8 AR	718	I	I	I					I	Charlotte RBS 2200-2400E
	10	RB-47	O-15 K-37	I		I			90000	1618	6:30	SO-8	709	I	I		I				I	Avon Park 1900-2000
	26	EC-97G		I	I			24000	6500	1315	6:00	AR	765		I	I					I	
	26	EC-97G		I	I			40000	6500	0510	6:00	AR	764		I	I					I	
	26	EC-97G		I	I			40000	6500	0540	6:00	AR	763		I	I					I	
	26	EC-97F		I					6500	0925	10:00	SO-8	761		I						I	
	26	EC-97G		I					6500	0930	10:00	SO-8	760		I						I	
	26	EC-97F		I	I			40000	6500	1315	4:00	AR	763		I	I					I	
	26	EC-97F		I	I			40000	6500	1745	4:00	AR	762		I	I					I	
	26	EC-97F		I					6500	1125	6:00	S1-19	762		I							
	26	EC-97G		I	I			40000	6500	1120	6:00	AR	761		I	I					I	
	26	EC-97G							5000	1530	3:00	FF	763								I	
	26	EC-97G							5000	1525	3:00	FF	764								I	
26 January	3	RB-47	O-15 K-37	I	I	I			91000	1827	9:00	S1-26 AR	688	I	I	I	I				I	Avon Park 2000-2100
	3	RB-47							75000	1018	4:00	S1-19	694								I	
	3	RB-47	O-15	I	I				91000	1615	9:00	S1-26 AR	692	I	I	I					I	
	3	RB-47	All Cameras	I					85000	1048	6:00	S1-26	693	I	I						I	
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	700	I	I						I	
	4	RB-47	All Cameras	I	I				91000	0845	10:00	SO-8 AR	696	I	I	I					I	
	4	RB-47	All Cameras	I	I				85000	0430	10:00	SO-8 AR	708	I	I	I					I	Montreal RBS 1120-1300E
	10	RB-47	All Cameras	I	I				90000	1257	9:00	SO-8 AR	719	I	I	I					I	Atlanta RBS 1700-1900
	10	RB-47		I					70000	1021	4:00	S1-19	725		I						I	
	10	RB-47		I					70000	0854	4:00	S1-19	716		I						I	
	10	RB-47	All Cameras	I	I				90000	1254	9:00	SO-8 AR	720	I	I	I					I	Atlanta RBS 1700-1900
	26	EC-97G		I					6500	1125	6:00	S1-19	766		I						I	
	26	EC-97G		I	I				6500	1545	4:00	AR	767		I	I					I	
	26	EC-97G		I	I				6500	0520	7:00	AR	768		I	I					I	
	26	EC-97G		I	I				6500	0925	7:00	AR	769		I	I					I	
	26	EC-97F							6500	1130	3:00	S1-19	770								I	
	26	EC-97F							6500	1725	5:00	S1-19	265		I						I	
	26	EC-97F		I					6500	1345	10:00	SO-8	266		I						I	
	26	EC-97F		I	I				6500	1530	3:00	AR	267		I	I					I	
	26	EC-97F		I	I				6500	1525	3:00	AR	268		I	I					I	
	26	EC-97G							5000	1540	3:00	FF	770									

REMARKS

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	47	425:30
EC-97F	15	78:00
EC-97G	17	105:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	47	425:30
EC-97F	15	78:00
EC-97G	17	105:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47E	47	425:30
EC-97F	15	78:00
EC-97G	17	105:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 24 January 1955.

Robert T. Hall Jr.

ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

21 January 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 31 January 55 TO 5 February 55

			REQUIREMENTS							SCHEDULED				CONFIRMED							
DATE	NO	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMPHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
31 January	26	EC-97		I					6500	1127	10:00	L. K. Orkan & Ber	761		I					I	
	26	EC-97		I					6500	1130	7:00	Stand Board	762		I					I	
	26	EC-97		I					6500	1137	10:00	L. K. Ber	757		I					I	
	26	EC-97		I					6500	1146	10:00	L. K. Ber	759		I					I	
	26	EC-97		I					6500	1145	10:00	L. K. Ber	758		I					I	
	26	EC-97		I	I			60000	5090		5:00	As Briefed	765		I	I				I	Lead Major Eusening
	26	EC-97		I	I			60000	5090		5:00	" "	763		I	I				I	
	26	EC-97		I	I			60000	5090		5:00	" "	761		I	I				I	
	26	EC-97		I	I			60000	5290		5:00	" "	763		I	I				I	
	26	EC-97		I	I			60000	5290		5:00	" "	764		I	I				I	Dep. Lead Capt Doddington
	26	EC-97		I	I			60000	5290		5:00	" "	765		I	I				I	
1 February	26	EC-97		I	I			60000	5290			As Briefed	765		I	I				I	Lead Capt Murphy
	26	EC-97		I	I			60000	5090			" "	765		I	I				I	Dep. Lead Capt Gerrill
	26	EC-97		I	I			60000	5090			" "	763		I	I				I	
	26	EC-97		I	I			60000	5290			" "	761		I	I				I	
	26	EC-97		I	I			60000	5290			" "	763		I	I				I	
	26	EC-97		I	I			60000	5290			" "	764		I	I				I	
2 February	26	EC-97		I	I			60000	5090			As Briefed	765		I	I				I	Lead Major Eusening
	26	EC-97		I	I			60000	5290			" "	762		I	I				I	
	26	EC-97		I	I			60000	5290			" "	763		I	I				I	
	26	EC-97		I	I			60000	5290			" "	764		I	I				I	
	26	EC-97		I	I			60000	5290			" "	766		I	I				I	
	26	EC-97		I	I			60000	5290			" "	766		I	I				I	Dep. Lead Capt Doddington
	26	EC-97		I	I			26000	6500	0530	6:00	AR 3rd 690	843		I	I				I	
	26	EC-97		I	I			26000	6500	1130	6:00	AR 4th 697	769		I	I				I	
	26	EC-97		I	I			50000	4620	0845	5:00	AR 4th 819	770		I	I				I	
	3	RB-47	All Cameras	I			I		91000	1015	7:00	SO-8 Dame	849	I	I			I		I	
	3	RB-47	All Cameras	I					91000	0142	7:00	S1-26	688	I	I					I	
	3	RB-47	All Cameras	I	I		I		85000	0530	7:00	SO-8 AR Dame	690	I	I	I		I		I	
	3	RB-47	All Cameras	I					91000	0139	7:00	S1-26	691	I	I					I	
	3	RB-47	All Cameras	I					91000	1207	7:00	SO-8	697	I	I					I	
	3	RB-47	All Cameras	I					91000	1045	7:00	S1-26	683	I	I					I	
	3	RB-47	0-15	I					91000	1857	7:00	SO-43	853	I	I					I	Omaha RBS 03-0500 3rd
	3	RB-47	All Cameras	I					91000	0309	7:00	S1-26	684	I	I					I	
	4	RB-47	All Cameras	I					85000	1021	6:00	Special Project	700	I	I					I	
	4	RB-47	All Cameras	I					85000	0824	7:00	SO-8	706	I	I					I	
	4	RB-47	All Cameras	I			I		85000	0852	7:00	SO-8 Dame	708	I	I			I		I	
	4	RB-47	All Cameras	I	I		I		85000	0815	9:00	SO-8 AR Dame	819	I	I	I		I		I	
	4	RB-47	All Cameras	I					85000	1024	6:00	Special Project	703	I	I	I				I	Kansas City RBS 1800-2000
	4	RB-47		I	I				65000	1054	5:00	SO-43 AR	697		I	I				I	
	4	RB-47							65000	0845	4:00	SO-8 FF	721							I	
	10	RB-47		I					75000	1057	6:00	Stand Board	720		I					I	
	10	RB-47	All Cameras	I					90000	0857	6:30	SO-8	719	I	I					I	
	10	RB-47	All Cameras	I					90000		7:00	Special Project	717	I	I					I	Montreal RBS 1600-1700
	10	RB-47							75000	1018	4:00	SO-8 FF	725							I	
	10	RB-47	0-15 E-37	I		I			90000	1427	7:00	SO-8	720	I	I		I			I	Avon Park
	10	RB-47	All Cameras	I			I		90000	0854	6:30	SO-8 Dame	716	I	I			I		I	Montreal RBS 1700-1800
	10	RB-47	0-15 E-37	I		I	I		90000	1457	7:00	SO-8 Dame	707	I	I		I	I		I	Avon Park
3 February	26	EC-97		I	I			60000	5290			As Briefed	765		I	I				I	Lead Capt Murphy
	26	EC-97		I	I			60000	5090			" "	765		I	I				I	Dep. Lead Capt Gerrill
	26	EC-97		I	I			60000	5090			" "	766		I	I				I	
	26	EC-97		I	I			60000	5290			" "	762		I	I				I	
	26	EC-97		I	I			60000	5290			" "	763		I	I				I	
	26	EC-97		I	I			60000	5290			" "	764		I	I				I	
4 February	26	EC-97		I	I			60000	5090			As Briefed	766		I	I				I	Lead Major Eusening
	26	EC-97		I	I			60000	5090			" "	765		I	I				I	
	26	EC-97		I	I			60000	5290			" "	763		I	I				I	
	26	EC-97		I	I			60000	5290			" "	764		I	I				I	
	26	EC-97		I	I			60000	5290			" "	765		I	I				I	
	26	EC-97		I	I			60000	5290			" "	766		I	I				I	Dep. Lead Capt Doddington
	26	EC-97		I	I			50000	4540	1725	4:00	AR 4th	763		I	I				I	
	26	EC-97		I	I			50000	4620	0530	4:00	AR 3rd	760		I	I				I	
	26	EC-97		I	I			50000	4620	1525	4:00	AR 10th	768		I	I				I	
	26	EC-97		I	I			26000	6000	1300	5:00	AR 4th	768		I	I				I	
	3	RB-47	E-37 0-15	I		I			91000	1615	7:00	S1-26	859	I	I		I			I	Avon Park 2000-2100 X
	3	RB-47							85000	1024	6:00	S1-19	689							I	
	3	RB-47	All Cameras	I			I		91000	1048	7:00	SO-8 Dame	699	I	I			I		I	
	3	RB-47							75000	1027	5:00	Stand Board	695							I	
	3	RB-47	All Cameras	I	I		I		85000	0530	10:00	SO-8 Dame AR	685	I	I	I		I		I	
	3	RB-47	All Cameras	I			I		91000	0854	7:00	SO-8 Dame	686	I	I	I		I		I	
	4	RB-47	All Cameras	I					85000	1815	7:00	SO-8	715	I	I		I			I	Avon Park 2000-2200 X
	4	RB-47	All Cameras	I	I				65000	1621	8:00	Special Project	703	I	I	I				I	
	4	RB-47							65000	0857	4:00	SO-8 FF	823							I	
	4	RB-47		I	I				65000	1054	5:00	SO-43	712		I	I				I	
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	701	I	I					I	Omaha RBS 2300-0100
	4	RB-47	All Cameras	I			I		91000	1415	7:00	SO-8 Dame	696	I	I			I		I	
	4	RB-47							65000	1018	4:00	SO-8 FF	698							I	
	10	RB-47	All Cameras	I					90000		9:00	Special Project	713	I	I					I	
	10	RB-47	All Cameras	I					90000		9:00	Special Project	723	I	I					I	
	10	RB-47							75000	1051	4:00	Field Checks	718							I	
	10	RB-47	0-15 E-37	I	I	I	I		90000	1330	9:30	SO-8 AR Dame	711	I	I	I	I	I		I	Avon Park 1900-2000 X
	10	RB-47	All Cameras	I					90000	1015	6:30	SO-8	749	I	I					I	Kansas City RBS 1300-1500
	10	RB-47	All Cameras	I					90000	1057	6:00	Stand Board	724	I	I					I	Kansas City RBS 1300-1500
	10	RB-47	0-15 E-37	I		I	I		90000	1457	6:00	SO-8 Dame	709	I	I		I	I		I	Avon Park 1900-2000 X

Note: EC-97 Fly hours do not include time for Alert Plan if flown

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	42	277:00
EC-97F	6	50:00
EC-97G	6	31:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	42	277:00
EC-97F	6	50:00
EC-97G	6	31:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47E	42	277:00
EC-97F	6	50:00
EC-97G	6	31:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 31 January 1955.

Robert T. Hall Jr.
ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

28 January 1955

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26 TH
STRATEGIC RECONNAISSANCE
WING
MOBILITY PLAN

NO. 55-1

1 JANUARY 1955

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

Inclosed herewith is 26th Strategic Reconnaissance Wing Mobility Plan which becomes effective 0001Z hours 1 January 1955 and is effective for planning purposes on receipt.

This plan supercedes all previous 26th Strategic Reconnaissance Wing Mobility Plans which will be destroyed in accordance with applicable regulations.

The 26th Strategic Reconnaissance Wing Mobility Plan is published for the information and guidance of all concerned.

BY ORDER OF THE COMMANDER:

CHARLES A. WRIGHT
Major, USAF
Adjutant

OFFICIAL:

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF
Adjutant

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REFERENCES

AF Regulation 76-21, "Air Transportation"

AF LTR 67-9, "Forward Operating Base Equipment"

AF Manual 75-37 "Preparation for Overseas Movement of Air Force Units"

AF Manual 400-5 "USAF Logistical & Operational Planning Manual"

AF Manual 67-1, "USAF Supply Manual"

SAC Manual 400-1A, "Mobility Planners Guide, Med Bomb and Recon Wings"

SAC Manual 65-1, "Flyaway Kit Procedures"

SAC Regulation 65-4, "Control,Maintenance, and Utilization of Flyaway Kits"

SAC Regulation 400-1, "Wing Mobility Plans"

SAC Regulation 400-2, "Packing, Marking, and Documentation for Air Echelons and Staging Teams"

SAC Regulation 400-3, "Administrative and Logistic Instruction for Operations Orders"

SAC Regulation 400-4, "Staging Teams"

SAC Regulation 400-5, "Control and Maintenance Task Force"

SAC Regulation 400-7, "Flyaway Kit Changes"

Applicable T/A's, TO&E's, and Technical Orders

MAT's Transport Operation SOP #2, June 1952

USAF WPF 50 (A), "Wartime Planning Factors Manual"

2AF Regulation 400-1, "Wing Mobility Plans"

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CONTENTS

PART I

INTRODUCTORY NARRATIVE AND OUTLINE OF RESPONSIBILITIES

PART II

PERSONNEL

PART III

MATERIEL

PART IV

LOADING PLANS

PART V

STANDING OPERATING PROCEDURES

PART VI

STAGING TEAMS, PERSONNEL AND MATERIEL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART I

THIS PAGE IS DECLASSIFIED IAW EO 13526

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PART I

Introductory Narrative

CONTENTS

Chapter 1 - General

Chapter 2 - Responsibilities

Chapter 3 - Staff Functions

Chapter 4 - Personnel and Materiel Procedures

Chapter 5 - Recapitulations

THIS PAGE IS DECLASSIFIED IAW EO 13526

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PART I

Chapter 1

General

1. The 26th Strategic Reconnaissance Wing, as a Unit of the Strategic Air Command, has been charged with the responsibility of preparing detailed plans for movement of its personnel, supplies and equipment to a forward operating station or to another operating station with little or no advance warning or notice. The Wing elements thus deployed must be capable of launching immediate and effective air strikes against enemy forces on a continuing basis. The estimated minimum period that these advance air echelons must be capable of sustaining a desirable mission rate without support from surface echelons is 60-90 days. Limited support can be expected from operating location by E+30 days. The purpose of this plan is to provide detail instructions to Units of the 26th Strategic Reconnaissance Wing and support task units as to the methods to be employed in discharging the aforementioned responsibilitie

2. The basic concept of Unit Mobility, as outlined by Headquarters, Strategic Air Command, does not allow an individual Wing to gear its mobility planning to a specific operations plan or to an assumption that operations will be conducted from a known operating station. Therefore, Unit Mobility Plans for this Wing will be written on the assumption that the Wing will be deployed to an unknown station. It will have to be assumed that the station will be fully equipped and manned in accordance with applicable tables of authorization. In general terms this means that a fully operational station kit, adequate housekeeping sets and a fully manned station complement will be in place at the operating station.

3. The instructions and procedures prescribed in this plan are outlined in such a manner as to accomplish movements as follows:

a. Deploy the full wing compliment of 45 RB-47 and 20 KC-97 aircraft with personnel of support task organizations.

b. Deploy the Air Refueling Squadron of 20 KC-97 aircraft with personnel of support task organizations, in event that unit is scheduled for deployment for separate element operations.

c. Deploy RB-47 staging teams with support personnel and materiel.

d. Deploy KC-97 staging teams with support personnel and materiel.

e. Deploy one and two reconnaissance squadron (s) with support personnel and materiel when required to operate from a forward base separate and remote from the remaining elements of the wing.

4. FLEXIBILITY IN MOBILITY PLANNING:

a. As the E-Day situation may dictate a sudden change in any planned deployment, this plan is devised to facilitate the effective deployment of various sized forces to any prepared forward base or bases.

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General

b. Basic Mobility SOP's and procedures will always apply; the speci loading and deployment priority of personnel and materiel required only will vary based on the current operational requirement.

5. COMBAT READY CONDITION:

a. The in-commission and combat readiness status of our aircraft mu be maintained to a high standard. The gunnery and bombing systems, and all accessory equipment, must be kept installed and completely operational at all times.

b. Inoculations, personnel records, and personal affairs of Wing personnel must be kept current. Unit Mobility Plans must provide for rapid accomplishment of any last minute changes that may be required in these matter

c. Materiel that will move to forward bases with air elements shoul always be as complete and serviceable as possible.

6. CONCEPT OF DEPLOYMENT:

a. Deployment is arranged to permit the combat operation to be init iated upon the arrival of the Priority I or first increment of the Air Echelon at the Forward or Pre-Strike Staging Base. Dependent on the type of operation pre-strike, post-strike, pre-post strike or turn around, additional deployment of personnel and materiel may be required to augment the initial Priority I Support Force or Team. The deployment of the balance of the Air Echelon is required to carry on a sustained operation for an indefinite period.

b. The concept of priority deployment recognizes that a Wing must b capable of performing certain functions at its forward staging base(s) by a given time. This is essential if it is to operate at the desired rate. This concept likewise recognizes that all Wing functions need not be resumed on a full scale simultaneously and immediately, but that an orderly pre-planned resumption of Wing functions is more desirable. Thus, the personnel and mater required to perform various functions are assigned to appropriate deployment priority loading positions in the air echelon or surface echelon on the basis or requirement given to the resumption of their functions.

7. AIR ECHELON:

a. Included in the air echelon are the personnel and materiel that can be effectively used at the forward base prior to the arrival of the comple organizational equipment and personnel authorized by T/O. The total materiel resources normally carried forward by the air echelons when they deploy consis of their unit mission equipment and their flyaway kits.

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b. Unit Mission Equipment. That portion of the organizational equipment which is air transportable and required to perform and support, logistically and operationally, the assigned mission at a base to which support equipment has been provided through station and housekeeping sets or through T/O assemblages and/or UAL equipment. The unit mission equipment may accompany personnel in unit and/or support aircraft.

(1) The UME, which includes the following, must be maintained in authorized quantities and in serviceable condition at all times:

(a) Organizational clothing, equipment, and individual issue specialist kits in the 10 series ECL's.

(b) Emergency survival equipment.

(c) Aircraft flight line, periodic and field maintenance tools and equipment.

(d) Armament, communications and electronics tools and test equipment to provide flight line, periodic and field maintenance capabilities.

(e) Administrative equipment common to all squadrons.

c. Flyaway Kits are a mobile service stock. These kits consist of Air Force and technical service spare parts required as a war reserve needed to maintain the aircraft of one squadron computed to support initial 30-day combat operations wherein each aircraft flies approximately 100 hours.

d. Pre-Post staging kits are made up from components of the complete flyaway kit to provide essential spares for staging operations.

8. SURFACE ECHELON: That portion of the Wing's personnel and Unit Missic Equipment not air deployed is deferred to a later move and is termed the surfacc echelon. Also moving in the surface echelon is the Readiness Reserve Equipment to be shipped by the Air Materiel Command when directed.

9. DEPLOYMENT: Wing deployment will be accomplished by one of the following:

a. Staging.

(1) Priority I - is the deployment of aircraft, personnel and materiel to the pre-strike base required to launch the initial strike mission

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(2) Priority II - is the deployment of personnel and materiel to the post-strike base required to provide debriefing and maintenance of aircraft for one-time safety in flight from the post-strike base.

(3) Priority III - is the deployment of the residual personnel and materiel of the Air Echelon.

b. Phased Deployment:

(1) First Phase - is the deployment of aircraft, personnel and materiel to the Forward Operating Base required to launch the initial strike mission.

(2) Second and Third Phases - is the deployment of the balance of the personnel and materiel of the air echelon to be moved in the succeeding days as rapidly as the support aircraft can effect turn-around.

c. Surface Echelon (Fourth Phase) - (This applies to both Staging and Phased Deployment) - that portion of the Wing personnel and UAL equipment not air deployed by the staging team and/or during phased deployment of the air echelon. Also moving in the surface echelon is the War Reserve Equipment to be shipped by Air Materiel Command when directed.

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Responsibilities

1. Individual squadron commanders are charged with the responsibility of preparing and maintaining in a current status the squadron mobility plan. A squadron Mobility Officer will be designated by the Squadron Commander to act as his deputy in all matters involving unit mobility. Individual section heads will be assigned the responsibility for developing detailed plans for the mobility of their sections. The section heads will also insure that all personnel under their supervision or control are aware at all times of their duties in execution of the plan. Section heads are further responsible to the mobility officer for submission of personnel or equipment changes affecting the mobility plan. The importance of the section heads in unit mobility planning and implementation cannot be over-emphasized. The squadron mobility planning officers will be certain that these key individuals are aware not only of their duties in mobility, but of their vital importance to success or failure of the over-all plan. Each individual scheduled for deployment with the air echelon must be aware of his position, phase and seat in the aircraft. This information should be made known to each individual by his section head.

2. The following outline of specific responsibilities is included herein for the guidance of squadron commanders, mobility officers and all other individuals directly concerned with the preparation and execution of mobility plans. The information contained in this section is not intended to limit nor to infringe upon the squadron commanders prerogative of assigning responsibilities and duties within his organization. Full responsibility for unit mobility planning and implementation is vested in the squadron commander by this Wing Mobility Plan. Squadron commanders may assign responsibilities and duties for various portions and segments of squadron mobility planning as their knowledge and judgement dictates. The duties as outlined herein are typical of those normally assigned throughout the Strategic Air Command and are to be used as a combination guide and check list to insure adequate coverage of all phases of unit mobility planning. In many cases, the responsibilities outlined in this section will be applicable only to the combat and air refueling squadrons. In these instances the support organizations will omit the responsibilities from squadron mobility plans, or, if applicable in part, will adapt them to fit the specific situation.

3. Individual Responsibilities.

a. Squadron Commander.

(1) Ascertains that a squadron Mobility Plan is prepared and submitted to Wing Headquarters.

(2) Assumes full responsibility for modification and eventual execution of squadron Mobility Plan.

(3) Appoints Squadron Mobility Officer, supervises and monthly inspects the results of his actions.

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Responsibilities

(4) Provides adequate storage facilities for supplies and equipment not accompanying move. Appoints property officer for execution of this duty.

(5) Insures current status of personal affairs of individuals.

(6) Phases move of Squadron Supply Officer or indicates his retention at home station as desired.

(7) Arranges for transmittal of all squadron and personnel records to destination.

(8) Establishes Squadron Mobility Post.

b. Squadron Mobility Officer.

(1) Under the direct control and supervision of the Squadron Commander, maintains over-all supervision of planning and preparation for implementation of all phases of mobility.

(2) Maintains personnel rosters and data in current status.

(3) Maintains constant check on materiel status within his organization and makes every effort to insure its combat ready condition and availability for mobility purposes.

(4) Submits to Wing Personnel Officer a mobility personnel roster of personnel on 801st Air Division Form 26 by NAME, RANK, AFSN, and AFSC. Weekly recaps of personnel changes will be submitted.

(5) Computes and makes known to section heads required packing and crating materiels.

(6) Insures adequate and repeated briefing of all personnel as to their duties and responsibilities.

(7) Establishes the required list of personnel and equipment required to perform as C&EMT's and ADVONS in accordance with Part VI of this Mobility Plan

c. Squadron Personnel Officer.

(1) Squadron Personnel Officer will be designated as Unit Essential Personnel Officer and will be responsible for preparation and implementation of the Mobility Plan as regards personnel matters. He will maintain close liaison with, and function directly under the supervision of the Squadron Commander and Squadron Mobility Officer insofar as Mobility is concerned.

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(2) Submits to the Squadron Mobility Officer a master roster of all personnel by NAME, RANK, AFSN & AFSC. Submits a weekly recap of personnel changes to Mobility Officer to insure the current status of the Squadron Personnel Mobility File.

(3) Insures that: Personal affairs of all personnel are in order, medical, immunization, dental records are up-to-date. Identification tags are in possession of personnel at all times. Service and Pay Records are in order for move. Plans the personnel processing procedures for use when alerted. Prepares all personnel records for shipment. Provides personnel for special labor forces to discharge duties under control of Mobility Officer.

(4) Assembles and crates all publications to be deployed.

(5) Within two hours after an alert is called, submits corrected Mobility Personnel Roster to 26th Wing Personnel Officer in five (5) copies by squadron priority, NAME RANK, AFSN, AFSC, and type clearance. (This roster to be certified by Squadron Commander that personnel are qualified and equipped for movement. Rosters to be used for preparation of orders). Rosters will be handcarried.

(6) Maintains current status on all uniform items purchased by individuals as outlined in VOL X, AFM 67-1.

d. Operations and Training Officer.

(1) Maintains crews in combat ready status.

(2) Accomplishes required crew briefing.

(3) Supervises work of the Communications Officer, Squadron Navigator, and Intelligence Officer to insure adequacy of flight information provided to individual crews.

(4) Insures preparation and maintenance in a current status of flight information folders for each aircraft commander.

(5) Becomes member of Squadron Mobility Post.

e. Engineering Officer.

(1) Maintains aircraft and allied equipment, including support equipment in a combat ready condition.

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Responsibilities

(2) Submits aircraft status report to Commanding Officer, Mobility Officer and Operations Section.

f. Department Heads.

(1) Maintains in a secure place a check list of duties to be accomplished on receipt of alert and/or Operational Field Order. Contents not to be divulged until implementation of the Mobility Plan.

g. Squadron Supply Officer.

(1) Directs use of work party assigned to him for loading details.

(2) Request and directs use of material handling equipment and vehicles.

(3) Maintains and reviews his UEE Shortages on monthly schedules. Will particularly check these items during monthly review of squadron back-orders at Base Supply.

(4) Supervises assembly of personnel, supplies and equipment in the squadron loading area.

(5) Checks Squadron UPREAL property for proper markings and packing list. (See SAC Reg 400-2.)

(6) Responsible for storage of UEE not scheduled for deployment.

(7) Responsible for transfer of Plant Account Property in event of his deployment.

(8) Issues organizational and individual clothing & equipment to personnel.

(9) Coordinates activities with Mobility Officer at all times.

h. Squadron Adjutant.

(1) Expedites transmission of, and maintains security control over all messages affecting movement.

(2) Plans for and requests transportation for squadron use.

(3) Notifies personnel of APO address.

(4) Arranges 24 hour mess service for personnel of his organization.

(5) Distributes Wing movement orders.

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(6) Recalls personnel from leave, pass, etc.

(7) Establishes and maintains in current status a list of key personnel to be notified in emergency; List will be broken down by name, rank, position, home address, duty address, home phone number, and duty phone number.

i. Intelligence Officer.

(1) Briefs personnel for security, customs and courtesies.

(2) Reads AOW 85 or 87 as applicable.

(3) Assists operations officer in accomplishing crew briefing.

(4) Prepares enroute information and aircraft commanders folders.

(5) Obtains information as to use of Escape and Evasion Kits.

j. Communications Officer.

(1) Completes maintenance of aircraft communications equipment.

(2) Assembles radio operators folders.

(3) Maintains a current list of crystals on hand and required.

k. Squadron Observer.

(1) Maintains necessary aeronautical charts.

(2) Assists Operations Officer in accomplishing required crew briefing.

l. Personal Equipment Officer.

(1) Establishes SOP for emergency issue of stored personnel equipment.

(2) Maintains current status of equipment requiring inspection.

(3) Call in all hand receipt property.

(4) Installs life rafts, emergency equipment and emergency radios in aircraft.

(5) Issues Aerosol bombs to aircraft commanders.

(6) Issues emergency equipment to passengers.

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Responsibilities

m. Aircraft Commanders.

(1) Checks aircraft for status.

(2) Contacts operations section for fuel requirement and insures proper servicing in accordance therewith.

(3) Checks personal equipment of crew and passengers.

(4) Insures proper processing of crew and passengers.

(5) Checks for proper loading of aircraft.

(6) Insures a sufficient quantity of IF rations are aboard.

(7) Assumes full command of aircraft, crew and passengers while enroute to operating station.

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Staff Functions

1. Wing Commander and Deputy Commanders: Upon receipt of the alert Deputy Commander will assume responsibility for the overall direction, implementation, coordination, and administration of the entire movement. He will set up in the Wing Commander's Office a "Command Post". No deviation from any mobility policies or plans will be made without coordination from this office.

2. Wing Adjutant: The Wing Adjutant will be responsible for expediting all messages concerning mobility. He will monitor security classification and maintain required message and correspondence, journals, and files. Upon receipt of the appropriate personnel listing, he will publish and distribute required Special Orders.

3. Wing Communications Officer: The Wing Communications Officer will establish courier service between the message center, signal center, the control staff and operating sections. All messages received from higher headquarters will be treated as operational priority with immediate delivery. He will establish and maintain field telephone circuits between the loading ramp area, Wing Materiel, and Wing Operations.

4. Wing Personnel Officer:

a. Establish Wing Personnel Processing Center in accordance with (SOP #11 Pages 201 through 206, Part V).

b. The Wing Personnel Officer will review Mobility Personnel Lists.

c. Upon receipt of corrected mobility personnel lists from the Squadron Personnel Officers, the Wing Personnel Officer will submit the list to the Wing Special Orders Section for issuance of necessary orders.

d. He will insure that the following records be compiled and crated for shipment, if required:

(1) WD AGO Form 201 will be used as a container for personnel records.

(2) WD AGO Form 24, 24A, or DD Form 230 (Service Records) with NME Form 4 (Enlistment Record).

(3) WD AGO Form 20 (Airman's Qualification Card).

(4) AF Form 538 (Organizational Clothing Record).

(5) NME Form 133 (Military Pay Record - include Addressograph Plate).

(6) NME Form 93 (Record of Emergency Data).

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(7) WD AGO Form 66 (Officer Qualification Record).

(8) AF Form 5 (Individual Flight Record).

(9) WD AGO Form 8-117 (Immunization Record).

e. The records from support units will be processed for correctness and completeness by the Unit Commander and expeditiously dispatched to the Wing Processing Center. (See SOP #11).

f. Upon an alert, records of all personnel of the 26th Wing maintained by the 801st Air Base Group functions, ie, Personal Affairs, Medical, Dental, and Finance will be delivered to the 26th SRWg Personnel Processing Center not later than H + 7 hours.

g. The Wing Personnel Office will furnish the Dental Office, Dispensary, Finance Officer, and Personal Affairs Officer, the names of individuals from the task units and will require that the appropriate records for those persons be handcarried to the Wing Personnel Processing Center not later than H + 7 hours.

5. Wing Intelligence Officer: The Wing Intelligence Officer will:

a. Assemble, record, and load all required intelligence materiels on proper aircraft.

b. Insure that proper and adequate security control is exercised.

c. Conduct briefings on the customs and courtesies to be observed during association with the civilian population at the advanced base, insofar as security measures will permit.

6. Wing Director of Operations:

a. The Wing Director of Operations will be responsible for formulating a parking plan for support aircraft.

b. He will be responsible for the control and operation of all communications.

c. Brief flight crews and dispatch same.

7. Wing Materiel Officer: The Materiel Officer will:

a. Insure that disinterested officers, if required, are appointed to affect settlement of memorandum receipt accounts held by any officer who is ordered to deploy. The authority of this action is contained in paragraph 2 c, Section 8, Vol II, AFM 67-1, and will be coordinated with the Base Materiel Officer.

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Staff Functions

b. Instruct the Commanding Officer of the Motor Vehicle Squadron to be prepared to furnish transportation to enable the loading of flyaway kits, unit essential equipment and personnel. All requests for transportation required to conduct the movement will be coordinated through the Base Materiel Officer.

c. Take such staff and supervisory action as may be necessary to expedite the issuance of supplies and equipment to the deploying organization. Normally all items of organizational clothing, and individual items of equipment will be in the hands of the concerned organization.

8. Wing Comptroller: The Wing Comptroller is delegated the following responsibilities. He will coordinate with the Base Comptroller to ascertain accomplishment of the following:

a. Finance: The Finance Section will be prepared to process and accomplish partial payments which may be required by personnel moving.

b. Upon call from the Wing Personnel Control Officer, the Finance Officer will dispatch the NME Form 113 (Military Pay Record) with Addressograph Plate, to the Wing Personnel Processing Center not later than H + 7 hours.

c. Budget & Fiscal: The Budget & Fiscal Officer will ascertain whether or not per diem is to be paid under existing regulations. He will determine if funds are available and if necessary action will be taken to obtain additional funds from Headquarters, SAC.

d. Cost Control: Ordinarily the Flight Echelon will be costed to the home station for periods of less than thirty (30) days. Any questions as to correct costing procedures will be reconciled through inquiry to Headquarters Second Air Force and Headquarters, SAC, and through Liaison with the advance base.

e. Statistical Services:

(1) The Statistical Officer will insure that the Wing Personnel Officer and the Wing Materiel Officer are furnished with the pertinent chapters of SAC Manuals 171-2 and 15-35-1. Blank forms for completion of required reports will accompany the first phase Unit Airlift. The Statistical Officer will confer with the Wing Personnel Officer and the Wing Materiel Officer and brief them on all phases of reporting procedures.

(2) The following reports will be accomplished by Wing Materiel Section of the Combat Echelon and distributed to the Chief, Statistical Service of SAC Advance Headquarters with information copy to Headquarters, Second Air Force and home station:

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Staff Functions

a. Daily Reports of selected AF A/C Operations, RCS: AF-SC-A1.

b. Reports of A/C gained and lost in the past 24 hours. RCS: 2AF-A1(no forms, will be sent from SAC).

(3) Personnel reports as required in SAC Manual 15-35-1 will be submitted from the home base. The Statistical Officer will insure that departing commanders are advised of the necessity of promptly furnishing the information required to enable preparation and submission of accurate and timely reports.

(4) The reports to be furnished daily by the advance echelon will be the Morning Report, which will be sent directly to the home base. The home base will submit all reports as required in SAC Manual 15-35-1 and make necessary changes from the Morning Report.

9. Commercial Transportation Officer: The Commercial Transportation Officer will assist all concerned with their packing and crating problems. He will also offer technical advice in the marking of packages as outlined in TM 38-414, AF Reg 75-35, AF Manual 75-4 and Technical Orders of the 00-35 series. He will also assist so far as possible with the loading of support transport aircraft.

10. Ground Safety Officer: The Ground Safety Officer will actively participate in the loading of support aircraft to insure that proper safety practices are followed in the moving and lifting of heavy equipment. Determination should also be made that the ground power equipment is properly prepared for airlift. This means that fuel systems will be drained, batteries properly prepared, terminal disconnected, etc.

11. All Personnel:

a. Upon receipt of instructions that this procedure is in effect, all units and activities on this base will operate on a 24-hour a day schedule, seven (7) days per week. Individuals on pass will be recalled immediately. No individuals on leave will be recalled unless action to do so is directed or approved by the authority granted the leave or the Wing Commander.

b. All operating sections and activities are charged with the responsibility of taking an active part in getting the Wing airborne. They will offer any assistance or services for which a requirement appears to exist whether such assistance or services have been requested or not. The fact that a request was not made will not be acceptable as an excuse for failure to furnish assistance and services that lie within the responsibilities and capabilities of the section concerned.

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Staff Functions

c. Support aircraft will normally be assigned to the Wing. Project Officers of the support squadron will determine, through coordination with the Project Officer of the Personnel Section, where and when personnel of the support units are to be reported for loading.

d. All questions arising as a result of this procedure that cannot be reconciled at squadron level should be submitted to the Wing Mobility Officer for settlement. In order to prevent indecisioned confliction and to promote uniform and orderly procedures, individual staff members and sections should refer all such questions to the Wing Mobility Officer, together with appropriate recommendations and a request that a decision be rendered.

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Chapter 4

Personnel and Materiel Procedures

1. The following procedure for preparation and maintenance of personnel data will be placed in effect by all units.

a. Section heads will prepare roster of mobility personnel by Name, Rank, AFSN, & AFSC, and submit to Unit Essential Personnel Officer.

b. Section heads submit weekly recap of personnel by Name, Rank, AFSN, & AFSC to Unit Essential Personnel Officer. No change report is required.

c. Unit Essential Personnel Officer submits a Master Mobility Roster of Personnel by Name, Rank, AFSN, & AFSC to Unit Mobility Officer.

d. Unit Essential Personnel Officer submits a weekly recap of the above Master Mobility Roster to Unit Mobility Officer. No change report is required.

e. Unit Mobility Officer maintains personnel rosters in a current status and insures briefing of personnel as to their Phase and/or Priority, Aircraft, Position Reporting Area and Procedures for Processing.

f. Unit Essential Personnel Officer submits plans to Unit Mobility Officer for the personnel processing procedures for use when alerted.

2. The following procedures for maintaining equipment in readiness for deployment will be placed in effect by all units:

a. Section heads will obtain and prepare necessary shipping containers, identified, coded, marked and documented in accordance with (Part V, SOP Number 1) of this plan. A list of shipping containers will be prepared and submitted to the Unit Mobility Officer. This list will include box code no., weight and cube.

b. Unit Supply Officer will submit weekly recap of equipment changes to the Squadron Mobility Officer to include substitutions, additions, and deletions. No change report is required.

c. Section heads are responsible for assembly and crating of publications in use.

d. Wing Mobility Officer will ascertain that personnel and cargo are prepared for airlift in accordance with existing directives. Passenger and cargo manifests will be prepared and distributed as provided in AF Reg 76-21.

3. The culimination of the procedural processing outlined heretofore will be the receipt of all information materiel and personnel-wise by the Squadron Mobility Officer. Squadron Mobility Officers will assemble the information as obtained into a final phased list of equipment and supplies. The Commander, 26th Strategic Reconnaissance Wing will designate a qualified officer as Loading Plan Officer. The Officer so designated will, with the assistance of Squadron Mobility Officers, prepare final loading plans for unit aircraft in accordance with the provisions of current regulations, letters and directives as modified by the existing contingencies.

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Chapter 5

RECAPITULATION

Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT (Air Echelon Total Shown in Parenthesis)		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Wing Headquarters	(153)	65	26	62	0	0
Strat Recon Sq (3 @ 177)	(468)	378*	45	45	63	0
Air Refueling Sq	(350)	271	79	0	0	0
Periodic Maint Sq	(159)	78	40	41	4	0
Arm/Elect Maint Sq	(417)	192	114	111	0	5
Fld Maint Sq	(304)	122	96	86	39	21
Medical Group	(38)	20	18	0	0	4
Hq Sq Air Base Group	(28)	5	6	17	38	24
Operations Sq	(49)	20	17	12	30	45
Supply Sq	(95)	46	20	29	35	107
Food Service Sq	(87)	52	18	17	21	20
Air Installations Sq	(23)	5	5	13	92	54
Air Police Sq	(99)	35	44	20	13	107
Motor Vehicle Sq	(65)	29	22	14	5	34
Weather Detachment	(2)	2	0	0	0	0
Totals	(2,337)	1,320*	550	467	340	421
Normally Deployed with Recon & Tanker A/C		1,590	270**	0	0	0
Normally Deployed in Support A/C		0	280	467	0	0

*135 Crew members and 135 Maintenance Personnel will deploy in RB-47 aircraft.

**Normally deployed in Phase 1 in order to obtain maximum utilization of the KC-97 airlift capability.

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Chapter 5

RECAPITULATION

Personnel By AFSC and Organizational Element
(20 KC-97)

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Air Refueling Sq	(350)	271	79	0	0	0
Field Maint Sq	(117)	88	29	0	0	21
Arm/Elect Maint Sq	(31)	31	0	0	0	5
Periodic Maint Sq	(49)	34	12	3	0	0
Medical Group	(4)	4	0	0	0	4
Hq Sq Air Base Group	(2)	0	1	1	0	24
Supply Sq	(8)	8	0	0	0	107
Food Service Sq	(13)	6	4	3	0	20
Air Police Sq	(34)	34	0	0	0	107
Motor Vehicle Sq	(2)	11	6	3	0	34
AIO Sq	(4)	2	2	0	0	54
Operations Sq	(5)	5	0	0	0	45
Totals	(637)	494	133	10	0	421
Normally Deployed in Tanker A/C		1,320	0	0	0	0

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RECAPITULATION

Phased Deployment of Materiel (By weight)
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT (Air Echelon shown in parenthesis)		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Wing Headquarters	(15849)	7165	2879	5805	a	b
Recon Sq (3rd,4th,10th)	(77911.5) (3@25970.5)	45196.5 (3@15065.5)	14109 (3@4703)	18606 (3@6202)	a	b
Air Refueling Sq	(36679)	16454	10842	9383	a	b
Periodic Maint Sq	(10798.5)	2939	3373.5	4486	a	b
Arm/Elect Maint Sq	(75086)	33691	12267	29128	a	b
Field Maint Sq	(338131)	109652	105759	122720	a	b
Medical Sq	(19246)	5000	14246	0	a	b
Hq Sq ABGp	(2030.5)	143	806.5	1081	a	b
Operations Sq	(4172)	8	3276	888	a	b
Supply Sq	(157626)	75303	40576.5	41746.5	a	b
Food Svc Sq	(16)	0	0	16	297a	b
Air Install Sq	(3)	3	0	0	1473a	b
Motor Veh Sq	(1651)	39	799.5	812.5	a	b
Air Police Sq	(2554.5)	694.5	639	1221	a	b
Total	(741754)	296288	209573	235893	1770a	b
Normally Deployed in Air Refuel A/C	(90000)	30000	30000	30000		
Normally Deployed in Support A/C	(651754)	266288c	179573c	205893c		

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Chapter 5

RECAPITULATION

Phased Deployment of Materiel (By weight)
(45 RB-47 and 20 KC-97) (Cont'd)

NOTES

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for the Fourth Phase, Column B, is provided in the Station Set.

c. Includes 10 R-4360 Power Packages @ 8780 pounds and 57 J-47 Power Packages @ 3650 pounds requiring heavy support transport aircraft. Phased as follows:

R-4360		J-47	
Phase I	3 @ 26,340 pounds	Phase I	15 @ 54,750 pounds
Phase II	3 @ 26,340 pounds	Phase II	18 @ 65,700 pounds
Phase III	4 @ 35,120 pounds	Phase III	24 @ 87,600 pounds

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Chapter 5

RECAPITULATION

Phased Deployment of Materiel (By weight)
(20 KC-97)

ORGANIZATIONAL ELEMENT		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Air Refueling Sq	(36,679)	16,454	10,842	9,383	a	b
Periodic Maint Sq	(2,040.8)	1,439.8	601	0	a	b
Arm/Elect Maint Sq	(6,004)	5,754	250	0	a	b
Field Maint Sq	(102,116)	33,743	33,253	35,120	a	b
Medical Group	(1,000)	1,000	0	0	a	b
Supply Sq	(46,500)	46,500	0	0	a	b
Food Service Sq	(none)	0	0	0	a	b
Motor Vehicle Sq	(none)	0	0	0	a	b
Air Police Sq	(290.5)	200.5	90	0	a	b
Total	(194,630.3)	105,091.3	45,026	44,503	a	b
Normally Deployed in support transport A/C	(87,800)	26,340c	26,340c	35,120c	0	0
Normally deployed in Air Refuel A/C	(106,830.3)	78,751.3	18,696	9,383	0	0

NOTES:

a. UAL equipment not recommended for air deployment and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for the Fourth Phase, Column B, is provided in the Station Set.

c. Includes 10 R-4360 Power Packages @ 8780 pounds requiring heavy support transport aircraft. Phased as follows:

Phase I 3 @ 26,340 pounds
Phase II 3 @ 26,340 pounds
Phase III 4 @ 35,120 pounds

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RECAPITULATION

Air Refueling Staging Teams (Personnel)
(KC-97)

Type Team	Elements	Personnel by Size & Type Team 5 Acft Team	10 Acft Team	20 Acft Team
POST STRIKE	Control	6	6	8
	Maintenance	29	30	66
	Medical	4	4	4
	Service	23	26	32
	TOTALS	62	66	110
PRE STRIKE	Control	11	11	12
	Maintenance	32	46	64
	Medical	4	4	4
	Service	23	26	32
	TOTALS	70	87	112
TURN AROUND	Control	11	12	13
	Maintenance	45	70	99
	Medical	4	4	4
	Service	26	32	37
	TOTALS	86	118	153

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RECAPITULATION

Air Refueling Staging Teams (Materiel)
(KC-97)

Type Team	Elements	Materiel by Size & Type Team 5 Acft Team	10 Acft Team	20 Acft Team
POST STRIKE	Control	90	90	90
	Maintenance	31,787	40,225	40,273
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
	TOTALS	33,658	42,096	42,917
PRE STRIKE	Control	400	400	400
	Maintenance	36,721	36,742	36,918
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
	TOTALS	38,902	38,923	39,872
TURN AROUND	Control	400	400	400
	Maintenance	76,729	85,204	85,464
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
	TOTALS	78,910	87,385	88,418

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RECAPITULATION

Medium Recon Staging Teams (Personnel)
(RB-47)

Type Team	Elements	Personnel By Size & Type Team 15 Acft Team	30 Acft Team	45 Acft Team
POST STRIKE	Control	13	17	20
	Maintenance	72	116	165
	Medical	4	8	8
	Service	30	50	72
	TOTALS	119	191	265
PRE STRIKE	Control	17	17	17
	Maintenance	121	213	312
	Medical	4	4	4
	Service	31	52	71
	TOTALS	173	286	404
PRE POST STRIKE	Control	21	27	32
	Maintenance	133	230	333
	Medical	4	8	8
	Service	37	59	82
	TOTALS	195	324	455

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RECAPITULATION

Medium Recon Staging Teams (Materiel)
(RB-47)

Type Team	Elements	Materiel By Size & Type Team 15 Acft Team	30 Acft Team	45 Acft Team
POST STRIKE	Control	245	415	585
	Maintenance	26,062	30,085	34,148
	Medical	1,000	2,000	2,000
	Service	783	783	1,566
	TOTALS	28,090	33,283	38,299
PRE STRIKE	Control	794	844	894
	Maintenance	34,557	38,634	49,061
	Medical	1,000	1,000	1,000
	Service	783	783	1,566
	TOTALS	37,134	41,261	52,521
PRE POST STRIKE	Control	794	1,014	1,234
	Maintenance	82,432	83,123	90,167
	Medical	1,000	2,000	2,000
	Service	783	783	1,566
	TOTALS	85,009	85,920	94,967

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PART II

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PART II

CONTENTS

Chapter 1 - General

Chapter 2 - Forward Base Complement Personnel

Chapter 3 - Personnel Phased for Deployment of SR Wing with Air Refueling Squadron (45 RB-47 and 20 KC-97)

Chapter 4 - Personnel Phased for Deployment of Air Refueling Squadron (20 KC-97)

Chapter 5 - Personnel Phased for Support of One and Two Reconnaissance Squadron (s) Deployment

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PART II

Chapter 1

General

1. The purpose of Part II of the 26th Strategic Reconnaissance Wing Mobility Plan is to provide Squadron Commanders with guidance upon which they may base their own detailed squadron mobility planning relative to the deployment of personnel.

2. This part covers detailed phased deployment of personnel of the 26th Strategic Reconnaissance Wing and support task units. It provides the number of personnel of each organizational element that will deploy in each phase of the air and surface echelons.

3. Chapter 2 outlines Base Complement Personnel considered to be "in place" at forward base.

4. Chapter 3 outlines the phased deployment of personnel required to support the Wing movement of 45 RB-47 and 20 KC-97 aircraft.

5. Chapter 4 outlines the phased deployment of personnel required to support Air Refueling Squadron in event that organization is deployed separate from the Wing.

6. Chapter 5 outlines number of personnel to support one and two reconnaissance squadron (s) when required to operate from a forward base separate and remote from the remaining elements of the Wing.

7. Included at the front of each Chapter is a recapitulation sheet showing the total number of personnel allocated to the air and surface echelons by phase.

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Forward Base Complement Personnel For Medium Recon Wing

1. This section outlines the Base Complement personnel that are pre-planned to be in place at a forward operating base designated for support of a Strat Recon Wing.

2. Listed below are the flights and in parenthesis is the organizational unit into which the flight will be integrated when a SAC staging team or wing air echelon arrives at the base.

a. Command (Hq Sq Air Base Group)

b. Operations Flight (Operations Sq)

(1) Base Operations and Aircraft Section

(2) Ground Communications Section

(3) Photo Laboratory Section

c. Materiel Flight (Wing Hq, Field Maintenance Sq and Armament - Electronics Sq - - See Base Complement listing)

(1) Maintenance Section, Field Maintenance Shops and Armament - Electronics Shops.

(2) Supply Section (Supply Sq)

(3) Installations Section (Installations Sq)

(4) Food Service Section (Food Service Sq)

(5) Motor Transportation Section (Motor Vehicle Sq)

d. Air Police Flight (Air Police Sq)

e. Medical Flight (Medical Group)

3. For detailed functions of above flights see paragraph 3, Chapter 3, Part 2, SAC Manual 400-1A, dated June 1954.

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PART II

Chapter 2
Forward Base Complement Personnel For
Medium Recon Wing
RECAPITULATION

Flight	Total	LtCol	Maj	Capt	Lt	MSgt	TSgt	SSgt	A/1C	A/2C	A/3C
Command	2	1				1					
Personnel & Administration	15		1	1		2	2	5	3	1	
Operations Flight											
Base Operations & Aircraft Section	6			1			1	2	2		
Ground Communications Section	36			1		2	3	10	10	10	
Photo Laboratory Section	3						1	1		1	
Materiel Flight	3		1			1		1			
Maintenance Section	4			1		1	1	1			
Field Maintenance Shops	21					1	1	11	5	3	
Armament Electronics Shops	5					1		4			
Supply Section	107		1	3		7	12	23	28	33	
Installations Section	54		1	1		1	1	15	14	21	
Food Service Section	20						1	5	7	7	
Motor Transportation Section	34			1		1	1	12	18	1	
Air Police Flight	107			2	2	2	4	17	39	22	19
Medical Flight	4			1				2	1		
Officers	19	1	4	12	2						
Airmen	402					20	28	109	127	99	1[illegible]
Aggregate	421										

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Chapter 2
Forward Base Complement Personnel For
Medium Recon Wing

Title	AFSC	Total	LtCol	MaJ	Capt	Lt	MSG	TSG	SSG	A/1c	A/2c	A/3c
Command		2	1				1					
Commander	0026A	1	1									
First Sergeant	73170	1					1					
Personnel & Administration		15		1	1		2	2	5	3	1	
Adjutant	7024	1		1								
Personnel Officer	7324	1			1							
Senior Organizational Sup Specialist	64151	1							1			
Apprentice Clerk	70230	1									1	
Clerk	70250	2							1	1		
Administrative Supervisor	70270	1						1				
Classification Specialist	73250	1							1			
Personnel Specialist	73251	2							1	1		
Personnel Technician	73270	1					1					
Disbursing Clerk	81150	1								1		
Senior Disbursing Clerk	81150	1							1			
Disbursing Supervisor	81170	1						1				
Statistical Services Supervisor	83170	1					1					
Operations Flight												
Base Operations and Aircraft Section		6			1			1	2	2		
Air Operations Officer	1435	1			1							
Aircraft Mechanic	43151	1								1		
Senior Flight Mechanic	43151W	1							1			
Air Passenger & Ops Specialist	60150	2							1	1		
Air Transportation Supervisor	60170	1						1				
Ground Communications Section		36			1		2	3	10	10	10	
Communications Officer	3034	1			1							
Apprentice Comm Center Specialist	29130	4									4	
Communications Center Specialist	29150	2								2		
Senior Comm Center Specialist	29150	2							2			
Communications Center Supervisor	29170	1					1					
Apprentice Cryptographic Operator	29230	2									2	
Cryptographic Operator	29250	1								1		
Senior Cryptographic Operator	29250	1							1			
Cryptographic Operations Supervisor	29270											
Apprentice Ground Radio Operator	29331	2									2	
Senior Ground Radio Operator	29351	1							1			
Ground Radio Operator	29351	1								1		
Radio Operations Supervisor	29370	1						1				
Ground Radio Repairman *(See Note)	30450	3										
Apprentice Installer-Cableman	36130	1									1	
Installer-Cableman	36150	1								1		
Senior Installer-Cableman	36150	1							1			
Central Office Machine Mechanic	36250	1								1		
Senior Central Office Machine Mech	36250	1							1			
Wire Maintenance Supervisor	36270	1					1					

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Forward Base Complement Personnel For
Medium Recon Wing

Title	AFSC	1 Lt	Capt	Maj	Lt Col	Col	MSgt	TSgt	SSgt	A/1c	A/2c	A/3c
Communications Machine Repairman	36350	1								1		
Cryptographic Maintenance Technician	36371	1						1				
Electrician	56150	1								1		
Senior Electrician	56150	1							1			
Senior Organizational Sup Specialist	64151	1							1			
Apprentice Clerk	70230	1									1	
Clerk	70250	1							1			
Photo Laboratory Section		3						1	1		1	
Senior Photographer	23250	1							1			
Photographic Supervisor	23270	1						1				
Apprentice Camera Repairman	40330	1									1	
Materiel Flight		3			1		1		1			
Supply Staff Officer	6416	1			1							
Organizational Supply Supervisor	64173	1					1					
Clerk	70250	1							1			
Maintenance Section		4			1		1	1	1			
Aircraft Maintenance Officer	4344	1			1							
Aircraft Maintenance Technician	43171J	1					1					
Stock Control Technician	64175	1						1				
Clerk	70250	1							1			
Field Maintenance Shops		21					1	1	11	5	3	
Apprentice Office Machine Mechanic	40130	1									1	
Senior Electrical Instrument Repairman	40453	1							1			
Senior Aircraft Propeller Mechanic	42350	1							1			
Senior Aircraft Hydraulic Mechanic	42550	1							1			
Apprentice Aircraft Mechanic	43131B	1									1	
Senior Aircraft Mechanic	43151J	1							1			
Senior Aircraft Electrician	43154B	1							1			
Aircraft Maintenance Supervisor	43170	1					1					
Apprentice Veh & Motor Equip Eng Mech	47134	1									1	
Automotive Mechanic	47151	1								1		
Veh & Motor Equip Engine Mechanic	47154	1								1		
Veh & Motor Equip Electrician	47155	1								1		
Senior Veh-Motor Equip Electrician	47155	1							1			
Machinist	53150	1								1		
Metal Processing Specialist	53250	1								1		
Senior Metal Processing Specialist	53250	1							1			
Airframe Repair Technician	53471	1						1				
Senior Woodworker	55250	1							1			
Senior Painter	55251	1							1			
Parachute Rigger	58150	1							1			
Fabric and Leather Worker	58151	1							1			
Armament-Electronics Shops		5					1		4			
Aircraft Radio Repairman	30150	1							1			
Airborne Electronics Navigational Equip Repairman	30151	1							1			
Bomb-Navigation Systems Supervisor	32170	1					1					

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Forward Base Complement Personnel For
Medium Recon Wing

Title	AFSC	Total	Lt Col	Maj	Capt	Lt	MSgt	TSgt	SSgt	SrA	A1C	A/1C
Senior Gunlaying Systems Mechanic	323500	1							1			
Senior Weapons Mechanic	46250	1							1			
Supply Section		107		1	3		7	12	23	28	33	
Ammunition Officer	3254	1			1							
Supply Officer	6424	3		1	2							
Apprentice Munitions Specialist	46130	3									3	
Munitions Specialist	46150	12							6	6		
Munitions Supervisor	46170	4					1	3				
Senior Woodworker	55250	1							1			
Apprentice Vehicle Operator	60330	3									3	
Apprentice Warehousing Specialist	64130	11									11	
Apprentice Supply Records Specialist	64132	10									10	
Warehousing Specialist	64150	9								9		
Senior Warehousing Specialist	64150	6							6			
Supply Record Specialist	64152	6								6		
Senior Supply Records Specialist	64152	5							5			
Warehousing Supervisor	64171	4					1	3				
Supply Inspection Technician	64172	3					1	2				
Supply Records Supervisor	64174	4					1	3				
Stock Control Technician	64175	3					2	1				
Apprentice Petroleum Supply Specialist	64330	4									4	
Petroleum Supply Specialist	64350	6								6		
Senior Petroleum Supply Specialist	64350	4							4			
Petroleum Supply Supervisor	64370	1					1					
Apprentice Clerk	70230	2									2	
Clerk	70250	2							1	1		
Installations Section		54		1	1		1	1	15	14	21	
Installations Engineer Staff Officer	5516	1		1								
Installations Engineer	5524	1			1							
Draftsman	22350	1								1		
Senior Metal Processing Specialist	53250	1							1			
Apprentice Roads & Grounds Specialist	55130	2									2	
Roads and Grounds Specialist	55150	1								1		
Senior Roads and Grounds Specialist	55150	1							1			
Construction Equipment Operator	55331	1								1		
Senior Construction Equip Operator	55331	1							1			
Apprentice Woodworker	55230	1									1	
Apprentice Painter	55231	1									1	
Senior Woodworker	55250	1							1			
Apprentice Electrician	56130	1									1	
Senior Electrician	56150	1							1			
Senior Water Supply & Sanitation Spec	56350	1							1			
Apprentice Plumber	56430	1									1	
Senior Plumber	56450	1							1			
Apprentice Refrigeration Specialist	56630	1									1	
Senior Refrigeration Specialist	56650	1							1			
Senior Organizational Sup Specialist	64151	1							1			

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PART II

Chapter 2
Forward Base Complement Personnel For
Medium Recon Wing

Title	AFSC	Total	Lt Col	Maj	Capt	Lt	MSgt	TSgt	SSgt	A/1C	A/2C	A/3C
Clerk	70250	1							1			
Apprentice Firefighter	95130	14									14	
Firefighter	95150	11								11		
Senior Firefighter	95150	5							5			
Fire Fighting Supervisor	95170	2					1	1				
Food Service Section		20						1	5	7	7	
Apprentice Baker	62130	1									1	
Senior Baker	62150	1							1			
Apprentice Cook	62230	5									5	
Cook	62250	4								4		
Senior Cook	62250	4							4			
Mess Supervisor	62270	1						1				
Apprentice Meat Cutter	62330	1									1	
Meat Cutter	62350	1								1		
Warehousing Specialist	64150	1								1		
Clerk	70250	1								1		
Motor Transportation Section		34			1		1	1	12	18	1	
Ground Equip Maintenance Officer	4384	1			1							
Special Vehicle Mechanic	47132	1								1		
Automotive Mechanic	47151	6								6		
Senior Automotive Mechanic	47151	4							4			
Senior Special Vehicle Mechanic	47152	1							1			
Senior Automotive Body Repairman	47153	1							1			
Vehicle & Motorized Engine Repairman	47154	1								1		
Vehicle & Motorized Equip Electrician	47155	1								1		
Vehicle Maintenance Supervisor	47170	1					1					
Metal Processing Specialist	53250	1								1		
Apprentice Painter	55231	1									1	
Vehicle Operator	60350	11							5	6		
Vehicle Dispatcher	60351	1								1		
Motor Transportation Supervisor	60370	1						1				
Warehousing Specialist	64150	1								1		
Clerk	70250	1							1			
Air Police Flight		107			2	2	2	4	17	39	22	19
Air Police Officer	7724	4			2	2						
Apprentice Weapons Mechanic	46230	1									1	
Organizational Supply Specialist	64151	1								1		
Apprentice Clerk	70230	2									2	
Air Police Trainee	96010	19										19
Apprentice Air Policeman	96130	19									19	
Air Policeman	96150	38								38		
Senior Air Policeman	96150	17							17			
Air Police Supervisor	96170	6					2	4				
Medical Flight		4			1				2	1		
Internist	9386	1			1							
Medical Service Specialist	90250	1								1		

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PART II

Chapter 2
Forward Base Complement Personnel For
Medium Recon Wing

Title	AFSC	Total	LtCol	Maj	Capt	Lt	MSgt	TSgt	SSgt	A1C	A2C	A/1C
Senior Medical Specialist	90250	1							1			
Senior Dental Specialist	90950	1							1			
OFFICERS		19	1	4	12	2						
AIRMEN		402					20	28	109	127	99	19
AGGREGATE		421										

NOTE: *At certain stations in overseas areas, telephoto facilities will be prepositioned. An additional requirement for 5 airmen, AFSC 30450, 2 S/Sgt and 3 A/1C, are authorized on a "required" basis. These spaces are not included in totals shown above.

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PART II

Chapter 3

Phased Deployment of Personnel by AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
WING HEADQUARTERS T/O 1-1048P					
Command	(2)		(1)		
0002	1				
0066	1				
70252			1		
Hq Section	(1)	(3)	(5)		
7024			1		
7324		1			
64131			1		
64151	1				
70230			1		
70250		1			
73250			1		
73251		1			
73170			1		
Adjutant	(2)	(1)	(5)		
7024	1				
70230			2		
70250		1	3		
70270	1				
Inspection			(2)		
0036			1		
70270			1		
Personnel	(1)	(3)	(4)		
0016	1				
7324			1		
70230			1		
70250		1			
73251		1	1		
73270		1	1		
Operations	(4)				
0036	1				
1416	1				
70230	1				
70270	1				
Intelligence	(8)	(2)	(6)		
2016	1				
2044	3				
2054	1	1	1		
20450	1				
20451		1			
20470	1		1		

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PART II

Chapter 3

Phased Deployment of Personnel by AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
WING HEADQUARTERS T/O 1-1048P					
20471			2		
22350			1		
70230			1		
70250	1				
Operations and Training	(14)	(4)	(13)		
1244	3				
1416	3		1		
1435	1		1		
1444		1			
2334	1				
3024	1				
3244			1		
3254			1		
4324	1				
22350			2		
46170			1		
60170	2	2	1		
70230		1	1		
70250	2		3		
70270			1		
Communications	(2)		(1)		
3016	1				
29370	1				
70250			1		
Materiel	(1)		(1)		
0045	1				
70250			1		
Logistics	(1)		(3)		
6416			1		
43170			1		
64171	1				
70250			1		
Maintenance	(2)				
4316	1				
70270	1				
Maintenance Control	(12)	(7)	(8)		
4344	1		1		
4355	1		1		
6424	1				
30170	1				

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PART II

Chapter 3
Phased Deployment of Personnel by AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
WING HEADQUARTERS T/O 1-1048P	First Phase	Second Phase	Third Phase	Fourth Phase A	B
30170	1				
30171			1		
32370	1				
43171	2	2			
43171E	1				
64151			1		
64171		1			
70250	1	3	3		
80170	1				
80270	1				
68150		1	1		
Quality Control	(12)	(5)	(9)		
4334	1		1		
30171	1				
32171E	1				
32371C	1		1		
40370	1				
43171	1				
43171E	5	5	1		
43171B			4		
70230			1		
70250	1		1		
Supply	(2)	(1)	(2)		
6424	1				
64151	1	1			
64173			1		
70250			1		
Comptroller	(1)		(2)		
0056	1				
70250			1		
80170			1		
Totals	65	26	62		
Grand Total	153				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
STRAT RECON SQ (3rd,4th,10th) T/O 1-1479P	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Command	(2)				
0066	1				
73170	1				
Personnel and Administration	(4)	(1)	(1)		
7324	1				
70230	1				
73230			1		
73250	1				
73251	1	1			
Intelligence	(3)				
2054	1				
20450	1				
20470	1				
Combat Crews	(45)			(21)	
1245	30			14	
1525F	15			7	
Operations and Training	(9)	(2)	(1)		
1435	2				
1525	2				
2334	1				
3024	1				
60170	1				
70230			1		
70250		1			
92250	1	1			
92270	1				
Maintenance	(61)	(11)	(10)		
4344	1				
43131E	26	9	7		
43151E	12				
43170	3	2			
43171J	15		2		
60350	2				
64151	1				
70250	1				
64131			1		

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PART II

Chapter 3
Phased Deployment of Personnel by AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT STRAT RECON SQ (3rd,4th,10th) T/O 1-1479P	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Supply	(2)	(1)	(3)		
6424			1		
64131			1		
64151	1	1			
64173	1				
70230			1		
Total Per Squadron	126	15	15	21	
Grand Total Per Squadron	177				
(3 SRSQ's Grand Total 531)	378	45	45	63	

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
AIR REFUELING SQUADRON T/O 1-1179F					
Command	(2)				
0066A	1				
73170	1				
Personnel & Administration	(3)	(3)			
7324	1				
73251	1	1			
70230	1				
73230		1			
73250		1			
Intelligence	(3)				
2054	1				
20450	1				
20470	1				
Combat Crews	(140)	(70)			
1234C	40	20			
1525P	20				
43271B	20	10			
29353	20	10			
43179	20	10			
43159	20	10			
1534A		10			
Operations & Training	(11)	(3)			
1435	2				
1525P	1				
4324	1				
3034	1				
60170	1				
92230	1	1			
92270	1				
92250	1	2			
70230	1				
70250	1				
Maintenance	(108)				
4344	1				
43131B	21				
43132A	1				
43151B	18				
43152A	29				
43170	8				
43171B	26				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
AIR REFUELING SQUADRON T/O 1-1179P	First Phase	Second Phase	Third Phase	Fourth Phase A	B
64151	1				
70250	1				
60350	1				
60330	1				
Supply	(4)	(3)			
64010	1				
64151	1	1			
64173	1				
70230	1				
6424		1			
64131		1			
Total	271	79			
Grand Total	350				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
PERIODIC MAINTENANCE SQUADRON T/O 1-7171F					
Command	(2)				
4316	1				
73170	1				
Personnel and Administration	(1)		(2)	(2)	
7324				1	
70250	1				
70230				1	
73251			1		
73250			1		
Maintenance Supervision	(2)	(1)	(2)		
4344	1		1		
43171E	1				
70250		1	1		
Dock Maintenance	(69)	(36)	(34)		
43171E	2	4	2		
43171B	2	2	2		
42250	1	1	2		
42350	4	4	2		
43250	16	10	8		
43251	10	6			
43151E	10	4			
43151B	10				
43230	4		12		
43231	8				
43131E		2	3		
43131B		2			
64151	2	1	3		
Auxiliary Equipment	(1)	(2)	(1)	(1)	
47134			1		
47155	1				
47154		1			
60350		1			
64151				1	
Supply	(3)	(1)	(2)	(1)	
6424	1				
64131		1			
64173				1	
64151	2		1		
70250			1		
Total	78	40	41	4	
Grand Total	163				

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Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
ARM/ELECTRONICS MAINT SQ T/O 1-7475P	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Command	(2)				
3216	1				
73170	1				
Personnel and Administration	(2)	(2)	(2)		
7324		1			
70250	1		1		
73150		1			
73230			1		
73250	1				
Maintenance Supervision	(7)	(5)	(2)		
3054	1	1			
3234	2	1	1		
30170	1	1			
32170	1				
32370		1			
40370	1				
70250	1	1	1		
Radar	(14)	(10)	(5)		(1)
30131	1	2	1		
30151	10	3	3		
30170	1	3	1		1
30171	2	2			
Radio	(22)	(9)	(7)		(1)
30130	2		3		
30150	14	6	4		1
30170	2	2			
30171	4	1			
Camera	(43)	(14)	(23)		
2334	1				
40330	4	3	9		
40350	30	6	13		
40370	8	5	1		

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
ARM/ELECTRONICS MAINT SQ T/O 1-7475P	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
ECM	(4)	(4)	(4)		
30250	3	3	3		
30270	1	1	1		
Gunnery	(16)	(11)	(33)		(1)
3234	1				
32330C	3		3		
32350C	8	8	19		1
32370	2	1	3		
32371C	2	2	8		
Weapons	(20)	(11)	(8)		(1)
3234		1			
46230	1	2			
46250	16	6	5		1
46270	3	2	3		
Bomb Nav	(59)	(46)	(24)		(1)
3234	1		1		
32130E	2	2	2		
32150B	2		1		
32150C	4	1	1		
32150D	2	1			
32150E	22	18	10		
32170	1		2		1
32171E	10	17	5		
40433		1	1		
40453	11	5	1		
40470	1				
40471	3	1			
Supply	(3)	(2)	(3)		
6424			1		
64131			1		
64151	2	1	1		
64173	1	1			
TOTAL	192	114	111		5
GRAND TOTAL	422				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
FIELD MAINTENANCE SQUADRON T/O 1-7169P	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Command	(2)				
4316	1				
73170	1				
Personnel and Administration	(1)	(1)	(2)	(3)	
7324				1	
70230				1	
70250		1			
73251			1		
73231			1		
73250	1				
73270				1	
Maintenance Supervision	(3)	(2)	(2)	(2)	
4344	1				
43171	1				
64151	1	1			
70230			1		
70250			1	1	
80271		1			
22350				1	
Power Plant	(1)	(1)	(2)	(3)	
4344			1		
43171E	1				
60330				1	
60350				2	
64151		1			
70250			1		
Engine Tear-Down		(2)	(4)		
43251		1	4		
43171B		1			
Power Pack Repair		(1)	(2)		
43151B		1	1		
43251			1		
Engine Build-Up	(9)	(18)	(5)		(1)
43231		2	1		
43230		2			
43251	3	7	4		
43250	5	7			
43171B	1				1

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Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
FIELD MAINTENANCE SQUADRON T/O 1-7169F	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Engine Change	(13)	(7)			
43131E	1				
43231		1			
43230		1			
43151B	1	2			
43251	6	1			
43250	2	1			
43171E	3	1			
Jet Engine Overhaul	(4)	(8)	(5)		
43230		3			
43250	3	5	4		
43270	1		1		
Propeller Shop	(3)	(2)	(1)		(1)
42131		1			
42351	3	1			1
42171			1		
Fabrication Shop	(1)		(1)		
4364	1				
70250			1		
Paint, Dope, Fabrication Shop	(2)	(2)	(2)	(1)	(1)
55231			1		
55251		1		1	1
58131		1			
58151	2				
58170			1		
Machine Shop	(2)	(1)	(3)	(1)	(1)
53130		1	1		
53150	1				1
53170			1	1	
53171	1		1		
Sheet Metal Shop	(20)	(3)	(8)	(12)	(1)
53430	6	1		5	
53450	12	1	6	6	
53470			2		
53471	2	1		1	1
Welding Shop			(1)	(3)	(2)
53230				2	
53250			1		2
53270				1	

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PART II

Chapter 3

Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
FIELD MAINTENANCE SQUADRON T/O 1-7169F	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Woodworking Shop			(1)	(1)	(1)
55230				1	
55250			1		1
Parachute, Leather, Rubber Shop	(5)	(4)	(7)	(12)	(2)
58130	1	1	2		
58150	2	2	2	6	1
58151	1		1	5	1
58170	1	1	1		
58250			1	1	
Aero Repair Shop	(2)		(1)		
4344	1				
43171E	1				
70250			1		
Airframe Shop	(7)	(10)	(10)		(2)
43131B			1		1
43131E	2				
43231	1	7	4		
43151E	3	2	2		1
43171E	1	1			
60350			2		
43171B			1		
Boom-IFR	(4)	(5)	(4)		
42132		1	1		
42152	2	1	1		
42350	1	3	1		
42370	1		1		
Instrument Shop	(12)	(9)	(5)	(1)	(2)
40130					1
40150				1	
42230	4	1	2		
42250	8	8	2		1
42270			1		
Electric Shop	(15)	(13)	(10)		(1)
42330		3	2		
42350	14	9	6		1
42370	1	1	2		

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
FIELD MAINTENANCE SQUADRON T/O 1-7169F	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Hydraulic Shop	(7)	(5)	(6)		(1)
42251		2			
42132		1	1		
42152	6	1	3		1
42172	1	1	2		
Auxiliary Equipment	(6)				(5)
47131	1				
47134	1				1
47135	1				
47151	1				1
47154	1				1
47155					2
47171	1				
Supply	(3)	(2)	(4)		
6424			1		
64131			2		
64151	2	1	1		
64173	1				
70250		1			
Total	122	96	86	39	21
Grand Total	364				

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PART II

Chapter 3
Phased Deployment of Personnel By MFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
MEDICAL GROUP T/O 1-9022	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Tac Med Spt Elm	(16)				
9356	4				
90150	4				
90250	4				
90650	4				
Tac Med Spt Hq Elm	(4)				
9316	1				
90150	1				
90250	1				
90670	1				
Tac Spt Hospital **		(18)			
9025		1			
9416		1			
9826		1			
62250		2			
62230		1			
90951		1			
40550		1			
90770		1			
90350		1			
70250		1			
90250		2			
90670		2			
90950		1			
90450		1			
90550		1			
100 Bed Hospital				(83)	(4)
9025				1	
9034				1	
9386					1
9124				1	
9352				1	
9386				1	
9446				1	
9716				1	
9734				1	
9744				1	
9754				7	

**The above eighteen (18) personnel will not deploy on rotational TDY unless so directed in SAC Operations Order.

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT MEDICAL GROUP T/O 1-9022	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
9826				2	
9926				1	
60310				2	
60330				2	
60350				1	
62010				4	
62150				1	
62230				1	
62250				6	
62270				1	
62350				1	
64151				1	
70230				4	
70250				2	
70251				1	
73250				1	
90010				8	
90230				10	
90250				7	2
90270				1	
90330				1	
90350				1	
90450				2	
90630				1	
90650				1	
90850				1	
90930				1	
90950				2	1
Total	20	18		83	4
Grand Total	125				

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PART II

Chapter 3

Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT 801st AIR BASE GROUP T/O 1-8033	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Command				(1)	(1)
0026A					1
7016				1	
Headquarters Squadron				(3)	(5)
7024					1
7324					1
64151					1
70230				1	
70250				1	
73250					1
73170					1
73270				1	
Adjutant	(1)	(2)	(2)	(2)	(4)
7024	1			1	
70010				1	
70250		1	1		2
70270		1			1
70230			1		1
Chaplain			(2)	(2)	
7924			1	1	
70330			1		
70350				1	
Ground Safety			(1)		
93130			1		
Judge Advocate			(2)	(3)	
7824			2		
70230				1	
70250				1	
70272				1	
Personnel		(1)	(3)	(5)	(3)
7316		1			
7324			1	1	
70230				1	
70250			1	1	
73251					2
73250			1	1	
73270				1	1

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PART II

Chapter 3

Phased Deployment of Personnel By AFSC

(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT 801st AIR BASE GROUP T/O 1-8033	AIR ECHELON First Phase	Second Phase	THIRD Phase	SURFACE ECHELON Fourth Phase A	B
Information Service				(4)	
7216				1	
72150				2	
72171				1	
Personnel Service			(3)	(5)	
7344			1	1	
72150				1	
73251			2		
74130				1	
74131				1	
74151				1	
Materiel				(3)	
6416				1	
64173				1	
64151				1	
Transportation				(3)	
6016				1	
47171				1	
70250				1	
Statistical Service	(2)	(1)	(2)	(3)	(1)
6834		1			
70250	1				
83150	1		2	1	
83170					1
22350				2	
Finance	(2)	(2)	(2)	(2)	(3)
6474	1				
81130		1	1	2	
81150	1		1		2
81170		1			1
Management & Analysis				(2)	
6746				1	
80170				1	
Total	5	6	17	38	17
Grand Total	83				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
OPERATIONS SQUADRON T/O 1-8157P	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Command					
1416	(1)		(1)		
73170	1				
			1		
Personnel and Administration					
73251		(1)	(1)	(1)	
70250		1			
73250			1		
				1	
Photo Laboratory					
2334	(3)	(3)	(2)		(3)
23230	1				
23010	1	1			
40330	1	1	1		
23250			1		1
23270		1			1
					1
Base Operations					
1435	(4)		(2)	(3)	(4)
60170	1				1
60150	1				1
92230	1		1		2
70250				1	
70230	1			1	
92250			1		
				1	
Communications					
3016	(12)	(13)	(5)	(3)	(36)
3034	1				
29130		1		1	1
29150	2	2	1	1	4
29170	3	2	1		4
29230					1
29250	1	1	1		2
29270	1	1			2
29331					1
29351	1	1	1		2
29370	1				2
30450					1
30470	1	1			3
36130		1			
36150					1
36250	1	1	1		2
36270				1	2
					1

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
OPERATIONS SQUADRON T/O 1-8157P					
36330		1			
36350					1
36371					1
56150					2
70230					1
70250		1			1
64151					1
Base and Transient Aircraft				(21)	(2)
29353				2	
30150				1	
43131				4	
43151				7	1
43151W				2	1
43170				1	
47154				2	
64151				1	
70250				1	
Supply			(1)	(2)	
64131				1	
64151			1	1	
Total	20	17	12	30	45
Grand Total	124				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 1-8160F	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Petroleum	(17)	(2)	(4)	-	(16)
64152					1
64330	2		2		4
64350	13	2	2		10
64370	2				1
Property Accounting	(4)	(4)	(5)	(4)	(24)
6424					1
64132		1	1	1	10
64152	1	1		2	8
64174	1	1	1	1	4
64175	1	1	1		1
70230			1		
70250	1		1		
Salvage and Disposal				(2)	(1)
64130				1	1
64150				1	
Flyaway Kits	(7)	(2)			
6424		1			
64151	6	1			
64173	1				
Service Stock	(5)	(2)	(2)	(4)	(4)
6424	1				
64010		1		1	
64130	1		1	2	1
64151		1		1	
64152	3		1		
64175					2
70230					1
Clothing Sales				(4)	
64150				1	
64152				1	
64172				2	
Commissary				(4)	
64130				1	
64150				2	
64270				1	
Total	46	20	29	35	107
Grand Total	130				

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PART II

Chapter 3

Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
FOOD SERVICE SQUADRON T/O 1-8020	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Command	(1)		(1)		
6434			1		
73170	1				
Personnel and Administration	(1)			(2)	(1)
70230	1			1	
70250					1
73250				1	
Food Service	(49)	(17)	(16)	(18)	(18)
62000	1				
62010	6	2	2	4	
62130	1		1	2	1
62150	2	1	1	3	1
62170			1		
62230	6	2	2	1	5
62250	27	10	6	6	8
62270	2	1	2	1	1
62330	1			1	1
62350	2	1	1		1
62370	1				
Unit Supply	(1)	(1)		(1)	(1)
64131		1		1	
64150	1				1
Total	52	18	17	21	20
Grand Total	128				

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PART II

Chapter 3

Phased Deployment of Personnel By AFSC

(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
801st INSTALLATION SQUADRON T/O 8159T					
Command			(1)		(1)
5516					1
73170			1		
Personnel and Administration			(1)	(2)	
70250			1		
73250				1	
73251				1	
Maintenance and Repair			(8)	(30)	(12)
5524					1
53250				2	1
53330				1	
53350			1		
55010				20	
55130					2
55131			1		1
55132				1	
55150			1		2
55151				1	1
55152				1	
55170			1		
55230				1	1
55231					1
55250			2	1	1
55270			1		
64131				1	
70230				1	
70250			1		1
Engineering and Management				(4)	(2)
22250				2	
22350				1	1
64151					1
70250				1	
Fire Prot Acft Crash Rescue	(5)	(5)	(3)	(23)	(32)
57000				1	
57010				19	
57130		2	2	3	14
57150	5	3			16
57170			1		2

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Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
801st INSTALLATION SQUADRON T/O 81591	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Utilities Operations				(31)	(7)
56010				15	
56130				1	1
56150				4	1
56330				1	
56350					1
56370				1	
56430				2	1
56450				4	1
56470				1	
56550				1	
56630					1
56650				1	1
Supply				(2)	
64131				1	
64151				1	
Total	5	5	13	92	54
Grand Total	169				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
AIR POLICE SQUADRON T/O 1-8025					
Personnel & Administration					
7324				(3)	
73250				1	
73251				1	
				1	
Operations					
7724					(3)
70230					1
77170					1
					1
Materiel					
6424				(4)	(2)
30430				1	
46230				1	
47151					1
46151				1	
64151				1	
					1
Retraining Flight					
7724					(25)
70230					1
77010					1
77130					4
77150					4
77171					12
					3
Security Flight	(35)	(44)	(20)		(77)
7724	1	1			2
70230	1		1		
77010		9	8		15
77130		9	9		15
77150	31	23			43
77170	2	2	2		2
AF Modification Team				(5)	
77010				1	
77130				1	
77150				3	
OFFICER AUGMENTATION				(1)	
7724				1	
Total	35	44	20	13	107
Grand Total	219				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT MOTOR VEHICLE SQUADRON T/O 1-8151P	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Personnel & Administration	(1)		(1)	(3)	
7324				1	
70250				1	
73250	1		1		
73270				1	
Maintenance	(9)	(6)	(7)		(21)
4384					1
47131	1	1	1		
74132					1
47134		1			
47150	1	1			
47151	1	1	2		10
47152	1	1	1		1
47153					1
47154	1				1
47155		1			1
47170					1
47171	1		1		
53250					1
53150	1				
55231/51					1
55251	1				
58151			1		
64150	1				1
70250			1		1
Motor Pool	(18)	(16)	(5)		(13)
60370	1				1
60330	7	8	2		
60331	1	1			
60350	8	7	2		11
60351	1				1
70250			1		
Supply	(1)		(1)	(2)	
64151	1		1		
64131				1	
64173				1	
Total	29	22	14	5	34
Grand Total	104				

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PART II

Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
WEATHER DETACHMENT	First Phase	Second Phase	Third Phase	Fourth Phase A	B
	(2)				
2524	2				
Total		2			

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Chapter 3
Phased Deployment of Personnel By AFSC
(45 RB-47 and 20 KC-97)

RECAPITULATION

ORGANIZATIONAL ELEMENT (Air Echelon Total Shown in Parenthesis)		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Wing Headquarters	(153)	65	26	62	0	0
Strat Recon Sq (3 @ 177)	(468	378*	45	45	63	0
Air Refueling Sq	(350)	271	79	0	0	0
Periodic Maint Sq	(159)	78	40	41	4	0
Arm/Elect Maint Sq	(417)	192	114	111	0	5
Fld Maint Sq	(304)	122	96	86	39	21
Medical Group	(38)	20	18	0	0	4
Hq Sq Air Base Group	(28)	5	6	17	38	24
Operations Sq	(49)	20	17	12	30	45
Supply Sq	(95)	46	20	29	35	107
Food Service Sq	(87)	52	18	17	21	20
Air Installations Sq	(23)	5	5	13	92	54
Air Police Sq	(99)	35	44	20	13	107
Motor Vehicle Sq	(65)	29	22	14	5	34
Weather Detachment	(2)	2	0	0	0	0
Totals	(2,337)	1,320*	550	467	340	421
Normally Deployed with Recon & Tanker A/C		1,590	270**	0	0	0
Normally Deployed in Support A/C		0	280	467	0	0

* 135 Crew members and 135 Maintenance Personnel will deploy in RB-47 aircraft.

** Normally deployed in Phase 1 in order to obtain maximum utilization of the KC-97 airlift capability.

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PART II

Chapter 4
Personnel By AFSC & Organizational Element
(20 KC-97 Deployment)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
	First Phase	Second Phase	Third Phase	Fourth Phase A	B
AIR REFUELING SQUADRON T/O 1-1179F					
Command	(2)				
0066A	1				
73170	1				
Personnel & Administration	(3)	(3)			
7324	1				
73251	1	1			
70230	1				
73230		1			
73250		1			
Intelligence	(3)				
2054	1				
20450	1				
20470	1				
Combat Crews	(140)	(70)			
12340	40	20			
1525F	20				
43271B	20	10			
29353	20	10			
43179	20	10			
43159	20	10			
1534A		10			
Operations & Training	(11)	(3)			
1435	2				
1525F	1				
4324	1				
3034	1				
60170	1				
92230	1	1			
92270	1				
92250	1	2			
70230	1				
70250	1				
Maintenance	(108)				
4344	1				
43131B	21				
43132A	1				
43151B	18				
43152A	29				
43170	8				
43171B	26				

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PART II

Chapter 4
Personnel By AFSC & Organizational Element
(20 KC-97 Deployment)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
AIR REFUELING SQUADRON T/O 1-1179F	First Phase	Second Phase	Third Phase	Fourth Phase A	B
	♦				
64151	1				
70250	1				
60350	1				
60330	1				
Supply	(4)	(3)			
64010	1				
64151	1	1			
64173	1				
70230	1				
6424		1			
64131		1			
Total	271	79			
Grand Total	350				

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Chapter 4
Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON
FIELD MAINTENANCE SQUADRON T/O 1-7169P	First Phase	Second Phase	Third Phase	Fourth Phase A B
Maintenance Supervision	(3)			
43144	1			
43171E	1			
70250	1			
Engine Tear-Down		(6)		
43251		5		
43171B		1		
Engine Build-Up	(19)			
43231	3			
43251	14			
43250	1			
43171B	1			
Engine Change	(12)			
43231	1			
43151B	3			
43251	7			
43171E	1			
Propeller Shop	(2)	(3)		
42131		1		
42351	2	1		
43171		1		
Paint, Dope, Fabrication Shop		(2)		
58131		1		
58151		1		
Machine Shop	(1)	(1)		
53170	1			
53171		1		
Sheet Metal Shop	(12)	(1)		
53430	6			
53450	5			
53470	1			
53471		1		
Welding Shop		(1)		
53250		1		
Parachute, Leather & Rubber Shop		(3)		
58150		3		

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Chapter 4
Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT FIELD MAINTENANCE SQUADRON T/O 1-7169P	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Aero Repair	(1)				
43171E	1				
Airframe	(19)				
43131B	2				
43231	9				
43151E	7				
43171B	1				
Boom-IFR	(5)	(2)			
42152	2	1			
42350	2	1			
42370	1				
Instrument	(4)	(4)			
42250	2	4			
42230	2				
Electric Shop	(6)	(4)			
42370	1				
42330	2				
42350	3	4			
Hydraulic Shop	(3)	(2)			
42251		1			
42152	2	1			
42172	1				
Auxiliary Equipment	(1)				
47151	1				
Total	88	29			
Grand Total	117				

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Personnel By AFSC and Organizational Element
(20 KC-97 Deployment)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
ARM/ELECTRONICS MAINT SQ T/O 1-7475P	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Command	(1)				
3216	1				
Radar	(13)				
30151	10				
30170	2				
30171	1				
Radio	(10)				
30150	9				
30170	1				
ECM	(2)				
30250	1				
30270	1				
Auto-Pilot	(4)				
40453	3				
40471	1				
Supply	(1)				
64151	1				
Total	31				

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Chapter 4
Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
PERIODIC MAINTENANCE SQUADRON T/O 1-7171E	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Maintenance Supervision			(1)		
4344			1		
Dock Maintenance	(32)	(12)	(2)		
43171B	2	2	2		
42350	1	1			
43251	10	6			
43151B	10				
43231	8				
43131B		2			
64151	1	1			
Auxiliary Equipment	(1)				
47155	1				
Supply	(1)				
64151	1				
Total	34	12	3		
Grand Total	49				

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PART II

Chapter 4
Personnel By AFSC and Organizational Element
(20 KC-97)

ORGANIZATIONAL ELEMENT

MEDICAL GROUP TO 1-9022	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Tactical Medical Support Element	(4)				
9356	1				
90150	1				
90650	1				
90250	1				
Total	4				

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PART II

Chapter 4
Personnel By AFSC and Organizational Element
(20 KC-97)

ORGANIZATIONAL ELEMENT

HQ SQ AIR BASE GROUP
TO&E 1-8033P

	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Finance		(1)	(1)		(3)
81130		1			
81150			1		2
81170					1
Total		1	1		3
Grand Total	5				

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PART II

Chapter 4
Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
SUPPLY SQUADRON T/O 1-8160D	First Phase	Second Phase	Third Phase	Fourth Phase A	B
64350	5				
64151	2				
64173	1				
Total	8				

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PART II

Chapter 4
Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
FOOD SERVICE SQUADRON T/O 1-8020	(6)	(4)	(3)		
62270	1				
62250	3	2	1		
62230		2	2		
62150	1				
62350	1				
Total	6	4	3		
Grand Total	13				

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PART II

Chapter 4
Personnel By AFSC and Organizational Element
(20 KC-97 Deployment)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
AIR POLICE SQUADRON T/O 1-8025	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Security Flight	(34)				
7724	1				
77170	1				
77150	2				
77130	30				
Total	34				

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Chapter 4
Personnel By AFSC and Organizational Element
(20 KC-97)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
MOTOR VEHICLE SQUADRON T/O 1-8151F	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Motor Pool	(9)	(4)	(2)		
60330	4	2	1		
60331		1			
60350	5	1			
70230			1		
Maintenance	(2)	(2)	(1)		
47131	1				
47150	1				
47151		1			
47152		1			
55251			1		
Total	11	6	3		
Grand Total	20				

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PART II

Chapter 4

Phased Deployment of Personnel By AFSC
(20 KC-97)

ORGANIZATIONAL ELEMENT

AIO SQUADRON TO&E 1-8159T	AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Fire Prot & Acft Crash Rescue	(2)				
95150	2				
Utilities		(2)			
56350		2			
Total	2	2			
Grand Total	4				

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PART II

Chapter 4
Personnel By AFSC and Organizational Element
(20 KC-97 Deployment)

ORGANIZATIONAL ELEMENT	AIR ECHELON			SURFACE ECHELON	
OPERATIONS SQUADRON T/O 1-8157P	First Phase	Second Phase	Third Phase	Fourth Phase A	B
Base Operations	(1)				
60150	1				
Communications	(4)				
29150	1				
29250	1				
29351	1				
30450	1				
Total	5				

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PART II

Chapter 4

Personnel By AFSC and Orgahizational Element

(20 KC-97)

ORGANIZATIONAL ELEMENT
(Personnel in Air Echelon
Shown in Parenthesis)

RECAPITULATION

		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Air Refueling Sq	(350)	271	79	0	0	0
Field Maint Sq	(117)	88	29	0	0	21
Arm/Elect Maint Sq	(31)	31	0	0	0	5
Periodic Maint Sq	(49)	34	12	3	0	0
Medical Group	(4)	4	0	0	0	4
Hq Sq Air Base Group	(2)	0	1	1	0	24
Supply Sq	(8)	8	0	0	0	107
Food Service Sq	(13)	6	4	3	0	20
Air Police Sq	(34)	34	0	0	0	107
Motor Vehicle Sq	(2)	11	6	3	0	34
AIO Sq	(4)	2	2	0	0	54
Operations Sq	(5)	5	0	0	0	45
Totals	(637)	494	133	10	0	421
Normally Deployed in Tanker A/C		1,320	0	0	0	0

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Chapter 5

Personnel Support of one and two Recon Sq (s) Deployment

1. This Chapter indicates the phased allocation of personnel by AFSC from each unit providing personnel to support one and two reconnaissance squadron (s) when required to operate from a forward base separate and remote from the remaining elements of the wing.

2. It will be noted that where only one reconnaissance squadron and support personnel is deployed the Reconnaissance Squadron Commander will act as Task Force Commander whereas if two reconnaissance squadrons and support personnel are deployed the control element, consisting of Task Force Commander, Operations Officer and Maintenance Control Officer, is furnished from Wing Headquarters Squadron.

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Chapter 5
Personnel Support of one
and two Recon Sq (s) Deployment

One Recon Sq Deployment			Two Recon Sqs Deployment	
		AIR ECHELON		
AFSC	Unit A/C	Support A/C	Unit A/C	Support A/C
		(Strat Recon Squadron)		
Command		(2)		
0066		1		
73170		1		
Pers & Adm		(6)		
7324		1		
70230		1		
70250		1		
73230		1		
73250		1		
73251		1		
Intelligence		(3)		
2054		1		
20450		1		
20470		1		
Combat Crews	(45)	(9)		
1233		6		
1244	30			
1524F	15	3		
Oprns & Tng		(11)		
1244		2		
1435		2		
2334		1		
3024		1		
60170		1		
92230		1		
92250		1		
70230		1		
70250		1		
Maintenance	(15)	(73)		
4344		1		
43131J		4		
43151J		38		
43153		12		

NOTE:
AFSC's and deployment will be the same as shown in the one squadron element except the number will be doubled.

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Chapter 5
Personnel Support of one
and two Recon Sq (s) Deployment

One Recon Sq Deployment			Two Recon Sqs Deployment	
		AIR ECHELON		
AFSC	Unit A/C	Support A/C	Unit A/C	Support A/C
		(Strat Recon Squadron (Cont'd))		
43170	15	5		
43171J		2		
47134		1		
47135		1		
47155		2		
47154		1		
60350		2		
64151		1		
70250		1		
47171		1		
64131		1		
Supply		(6)		
6424		1		
64131		1		
64151		2		
64173		1		
70230		1		
TOTAL	60	110	120	220
		Operations Sq		
29250/70		2		2
29350	—	1	—	2
TOTAL	0	3	0	4
		Weather Detachment		
2524	—	1	—	1
TOTAL	0	1	0	1
		Hq Sq, Wing		
0066				1
1416				2
2044				1
4344				1
3254		1		1
46170R	—	1	—	1
TOTAL	0	2	0	7

NOTE:
AFSC's and deployment will be the same as shown in the one squadron element except the number will be doubled.

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PART II

Chapter 5
Personnel Support of one
and two Recon Sq (s) Deployment

One Recon Sq Deployment			Two Recon Sqs Deployment	
		AIR ECHELON		
AFSC	Unit A/C	Support A/C	Unit A/C	Support A/C
		Field Maintenance Squadron		
42550		1		1
43156		1		2
4364		1		1
43352		2		2
53430/50		8		12
58130/50		3		3
43154B		2		3
42550/71		2		2
42550/71		2		4
43133/53		4		4
43170/71J	–	2	–	2
TOTAL	0	28	0	36
		Armament & Electronics Squadron		
3234		1		2
3054		1		1
30150/70/71		5		8
30151/70/71		4		7
32150E/70/71		15		30
32350C/70/71		7		13
40350/70		15		30
46250/70		6		11
64151/73		1		1
30250/70		2		3
40433/53/70	–	2	–	4
TOTAL	0	59	0	110
		Supply Squadron		
6424		1		1
64151/73		2		4
46150		2		4
46171		1		1
64350	–	4	–	7
TOTAL	0	10	0	17

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Chapter 5
Personnel Support of one
and two Recon Sq (s) Deployment

One Recon Sq Deployment			Two Recon Sqs Deployment	
AFSC	Unit A/c	AIR ECHELON Support A/C	Unit A/C	Support A/C
		Medical Squadron		
9416		1		1
9356		1		1
90150/70		1		2
90250/70		1		2
90670	–	1	–	2
TOTAL	0	5	0	8
		Motor Vehicle Squadron		
60350		4		7
60370	–	1	–	1
TOTAL	0	5	0	8
		Food Service Squadron		
62130/50		1		1
62230/50	–	6	–	8
TOTAL	0	7	0	9
		Air Police Squadron		
7724		1		1
96130/50/70	–	15	–	27
TOTAL	0	16	0	28
		Air Installations Squadron		
95150/70	–	2	–	2
TOTAL	0	2	0	2

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Chapter 5
Personnel Support of One
and two Recon Sq (s) Deployment

RECAPITULATION

	One Recon Sq Support		Two Recon Sqs Support	
Organization	Unit A/C	Support A/C	Unit A/C	Support A/C
Strat Recon Sq	60	110	120	220
Operations Sq	0	3	0	4
Weather Det	0	1	0	1
Field Maint Sq	0	28	0	36
Arm/Elect Sq	0	59	0	110
Hq Sq, Wing	0	2	0	7
Supply Sq	0	10	0	17
Medical Sq	0	4	0	8
Motor Vehicle Sq	0	5	0	8
Food Service Sq	0	7	0	9
Air Police Sq	0	16	0	28
Air Install Sq	0	2	0	2
TOTALS	60	247	120	450

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PART III

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PART III

CONTENTS

Chapter 1 - General

Chapter 2 - Phased Deployment of Materiel for Support of SR Wing with Air Refueling Squadron (45 RB-47 & 20 KC-97)

Chapter 3 - Phased Deployment of Materiel for Support of Air Refueling Squadron (20 KC-97)

Chapter 4 - Phased Deployment of Materiel for Support of One and Two Reconnaissance Squadron (s)

Chapter 5 - Spares for Ground Power Units

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PART III

Chapter 1

General

1. The purpose of Part III of the 26th Strategic Reconnaissance Wing Mobility Plan is to provide Squadron Commanders with guidance upon which they may base their own detailed squadron mobility planning relative to deployment of materiel.

2. This Part covers detailed phased deployment of materiel of the 26th Strategic Reconnaissance Wing and Support Task Units. It indicates the items of equipment and materiel, and weight to be deployed in each phase of air and surface echelons.

3. Chapter 2 outlines the phased deployment of materiel required to support the Wing Movement of 45 RB-47 and 20 KC-97 Aircraft.

4. Chapter 3 outlines the phased deployment of materiel required to support the Air Refueling Squadron in event that organization is deployed separate from the Wing.

5. Chapter 4 outlines the phased deployment of materiel required to support one and two Reconnaissance Squadron (s) when operating from a forward base separate and remote from the remaining elements of the Wing.

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Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
WING HEADQUARTERS T/O 1-1048P						
Command						
Flags, Cases & Staffs	2	20				
Hq, Squadron Section						
ECL 20-56-4						
Binocular, M-15					1	289
Safe, Fld Combination	1	7				
Guidon, Case & Staff					1	220
Case, Shipping	1	6				
Flashlight, 2 Cell	1	120	½	60	½	60
Clock, Alarm	4	4	1	1	2	2
Typewriter, 14"	1	1				
Perforator	1	60	1	60	4	240
Sharpener, Pencil					2	2
Stapler					1	1
Dictionary					1	1
Misc Pubs & Files					1	2
	1	100	1	100	6	510
Adjutant						
Safe, Fld Combination			1	220		
Machine, Duplicating			1	332		
Case, Shipping			½	60	1	120
Seal, lever			1	2		
Typewriter, 14"	1	60			1	60
Perforator			1	1		
Stapler					1	1
Dictionary					1	2
Misc Pubs & Files			2	270	4	530
Personnel						
Misc Pubs & Files			3	300	4	100
Typewriter, 14"			1	60	1	60
Shears					1	1
Perforator					1	1
Sharpener, Pencil					1	1
Stapler					2	2
Dictionary					1	2
Machine, Calculating					1	45
Case, Shipping			3/4	90	1	120
Inspection						
Case, Shipping					1	50
Misc Pubs & Files					¼	30

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Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS

WING HEADQUARTERS T/O 1-1048P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Intelligence						
ECL 20-20-3	6	1030				
Reader, Recordak	1	325				
Safe, Fld combination	1	220				
Typewriter, 14"	1	60				
Typewriter, 26"	1	95				
M-1 Kit	1	75				
Misc Pubs & Files	1	250			1	150
Survival Equipment	2	250	2	250		
Oper Intel References	1	125	1	125		
Plate Box, w/plates	1	360				
Box, plate carrying	1	35				
Admin Files & Forms	1	100			1	100
Prediction Supplies	1	75			1	75
Targets, 30 day supply	1	75	1	75		
WAC, Piletage Charts	3	450			1	150
PI Equipment	1	75				
Operations & Training						
ECL 20-00-4 Set	1	15				
Navigation						
ECL 20-00-4 Radiological	1	400	1	400		
Safe, Fld combination	1	400	1	400		
Case, Shipping	1½	150				
Calculating Machine					1	65
Typewriter, Portable	2	110				
Typewriter, 20"					1	95
Perforator			1	1		
Sharpener			1	1		
Stapler			1	1		
Dictionary					2	4
Misc Pubs & Files	1	500				
Machine Duplicating					1	105
Projector, H-1					1	95
Reader-Recordak					2	650
Kit, Welding					1	35
Machine, Drafting					1	10
Maintenance Control & Quality Control						
Case, Shipping	5	600			2	240
Typewriter	1	60			4	240
Stapler	1	1				
Sharpener, Pencil	1	1				
Machine, Adding			1	70		
Perforator					2	5
Dictionary					1	2
Misc Pubs & Files	5	1,004			2	500

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS

WING HEADQUARTERS T/O 1-1048P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Materiel, Logistics and Supply						
Dictionary					1	2
Typewriter, 14"					2	120
Stapler					2	2
Case, Shipping					1	250
Misc Pubs & Files					½	60
Comptroller						
Dictionary					1	2
Table, Drawing					1	160
Typewriter, 14"					1	60
Stapler					1	1
Machine, Calculating					1	45
Misc Pubs & Files					1	100
Case, Shipping					¼	30
Total		7,165		2,879		5,805
Grand Total			15,849			

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
STRAT RECON SQ T/O 1-1479F (3rd, 4th, 10th)						
Command						
Guidon Flag, Case & Flagstaff	1	3				
Personnel and Administration						
Case, Ship AF Organ Equip set	½	30	¼	30	½	187
Shear, Trim St 10" Overall					1	1
Adding & Sub Mach 10 Col					1	22
Clock	1	1				
Typewriter 20" carriage	3	195				
No. Mach office type 7 print wheels 4 movement - self ink					1	1
Perforator, paper, 2 punch 2¼" holes					1	1
Sharpner					1	1
Stapler, paper fastner, 210 cap					1	1
Dictionary					1	1
Misc Pubs & Files (Case)	1	50	1	50	1	100
Intelligence						
ECL 20-20-1 set Sq & Wg Intell	1	200				
Projector, Motion picture , 16mm	1	40				
Screen, Projection, 63 X 84	1	30				
Safe, Field, Comb lock	1	165				
Kit, Film assessing, type W-2	1	180				
*Case, AF Organ Equip Set	1	117				
***Reader, 16mm, 35mm Recordak model c (1 @ 300#)						
Dictionary, desk type	1	2				
**Target Materiels: Air Objective Folder program materials & related items. (Shipped by Wing Intell)						
**Escape & Evasion Materials: Cloth (a) Charts, Blood Chits, Escape & Evasion Aids	15	90				
Misc Files & Pubs & Maps (Case)	2	450				
Combat Crews						
(a) Kit, emer sustenance, type A-1	45	1530				
(a) Radio Set, AN/URC-4	45	315				
(a) Helment, Soldiers, Steel M4A-2	45	112				
(a) Armor, Body, Flak, Front Protect	45	292				
(a) Armor, Body Flak protection	45	765				

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Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS		First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
STRAT RECON SQ T/O 1-1479P (3rd, 4th, 10th)							
Operations & Training							
***Code practice equip, EE-94(1 @ 52#)							
ECL 20-00-4, Set, Navigation		1	15				
*Case, Tech Order		2	40	2	40		
Safe, Field, combination lock		1	165				
*Case, Ship AF Organ Equip Set		1	117	½	57	½	60
Radiac Meter		15	525				
Adding & Sub Mach 10 Col 1-60 hr-min						1	22
Typewriter, Std 12 pitch type 14"		1	60			1	60
Perforator, Paper 2 - ¼" holes						1	1
Stapler, Paper Fast 210 Staple Cap						1	1
Dictionary						1	2
**Misc Pubs & Files (Case)							
Maintenance							
ECL 20-00-34 set, Flt Line Maint							
Section I-Maint & Ground Handling Equip							
Class 04-B (no UEE)							
Class 05-A	(lot)	1	Neg				
Class 08-A	(lot)	1	829	1	54	1	580
Class 12	(lot)	1	250				
Class 13A	(lot)			1	5		
Class 13C	(lot)			1	1		
Class 16A	(lot)	1	20	1	25		
Class 17A	(lot)	1	75	1	14		
Class 17B	(lot)	1	300				
Class 17C	(lot)	1	100				
Class 18A	(lot)	1	15				
Class 18B	(lot)	1	182	1	40		
Class 19A	(lot)	1	5700	1	2585	1	4275
Class 19F (No UEE)	(lot)						
Class 19G	(lot)	1	10				
M-3 Stellite Lined Gun Barrels 10/Box		3	390				
*Case, Tech Order		3	60	3	60		
Powercycle, Two Wheel		2	330				
Typewriter, 14"		1	60			1	60
Perforator To punch 3 13/32 holes						1	4
Stapler, paper 210 cap						2	1
**Bench Stock	(Case)	5	360	4	290		
**Tech Orders	(10 Vol Case)	1	50			1	50
**USAF Stock List	(10 Vol Case)	1	50			1	50
**Misc Files				1	150	1	180

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
STRAT RECON SQ T/O 1479P (3rd, 4th, 10th)						
<u>AF Form 263 Equip not installed</u>						
(b) AF Form 263 loose equip box (12@6000#)						
(b) ATO Panels, RH & LH (60@1230#)						
(b) ECM Antenna Assy (180 @ 390#)						
Bomb Disconnect Cables			45	105		
Bomb Hoist Cables			15	600		
(b) Bombsight Cover Assy (15 @ 75#)						
(b) Polar Nav Panel Assy (15 @ 15#)						
(b) Sway Brace Assy (60 @ 240#)						
(b) ATO Exhaust Covers (15 @ 330#)						
Camera Window Cover Assy	15	90				
(b) Engine Covers, in'bd & out'bd (48 @ 1392#)	12	348				
(b) Aft Fuselage covers (15 @ 1275#)						
(b) Fwd & AftWheel well covers (30 @ 540#)						
(b) Alt bomb bay convent bomb configur kits (15 @ 23,085#)						
<u>Supply and Personal Equipment</u>						
Kit, chemical agent detector M94	1	5				
***ECL 20-56-4, Set, Utility Tool (1 @ 215#)						
*Case, Ship AF Organ Equip, set ***(3 @ 351#)	¼	90	1	237	1	240
Flashlight, 2 cell	5	2.5				
Typewriter, Std, 14"	1	60	1	60		
Stapler, paper 210 cap					2	1
**Misc Pubs, Files & 30 Day supply of expendable off supply	2	200	2	300	3	300

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS

STRAT RECON SQ T/O 1-1479P
(3rd, 4th, 10th)

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3	0	0
Personnel & Admin	(671)	276	80	315
Intelligence	(1274)	1274	0	0
Operations & Training	(1165)	922	97	146
Combat Crews	(3014) (a)	3014	0	0
Maintenance	(18,348)	9219	3929	5200
Supply	(1495.5)	357.5	597	541
Totals	(25,970.5)	15,065.5	4703	6202

NOTES

*Weight indicated for shipping and technical order cases; is empty weight.

**Weight indicated for bench stocks, miscellaneous files, publications, etc., is less case weight.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel 918 pounds.

(a) UPREAL survival equipment for 15 combat crews that deploy in unit bombardment aircraft. Total weight of this equipment for 45 combat crew members is 3,105 pounds. This includes 90 pounds of escape & evasion aids listed in Intelligence element. T/A 1-21 clothing & equipment is not listed since it is included in the weight of 300 pounds for each person deploying.

(b) This AF Form 263 equipment will be boxed in a "Ready for Shipment" condition for deployment in Phase IVA. Weight of this materiel is 12,138 pounds.

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PART III

Chapter 2
Phased Deployment of Materiel
(45-RB-47 and 20-KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

AIR REFUELING SQUADRON T/O 1179P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Command						
Guidon Flag, case and flagstaff					1	3
Personnel and Administration						
2 Typewriters (Box)	1	196				
Office Supplies (Box)	1	114				
Files, Regs (Box)	1	100				
Files, (Box)	1	100				
Portable Typewriter, Cmdr's files (Box)	1	100				
Misc Expendables (Box)					1	25
Intelligence						
ECL 20-20-1, Intelligence Kit	1	117				
Supplies (Box)	1	50				
Typewriter (Box)	1	60				
Combat Crews						
(a) Kit, E-1	140	6580				
(a) Radio, AN/URC-4	140	980				
Operations and Training						
ECL 20-00-4, Set, Navigation	1	15				
Radio Crystals	8500	500				
(a) Radio, AN/CRT-3	20	800				
(a) Kit, D-1	80	22000				
Typewriter, Supplies (Box)	1	207				
Supplies, Regs (Box)	1	200				
Pubs, Add Machine, (Box)	1	125				
Safe, Field	1	175				
(a) Raft, 20 man, F-2A	40	8000				
Pens & Guides, lettering, leroy					1	4
Perforator, paper					1	1
Maintenance						
Tech Orders (Box)	1	94				
Misc Forms & Typewriter (Box)	1	105				
Tech Orders & Stock Lists (Box)	1	110				
263 Equipment (Box)	1	75				
Misc Books & Records (Box)	1	70				
Truck, Wheel Lift	1	120				
Jack, Hyd, 50 ton	1	400				
Bar Assy Towing and Steering	3	150				
Alignment Jig wheel brake	1	46				
Power Cycle, 2 wheel	1	150				

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PART III

Chapter 2
Phased Deployment of Materiel
(20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

AIR REFUELING SQUADRON T/O 1179P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Class 08A,17A,17B (Box)	1	166				
Class 17B (Box)	1	212				
Class 17B,17C,18A (Box)	1	199				
Class 17B,17C (Box)	1	153				
Class 13A,16A,17A,17C,19A (Box)	1	153				
Class 08A (Box)	1	146				
Class 08A,17B (Box)	1	175				
Class 08A,16N,17B (Box)	1	165				
Class 18B,17B (Box)	1	189				
Class 17A,17B (Box)	1	86				
Buckets (Box)	1	108				
Class 17B,19F (Box)	1	170				
Class 19F (Box)	6	547				
Hose Assy	2	310				
Class 17C (Box)	1	125				
Expendables (Box)	2	150				
Class 08G,08E (Box)	1	50				
Class 16R (Box)	1	60				
Class 01F (Box)	1	58				
Class 02H (Box)	1	49				
Class 03,04A (Box)	1	50				
Class 04A (Box)	1	103				
Stock List (Box)	2	330				
Hydraulic Mule			1	3150		
Class 17B (Box)	1	158				
Class 12 (Box)	1	100				
Class 19A (lot)	1	4521	1	4525	1	1425
Class 19F (lot)	1	3500	1	3000	1	3000
Class 19G (lot)					1	1045
Generator Set, Trailer (lot)					2	2170
Class 08A (lot)			1	167	1	1110
Supply						
Supplies, Expendable (Box)	1	107				
Power Cycle, 2 wheel	1	150				
Ammo (Box)	1	30				
Stock List (Box)	3	280				
Tech Orders (Box)	2	130				
Supply Catalogs (Box)	1	100				
Gun Cleaning Equipment (Box)	1	25				
Kit, Utility (Box)					1	300
Hand Receipts (Box)	1	40				
Typewriter (Box)	1	40				
Blank Forms (Box)	1	40				
Misc Tools & Equip (Box)	1	100				
Case, J-1A					3	300

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PART III

Chapter 2
Phased Deployment of Materiel
(20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL
ELEMENT

AIR REFUELING SQUADRON
T/O 1179P

RECAPITULATION

	1st Phase	2nd Phase	3rd Phase
Command	0	0	3
Personnel and Administration	610	0	25
Intelligence	227	0	0
Combat Crews	0	0	0
Operations and Training	1222	0	5
Maintenance	13353	10842	8750
Supply	1042	0	600
Squadron Total	16454	10842	9383
Grand Total	36679		

NOTES

(a) UAL survival type equipment for combat crews and passengers that deploy in unit air refueling aircraft. Weight of this equipment plus escape and evasion aids listed in intelligence elements, T/A 1-21 clothing and equipment is included in the weight for each crew member and passenger on KC-97 aircraft. KC-97 aircraft employed as personnel and/or cargo carriers will normally carry this spare survival equipment authorized for passengers in upper and lower aft compartments without reducing "Cargo Payload" capabilities. Since flight engineers consider this equipment in "basic weight of airplane" weights shown are not included in totals

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL-
ELEMENT

PERIODIC MAINTENANCE SQUADRON T/O 1-7171P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phas Qty	Third Phas Wt
Command						
Guidon Flag, case & flagstaff (lot)	1	3				
Personnel & Administration						
Safe, Field, combination lock			1	150		
*Case, shipping, AF Organ equip, set	¼	30	¼	30	½	57
Shear, trimmer, straight, 10" overall					1	5
Add & Sub machine, hand & Elec operated, 8 col					1	22
Clock, alarm, hand wound	1	1				
Typewriter, std, elite, 12 pitch type, 20" carriage	1	65				
Perforator, paper, hand operated, two ¼ in holes					1	1
Sharpener, pencil					1	1
Stapler, paper fastening, office type metal, desk plunger type, 210 Staple capacity					1	.5
Dictionary, desk type					1	2
**Misc pubs & files (case)	1	50	1	50	2	100
Maintenance Supervision						
*Case, Technical Order	1	20	4	80	5	100
Safe, field combination lock					1	150
*Case, Shipping, AF Organ equip, set	1	117	1	117	1	117
Typewriter, std elite 12 pitch type, 14" carriage	1	60				
Perforator, paper, hand lever, desk use, to punch three holes					1	1
Stapler, paper fastening, office type, metal, desk plunger type					1	.5
Dictionary, desk type					1	2
**Technical Orders (10 vol case)	1	50	1	50	1	200
***USAF Stock List (10 vol case)			1	50	1	50
**Misc Files (case)	1	50			1	50
Dock Maintenance						
ECL 20-00-44, Set Periodic Maint Sq (RB-47)						
Section I-Maintenance & Ground Handling Equip (RB-47) Type Aircraft						
Class 08-A (lot)	1	200	1	100	1	150
Class 13-A (lot)	1	10				
Class 17-A (lot)	1	75	1	25	1	35
Class 17-B (lot)	1	500	1	500	1	500
Class 17-C (lot)	1	50	1	27	1	50
Class 18-A (lot)	1	33	1	50	1	50

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PART III

Chapter 2

Phased Deployment of Materiel

(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

PERIODIC MAINTENANCE SQUADRON T/O 7171P		First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Class 18-B	(lot)	1	275	1	175	1	175
Class 18-D	(lot)	1	25	1	25	1	125
Class 19-A	(lot)	1	500	1	250	1	250
Class 19-F (No UEE)							
Class 19-G	(lot)	1	50				
Section VI-Wash Rack Equipment (No UEE)							
ECL 20-00-46 Special Tools and Equip for support of KC-97 aircraft							
Class 17-C	(lot)	1	75			1	100
Class 18-A	(lot)	1	150	1	150		
Class 18-B	(lot)	1	150	1	125		
Class 18-D	(lot)					1	50
Class 19-A	(lot)	1	100	1	500	1	425
Towercycle, 2-wheel, air transportable		2	300				
**Periodic Inspection Time Change Replacement Spare Parts	(lot)			1	700	1	1400
**Bench Stock	(case)			1	50	1	100
Auxiliary Equipment							
*Case, Shipping AF Organ equip, set						¼	30
**Bench Stock	(case)					1	25
Supply							
*Case, Shipping, AF Organ equip (¼ @ 30#)				¼	57	½	60
Flashlight, 2-cell prefocused, rt angle				5	2.5		
Typewriter, std, elite 12 pitch type, 14" carriage				1	60		
Dictionary, desk type						1	2
**Misc pubs, files and 30-day supply of expendable office supplies for all sections	(case)			1	50	1	100

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3	0	0
Personnel & Admin	(564.5)	146	230	188.5
Maint Supervision	(1264.5)	297	297	670.5
Dock Maintenance	(8580)	2493	2677	3410
Auxiliary Equipment	(55)	0	0	55
Supply	(331.5)	0	169.5	162
Totals	(10,798.5)	2939	3373.5	4486

NOTES

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for bench stocks, misc. files, publications, etc. is less case weight.

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 & 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
ARM/ELECTRONICS MAINT SQ						
T/O 1-7479F						
Command						
Guidon Flag, Case & Flagstaff (lot)	1	3				
Personnel & Administration						
Safe, Field, Combination lock			1	150		
201 Files	1	70	1	80	1	50
Publications					2	260
General Files					1	240
Service Records & Form 20's					1	100
Typewriter Standard Elite 14"	1	50			1	50
Typewriter Standard Elite 20"					1	65
Misc Records & Forms					1	175
Sharpener, Pencil	1	1				
Clock, Alarm Handwind	1	1				
Stapler, Hand Fastening Paper	1	1			1	1
Dictionary, desk type					1	2
A&E Maintenance Supervision						
Safe, Field combination lock			1	150		
Typewriter, Standard elite 14"	2	100				
Book, visible file	1	5				
Perferator, paper	1	1				
Stapler, paper fastening	1	1				
Tech orders and stock lists	1	700	1	700	1	700
Misc Files & Pubs (including Tech Reps)			1	705	1	640
A&E Control Panel			1	360		
ECL 20-00-24						
Auto-Pilot, Type A-12D					1	692
Auto-Pilot, Type F-1					1	525
Compass, Type N-1					1	308
Bomb-Nav System, Type K-4	2	13,600	1	6,800	2	13,600
Intercomm Set AN/AIC-8	1	70			1	80
Fire Control, A-5	2	3,100	1	1,550		
Radio Set, AN/APN-1	1	105			1	105
Radar Set, AN/APN-9	1	174				
Radar Set, AN/ANP-11	1	95			1	95
Radar Set AN/APS-42	1	940			1	750
Radar Set AN/APN-12 or AN/APN-76	3	500	2	400	2	400
Radar Identification Set AN/APX-6	1	143			1	143
Radio Set AN/ARC-3	1	235				
Radio Set AN/ARC-27	2	348			2	348
Radio Set AN/ARC-8	1	400				
Radio Compass AN/ARN-6	1	97	1	97	1	97
Marker Beacon Receiver;Set AN/ARN-12	1	107			1	107

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 & 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT		First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
ARM/ELECTRONICS MAINT SQ T/O 1-7479P							
Radio Receiver Set AN/ARN-14&AN/ARN-18		1	300	1	300	1	300
Radio Transmitting Set AN/ART-13A						1	260
Radio Receiver, BC 453 & BC 454						1	85
Radio Set SCR 718-C		1	123			1	143
Test Equipment and all Other Classes Under ECL 20-00-24							
Class 05-A	(lot)	1	25			1	10
Class 08-A	(lot)	1	150			1	80
Class 16-A	(lot)	1	215			1	250
Class 16-N	(lot)	1	40	1	25		
Class 17-A	(lot)	1	400			1	205
Class 17-B	(lot)	1	800	1	650	1	400
Class18 (All subclasses)	(lot)	1	150	1	150	1	50
Class 19-G	(lot)	1	540			1	210
Class 17-C	(lot)	1	7,350			1	5,897
Class 16-K	(lot)	1	450			1	350
Class 16-S		1	850				
Class 38	(lot)					1	50
Class 08-E	(lot)	1	195			1	310
Class 40-A	(lot)	1	150	1	150	1	200
Ordnance Equipment	(lot)	1	350			1	480
Signal Corps Equipment	(lot)					1	15
Supply							
Typewriter, Standard Elite 14"		1	50				
Flashlight, 2-cell		5	3				
Stapler, Paper Fastening		1	1				
Dictionary, desk type		1	2				
Misc files and 30-day supply of expendables for all sections		1	200			1	300

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3	0	0
Personnel & Administation	(1296)	123	230	943
A&E Maint Supervision	(4062)	807	1915	1340
Maintenance	(48,022)	20,837	9,147	18,038
Test Equip & Other Classes	(21,147)	11,665	975	8,507
Supply	(556)	256	0	300
Total	(75,086)	33,691	12,267	29,128

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PART III

Chapter 2

Phased Deployment of Materiel

(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Personnel and Administration						
2 Expendable Typewriters	1	187				
Regs, Manuals, Files, off equip	1	150				
Paycards, misc forms, 1 typewriter	1	120				
Misc off. records, forms 20, 1 Typewriter	1	128				
Service Records, 201's, shot recds, bl forms	1	97				
Maintenance Supervision						
AF Regs, SAC Regs	1	140				
Misc. off. items & Expendables	1	450				
Tech Orders	1	113				
Tech Orders	1	100				
Tech Orders	1	100				
Tech Orders	1	110				
Tech Orders	1	113				
Tech Orders	1	122				
Tech Orders	1	120				
Tech Orders	1	113				
Tech Orders	1	113				
Stock Catalog	1	101				
Stock Catalog	1	113				
Stock Catalog	1	110				
Stock Catalog	1	113				
Stock Catalog	1	104				
Stock Catalog	1	105				
Stock Catalog	1	112				
Field Safe			1	250		
Misc office equipment			1	75		
Misc office equipment and files			1	113		
Airframe						
Dorsal Fin Sling	1	57				
Spec Tools, Bench Stock(Class 17B, 18B,19A)	1	205				
Tow Bar	1	95				
Crowbar, pinchpoint 60"	1	27				
Small Tools (Class 08A,17A,17B,17C)	1	150				
Small Tools(Class 17B,08A,17A,17B)	1	240				
Rudder Sling assembly	1	90				
Torque Handle-1"	1	50				
Small Tools(Class 17A,17B,13C,17C)	1	362				
Misc Crash Equipment (Class 19G)	1	476				
Cabin Pressure tester unit	1	2650				
Misc Tools (Class 17A,17B,08A,19A)	1	275				
Floodlight	1	82				

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Dock Stock	1	260				
Crash Equip, Floodlight	1	340				
Tow Bar			1	354		
Spreader Assembly			1	126		
Wing Panel Sling			1	1200		
Wing Panel Sling			1	1300		
Misc Tools (Class 19G,17A,17B,17C,18A)			1	575		
Misc Tools (Class 19G,17B,18B)			1	200		
Misc Tools (Class 19G,17B,18B,18C)			1	75		
Hydraulic Shop						
Fittings, Seals, Hand Tools	1	111				
Misc Hand Tools(Class 08A,13A,17A,17B, 17C,18B)	1	335				
Assorted Spec Tools, TO's and Expendables	1	175				
Assorted Spec Tools(Class 08A,17B,17C)	1	175				
Tech Orders			1	68		
Tech Orders			1	96		
Tech Orders			1	108		
Tech Orders			1	98		
Electric Shop						
Expendable Supplies	1	85				
Stock Parts (non-recoverable)	1	75				
Spec Tools(Class 17C,08A,17B,13A,17A,18B)	1	225				
Test Equip & Spec Tools(Class 13A,17B, 17C,18D)	1	195				
Test Equip & Spec Tools(Class 13A,17C)	1	130				
Test Equip & Spec Tools (Class 08A,13A, 17A,17B,17C,18B)	1	155				
Motor-Gen Type L-1-A (295 ea)	2	590				
Tech Orders			1	100		
Tech Orders			1	100		
Tech Orders			1	100		
Tech Orders			1	100		
Instrument Shop						
03 Fuel Tester	1	80				
03 Fuel Tester, Auto Syn Tester, 2 volt-meters, pressure gun	1	90				
Thermocouple tester	1	104				
SB Tester Autosyn & Fuel Quant Tester	1	140				
3 Shop Mockups	1	70				
Thermocouple Tester	1	97				
Expendables	1	164				

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Misc small items (Class 17A,17B,03A)			1	162		
Hand Tools, Misc Test Equip (Class 17A, 17B,08A,13A)			1	132		
Electronic Test Equip			1	137		
Component of Dead wt tester			1	110		
Component of Dead wt Tester			1	125		
Tech Orders			1	123		
Tech Orders			1	116		
Tech Orders			1	92		
Tech Orders			1	92		
<u>IFR Boom Shop</u>						
IFR Tanker Test Set	1	78				
Misc Expendables (Class 03A)	1	60				
Spec Tools(Class 08A,12,17B,17C,18B,29,19G)	1	225				
BoomDolly	1	315				
Misc Tools (Class 08A,17B,17C,18B)	1	80				
Misc Expendables (Class 03A)			1	16		
Tech Orders			1	55		
Tech Orders			1	82		
Spec Tools (Class 19G,12,17B,17C)			1	180		
Spec Tools (Class 19G,12,17B,17C)			1	180		
Spec Tools (Class 19G,29)			1	160		
Spec Tools & Expend(Class 17B,17C,18B,03A)			1	120		
<u>Woodmill</u>						
Misc Tools (Class 17A,08A,17B)	1	160				
<u>Machine Shop</u>						
Hand tools, tapes, dyes, etc.	1	192				
Power drills, spec tools, vernier gages	1	258				
<u>Sheet Metal Shop</u>						
Misc Tools (Class 17B)	1	100				
Bench Stock, Spec Tools (Class 08A,17A,17B, 18D)	1	320				
Hand Tools (Class 08A, 17A,17B,18D)	1	130				
Misc Hand Tools(Class 08A,17A,17B,18D)			1	110		
Radome			1	1238		
<u>Welding Shop</u>						
Misc tools (Class 17B, 23A, 24)	1	168				

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Hand Tools, Misc Expend Items (Class 17A, 17B,08A)	1	294				
Spec Tools (Class 17B)	1	122				
Misc items (Class 08A,13C,17A)	1	126				
Paint and Dope Shop						
Stencils, Sprayers, General items	1	112				
General stock items (Class 08A,17A,17B)			1	150		
Jet Engine Shop						
Turbine Wheel Dolly	1	390				
Turbine wheel cover & Spec Tools(Class 18A)	1	280				
Spec Tools & Pre Issue Items (Class 17C, 18A)	1	370				
Spec Tools(Class 18A,18B,34B)	1	288				
Spec Tools(Class 04B,13A,17A,17B)	1	198				
Spec Tools & Spare Parts(Class 08A,17B, 18A,19B)	1	232				
Engine Dolly	2	2400				
Cal Tester, Dock Stock	1	450				
Rectifier	1	250				
Dock Stock	1	1200				
Spec Tools(Class 08A,17A,17B,18A,18B,19-0)	1	400				
Adapter Acft Hoist	1	178				
J47-25 Engine	13	47450				
J47-23 Engine	2	7300				
Spreader Assembly	1	126				
Adapter Acft Hoist	1	184				
J47-25 Engine			17	62,050		
J47-23 Engine			1	3,650		
Engine Dolly			2	2,400		
ADapter Acft Hoist			1	210		
Spreader Assembly			1	126		
Misc Tools(Class 17A,17B,18A,18B)			1	150		
J47-25 Engines					24	87,600
Recip Engine Shop						
Misc Parts	1	68				
Misc Parts	1	75				
Misc Parts	1	50				
Spec Tools(Class 17B,18A,18B,19G)	1	125				
Torque Handle	1	66				
Misc Engine Conditioning Parts	1	75				
Acft Pwr Plant Sling	1	365				
Spec Tools (Class 17B,17C,18A,18B)	1	350				

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PART III

Chapter 2
Phased Deployment of Material
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
R4360-59 Engines	3	26,340				
Eng Build Up Stand	1	880				
1st Stage Build-up & Teardown Stand	1	1030				
R4360-59 Engine			3	26,340		
R4360-59 Engine					4	35,120
Propeller Shop						
Tech Orders	1	100				
Spec Tools (Class 18B)	1	50				
Spec Tools (Class 08A,13A,17A,17B,17C, 18B,19G)	1	260				
Sync Anal	1	60				
Spec Tools(Class 08A,13A,17A,17B,18B,19C)	1	290				
Misc Expendables (Class 03A)	1	58				
Misc Expendables (Class 03A)	1	47				
Misc Expendables (Class 03A)	1	45				
Spec Tools (Class 08A,17B,17C,18B,19G)	1	125				
Spec Tools (Class17B)	1	122				
Spec Tools (Class 18B,19C,19G)			1	750		
Spec Tools (Class 17A,17B,19G)			1	750		
Spec Tools (Class 19G,18C)			1	200		
Spec Tools (Class 19G,18C)			1	200		
Tech Orders			1	100		
Auxiliary Equipment Shop						
Misc Tools (Class 08A,17A,17B,17C)	1	140				
Misc Tools (Class 08A,17A,17B)	1	170				
Stock Parts (Class 08A,52A,51H,16T,19E)	1	415				
Tech Orders	1	70				
Tech Orders	1	109				
Tech Orders	1	106				
Tech Orders	1	117				
Tech Orders	1	103				
Misc Tools(Class 08A,17B,17C)			1	25		
Misc Tools(Class 08A,17A,17B)			1	60		
Stock Parts(Class 08A,52A,51H,16T,19E)			1	110		
Supply						
Weapon Cleaning Equip	1	180				
Spare Part, Weapon Cleaning Equip	1	115				
Blank Forms, Office Expendables	1	105				
Office Expendables	1	95				
Office Expendables	1	85				
Housekeeping Expendables	1	96				

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Blank Forms, General Expendables	1	115				
Expendable Stock Tools	1	55				
Stock Lists	1	126				
Files, Regs, 67-1, Dictionary, Banding Machine	1	80				
Misc expendables, chemical kit	1	75				
Servicecycle	2	300				
Office Expendables			1	220		

RECAPITULATION

Shop	Total	1st Phase	2nd Phase	3rd Phase
Pers and Admin	832	832	0	0
Maintenance Super	3019	2581	438	0
Airframe Shop	9189	5359	3830	0
Hydraulic Shop	1166	796	370	0
Electric Shop	1855	1455	400	0
Instrument Shop	1834	745	1089	0
IFR Boom Shop	1551	758	793	0
Woodmill Shop	160	160	0	0
Machine Shop	450	450	0	0
Sheet Metal Shop	1898	550	1348	0
Welding Shop	168	168	0	0
Para, Lea, Rubber Shop	542	542	0	0
Paint & Dope Shop	262	112	150	0
Jet Engine Shop	217882	61696	68586	87600
Recip Engine Shop	90884	29424	26340	35120
Propeller Shop	3367	1367	2000	0
Auxiliary Equip Shop	1425	1230	195	0
Supply	1647	1427	220	0
Total	338,131	109,652	105,759	122,720

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

MEDICAL GROUP T/O 1-9022

	1st Phase	2nd Phase	3rd Phase
Tactical Hospital	5000	14246	
Total		19246	

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

HEADQUARTERS AIR BASE GROUP T/O 1-8031P	First Phase Qty	 Wt	Second Phase Qty	 Wt	Third Phase Qty	 Wt
<u>Headquarters Squadron</u>						
***Kit, Chemical agent detector, M9A2 (1@5#)						
***ECL 20-56-4, Set, Utility Tool (1@215#)						
***Binocular, M13A1 (1 @ 5#)						
***Safe, Comb lock (2 @ 350#)						
***Flags, case and staffs, (lot)(1@10#)						
*Case, shipping, AF Organ equip,set						
***(1 @ 134#)						
***Flashlight, 2-cell, prefocused, rt angle spotlight (9' @ 4#)						
***Shear, trimmer, straight, 10 in overall, (1 @ 5#)						
***Clock, alarm, hand wound						
***Clock, mechanical, spring driven, 8½ in dia, 24 hr dial (1 @ 5#)						
***Typewriter, std, elite, type, 14 in 20 in carriage, (2@130#) & (2@120#)						
***Perforator, paper, hand lever operated, desk use, hvy duty type, to punch two ¼ in holes 2-3/4 in cen to cen (1@1#)						
***Sharpener, pencil (1 @ 1#)						
***Dictionary, desk type (1 @ 2#)						
***Stapler, paper fastening, office metal, desk plunger type, 210 staple cap (2 @ 1#)						
***Add & Sub machine, listing, elect and hand operated, 10 col (1 @ 22#)						
***Misc pubs, files and 30-day supply of expendable office supplies for all sections (lot) (1 @ 300#)						
<u>Adjutant</u>						
***Box, cash & stamps (2 @ 10#)						
Safe, field, comb lock	1	175				
***Duplicating machine, spirit process, hand operated, (1 @ 164#)						
Stencil process, elect operated (1@280#)						
*Case, shipping, AF Organ equip, set			¼	31	¼	31
Shear, trimmer, straight, 10 in					1	.5
Seal, lever, official, 1½ in dia brass lower dye steel upper dye					1	2
Stamp, time, elect, paper trip, imprint to show day, mo, yr, time 0-23 hrs					1	7

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

HEADQUARTERS AIR BASE GROUP T/O 1-8031P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
***Numbering machine, office type, hand operated, automatic action, 7 print wheels, 4 movement (2 @ 1#)					1	.5
Perforator, paper, hand lever operated desk use, hvy duty type, to punch 2¼ in holes 2-3/4 in cen to cen for 3/16 in binder post					1	2
Sharpener, pencil					1	1
Stapler, paper fastening, office, metal, desk plunger type 210 staple cap					1	.5
Dictionary, desk type					1	2
**Misc pubs and files, case			1	50	1	50
Legal and Claims						
*Case, shipping AF Organ equip, set					½	27
***Reproducer recorder, AN/GNQ-1A (1 @ 87#)						
***Case, brief (1 @ 2#)					1	60
Typewriter, std, elite type, 14" carriage					1	.5
Stapler, paper fastening, office, metal desk, plunger type, 210 staple cap					1	2
Dictionary, desk type						
Chaplain						
Flag, chaplains, Christian Faith					2	2
Flag, chaplains, Jewish Faith					1	1
*Case, Shipping AF Organ equip, set					½	67
***Organ, folding, Chaplains (3@225#)					1	60
Typewriter, std, elite type, 14" carriage					1	.5
Stapler, paper fastening, office, metal desk, plunger type, 210 staple cap					1	100
**Misc office and Admin equp (lot)						
*Case, shipping, AF Organ equip, set						
***Machine, calculating, non-listing, portable (1 @ 45#)					1	60
Typewriter, std, elite type, 14" carriage					1	.5
Stapler, paper fastening, office type, metal, desk plunger type 210 staple cap					1	2
Dictionary, desk type					1	50
**Misc pubs and files (case)						
Personnel Services						
*Case, shipping, AF Organ equip, set					½	40
Typewriter, std, elite type, 14" carriage					1	60
Stapler, paper fast, office type, metal, desk, plunger type 210 staple cap					1	.5
**Misc office and Admin equip (lot)					1	60

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

HEADQUARTERS AIR BASE GROUP T/O 1-8031P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Materiel						
*Case, shipping AF Organ equip, set						
***($\frac{1}{4}$ @ 27#)						
***Typewriter, std, elite type, 14 in carriage (1 @ 60#)						
***Stapler, paper fastening, office type, 210 staple cap (metal, desk, plunger type) (1 @ 5#)						
**Misc pubs and files						
***case, (1 @ 50#)						
Reporting						
Safe, field, comb lock			1	150		
Typewriter, std, elite type, 14" carriage			1	60		
***Pens and guides, lettering, leroy, in case (1 @ 4#)						
Stapler, paper fastening, office type, metal, desk, plunger type, 210 staple cap			1	.5		
Dictionary, desk type			1	2		
Accounting and Disbursing						
Bag, money	1	2				
*Case, shipping, AF Organ equip, set	$\frac{1}{4}$	31	$\frac{1}{4}$	31	$\frac{1}{4}$	31
Safe, field, comb lock			1	150	1	150
Case, Brief					1	2
Machine, calculating, non-listing portable			1	45	1	45
***Machine, embossing, address plate, graphotype model 6153 (2 @ 270#)						
Typewriter, std, elite type, 14" carriage	1	60			1	60
Paytable, visible file			12	12		
Perforator, paper, hand lever operated desk use, hvy duty, to punch 2 in holes 2-3/4 in cen to cen					1	1
Stapler, paper fastening, office type, metal, desk, plunger type 210 staple cap					1	.5
Dictionary, desk type					1	2
**Misc pubs and files (case)	1	50	1	100	1	100
Management Analysis						
***Typewriter, std, elite type, 14 in carriage (1 @ 60#)						
***Stapler, paper fast, office type, metal, desk plunger type 210 staple capacity (1 @ .5#)						

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

HEADQUARTERS AIR BASE GROUP
T/O 1-8031F

RECAPITULATION

		1st Phase	2nd Phase	3rd Phase
Hq Sq Section	(0)	0	0	0
Adjutant	(352.5)	0	256	96.5
Legal	(89.5)	0	0	89.5
Chaplain	(343)	0	0	343
Personnel Service	(160.5)	0	0	160.5
Materiel	(0)	0	0	0
Reporting	(212.5)	0	212.5	0
Accounting & Disbursing	(872.5)	143	338	391.5
Management & Analysis	(0)	0	0	0
Totals	(2030.5)	143	806.5	1081

NOTES

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files and publications, etc. is less weight of shipping cases.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel is 2,562 pounds.

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

OPERATIONS SQUADRON T/O 1-8150P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Command						
Guidon, Flag, case and flagstaff (lot)	1	3				
Personnel and Administration						
Safe, field, combination lock					1	150
Adding & Sub machine, electric and hand operated, 110V, 60 cyc, 10 col listing capacity, stationary carriage					1	22
Clock, alarm, hand wound			1	1		
(b) Typewriter, std elite 12 pitch type 14 " carriage (1 @ 60#)					1	60
Numbering Machine, office type, hand operated, automatic action, 7 print wheels, 4 movements					1	.5
Perforator, paper, hand lever operated desk use, heavy duty type, to punch three 13/32 inch holes adjustable center to center, for 3/8 inch binder post					1	4
Sharpener, pencil					1	1
(b) Stapler, paper fastening, office type metal, desk, plunger type, 210 staple capacity (1 @ .5#)					1	2
Dictionary, desk type			1	50	1	50
** Miscellaneous files & pubs (lot)						
Communications Flight						
(b) Sleeve, compressing tool, TL-217 (7 @ 56#)						
(b) Freq meter, BC-221 (3 @ 210#)						
(b) Code Training Set, AN/GSC-TI (1 @ 35#)						
(b) Hydrometer (1 @ .5#)						
(b) Rectifier, power unit, RA133 (3 @ 120#)						
Test Equip, Freq meter Model LR-1			1	5		
Test Set, TS-2/TG			1	160		
Test Set, TS-26/TSM			1	22		
Test Set, TS-27( )/TSM			1	58		
Safe, field, combination lock			1	150	1	150
Oscilloscope, Navy type OS-8-U					1	17
Test Set, electron tube dynamic			1	16	1	16
Clock, mechanical, spring driven 8½ in. dia, 24-hour dial					1	5
Stamp, time, electric, 0-23 hrs, day, month, year					1	7

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

OPERATIONS SQUADRON T/O 1-8150P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Base Operations						
(b) Set, Radar, AN/APQ-24, F/Ultrasonic trainer (1 @ 1,240#)			2	2,480		
(b) Safe, field, combination lock (1 @ 150#)						
(b) Add & Sub machine, electric and hand operated, 110V 60 cyc, 10 col, 1-60 hr-min (1 @ 22#)						
(b) Stapler, paper fastening, office type, metal, desk, plunger type, 210 staple capacity (1 @ .5#)						
(b) Dictionary, desk type (1 @ 2#)						
Base and Transient Aircraft Maintenance						
No UEE authorized the Base and Transient Aircraft Maint element except T/A 1-21 property which is included in the weight of 300 pounds for each person deploying.						
Unit Supply						
Kit, chemical agent detector, M9A1	1	5				
(b) ECL 2-56-4, Set Utility Tool (1@215#)						
(b)*Case, technical order file (10@200#)						
(b)*Case, shipping AF Organ equip, set			2	234	2	234
Flashlight, 2 cell, prefocused, right angle					5	2.5
(b) Stamp, time, electric, 0-23 hrs, day, month, yr (3 @ 21#)						
Typewriter, std, elite, 12 pitch type, 20 in carriage					1	65
(b) Book, visible file (1 @ 2#)						
Dictionary, desk type					1	2
** Misc pubs, files & 30-day supply of expendable office supplies for all sections (case)			1	100	1	100

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

OPERATIONS SQUADRON T/O 1-8150P

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3	0	0
Personnel & Admin	(340.5)	0	51	289.5
Communications Flt	(606)	0	411	195
Photo Laboratory	(0) (See Note c)			
Base Operations	(2,480)	0	2,480	0
Base & Trans Acft	(0) (See Note a)			
Unit Supply	(742.5)	5	334	403.5
Total	(4,172)	8	3,276	888

NOTES

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files and publications etc., is less weight of shipping cases.

(a) No UEE authorized the Base and Transient Aircraft Maintenance Element except T/A 1-21 property which is included in the weight of 300 pounds for each person deploying.

(b) Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 4,833.5 pounds.

(c) Photo Lab Pers & Equipment are not available in the ABGp at this station.

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PART III

Chapter 2
Phased Deployment of Materiel
(20 KC-97 and 45 RB-47)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 1-8160T	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Command						
Guidon, Flag, case and flagstaff	1	3				
Personnel and Administration						
Safe, field, combination lock					1	150
*Case, shipping AF ORG equip, set			¼	27	¼	30
Add & Sub machine listing, electric & hand operated 10 Col					1	22
Shear, trimmer, straight 10" overall					1	.5
Clock, alarm, hand wound			1	1		
Typewriter, std elite type						
14 in carriage			1	60		
20 in carriage					1	65
Numbering machine, office type, hand operated, auto action, 7 print wheels, 4 movements					1	.5
Perforator, paper, hand lever, operated, desk use, heavy duty type, to punch two ¼ in holes 2-3/4 in cen to cen					1	1
Pencil Sharpener					1	1
Stapler, paper fastening, office, metal desk, plunger type, 210 staple cap			1	.5		
Dictionary, desk type					1	2
**Misc files and pubs (Case)			1	50	1	50
Materiel Facilities						
(c) *Case, tech order (4 @ 80#)						
*Case, shipping AF Organ equip, set					½	60
Typewriter, std elite type 14" carriage					1	60
Numbering machine, office type, hand operated, auto action, 7 print wheels, 4 movements					1	.5
Perforator, paper, hand lever operated, desk use, heavy duty type, to punch three 13/32 in holes, adj					1	4
Stapler, paper fastening, office metal, desk plunger type, 210 staple cap					1	.5
Dictionary, desk type					1	2
Munitions						
See Note d						
Unit Supply						
Kit, chemical agent detector, M9A2					1	5

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 1-8160F	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
(c) ECL 20-56-4, Set, Utility Tool(1@215#)						
*Set, shipping AF Organ equip, set			1	117	1	117
Flashlight, 2-cell prefocused rt angle					5	2.5
Typewriter, standard elite type						
14 in carriage					1	60
14 in carriage					1	65
Perforator, paper, hand lever operated, desk use, heavy duty type, to punch two ¼ in holes 2-3/4 in cen to cen					1	1
Sharpener, pencil					1	1
Stapler, paper fastening, office metal, desk, plunger type 210 staple cap					1	.5
Dictionary, desk type					1	2
Misc files, pubs and 30-day supply of expendable office supplies for all elements (lot)			1	100	1	200
<u>Petroleum</u>						
See Note A						
<u>Property Accounting</u>						
(c) *Case, tech order (2 @ 40#)					4	80
(c) Safe, field, combination lock (1 @ 150#)						
*Case, shipping AF Organ equip, set					3/4	87
Calculating Machine, listing, 10 col, stationary carriage					1	45
Typewriter, std elite type 14" carriage			1	60	3	180
(c) 20in carriage (2 @ 130#)						
(c) 28 in carriage (1 @ 80#)						
Numbering Machine, office type, hand operated, auto action, 7 print wheels, 4 movements					1	.5
Perforator, paper, hand lever operated, desk use, heavy duty type, to punch two ¼ in holes 2-3/4 in cen to cen					2	2
Stapler, paper fastening, office metal, desk, plunger type, 210 staple cap			1	.5	3	.5
Dictionary, desk type					2	4
**Misc files, pubs and USAF Stock List or Federal Stock list if applicable (lot)			1	100	1	200
<u>Management and Procedures</u>						
See Note A						

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 1-8160P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Inspection and Inventory						
(c) Add & Sub machine, listing, electric and hand operated, 10 col (1 @ 22#)					1	60
Typewriter, std elite type, 14" carriage					1	60
Stapler, paper fastening, office, metal, desk, plunger type 210 staple cap					1	.5
Salvage and Disposal						
See Note A						
Flyaway Kits						
*Case, technical order	4	b	4	b	2	b
Motorcycle, two wheel airborne	2	300				
Bin, cargo, two piece, split type	30	(b)	15	(b)	15	(b)
*Case, shipping, AF Organ equipment	4	(b)	3½	(b)		
Typewriter, std elite type 14" carriage			1	60		
*Case, set, tech supply, type J-1A	30	(b)	15	(b)	15	(b)
Stapler, paper fastening, office, metal, desk, plunger type, 210 staple cap			1	.5		
(b) Flyaway Kits						
15 acft RB-47 Recon Sq (KIT)	1	40,000	1	40,000	1	40,000
20 Acft KC-97 Air Refuel Sq (KIT)	1	35,000				
Service Stock						
*Case, shipping, AF Organ equip, set					½	60
Typewriter, std elite type, 14" carriage					1	60
Stapler, paper fastening, office metal, desk, plunger type 210 staple cap					1	.5
Dictionary, desk type					1	2
Clothing Sales Store						
See Note A						
Commissary						
See Note A						

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 8160P

RECAPITULATION

		First Phase	Second Phase	Third Pha
Command	(3)	3	0	0
Pers & Admin	(460.5)	0	138.5	322
Materiel Facilities	(127)	0	0	127
Munitions	(See Note D)	0	0	0
Unit Supply	(671)	0	217	454
Petroleum	(See Note A)	0	0	0
Property Acctg	(821)	0	160.5	660.5
Mgt & Procedure	(See Note A)	0	0	0
Inventory & Inspection	(60.5)	0	0	60.5
Salvage & Disposal	(See Note A)	0	0	0
Flyaway Kits	(155,360.5)	75,300	40,060.5	40,000
Service Stock	(122.5)	0	0	122.5
Clothing Sales Store	(See Note A)	0	0	0
Commissary	(See Note A)	0	0	0
Totals	(157,626)	75,303	40,576.5	41,746.5

NOTES

*Weight indicated for shipping & Technical Order cases is empty weight.
**Weight indicated for misc. files & pubs, etc. is less weight of shipping cases
(a) No UEE authorized the Petroleum, Management & Procedures, Salvage & Disposal Clothing Sales Store & Commissary Elements except T/A 1-21 property which is included in the weight of 300 pounds for each person deploying.
(b) Weight for flyaway kit bins, shipping cases and J-1A supply cases is include in weight of flyaway kit. Power packages and engines authorized in flyaway kits are included in Fld Maint Squadron.
(C) Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel is 717 pounds.
(d) Munitions Section omitted due to organization being Reconnaissance.

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FOOD SERVICE SQUADRON
T/O 1-8015

	1st Phase		2nd Phase		3rd Phase		Phase	
	Qty	Wt	Qty	Wt	Qty	Wt	Qty	W
Kit, Chemical agent detector M9A2					1	15		
Pump, air sampling, C-9					1	.5		
Tool Set, repair gas mask, M-8							1	2
Decontaminating, apparatus, port 3 gal M-1							1	
Kit, testing impregnite for clothing, M-1					1	.5		
Safe, field combination lock							1	15
Guidon, flag, case & flagstaff							1	
Flashlight, 2-cell, prefocused right angle spotlight							5	1
Clock, alarm, hand wound							1	
Dictionary, desk type							1	
Misc files & 30 day supply of expendable office supplies							lot	1

RECAPITULATION

First Phase	0
Second Phase	0
Third Phase	16
Phase 4A	297
Total	313

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT INSTALLATION SQUADRON T/O 1-8152P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt	Fourth Phase "A" Qty	Fourth Phase "A" Wt
Command								
Guidon Flag, case and flagstaff	1	3						
Personnel and Administration								
Safe, field, combination lock							1	175
Case, shipping AF Organ equip, set							1	134
Shear, trimmer, straight 6" overall							1	.5
Clock, alarm, hand wound							1	1
Typewriter, std elite 12 pitch type, 20 in carriage							1	65
Perforator, paper, hand lever operated, desk use, hy duty type, to punch two ¼ in holes 2-3/4 in cen to cen							1	1
Sharpener, pencil							1	1
Stapler, paper fastening, office type, metal, desk plunger type, 210 staple cap							1	.5
Dictionary, desk type							1	2
Misc files and pubs (Case)							1	50
Maintenance and Repair								
Demolition Equip, stc number 1							1	200
ECL 20-15-1, Set, Portable Welding							1	75
Case, shipping AF Organ equip, set							½	67
level, pocket							2	1
Typewriter, std elite type 14" Carriage							1	60
Stapler, paper fastening, office type, metal, desk, plunger type, 210 staple cap							1	.5
Level, hand locaters							2	1
Case, technical order file							7	140
Pens & Guides, lettering, leroy in case							1	4
AF Tech Orders (10 Vol Case)								
Misc Tech Pubs (In Case)							1	50
Fire Protection & Acft Crash Rescue								
See Note (a)								
Unit Supply								
Kit, chemical agent detector, M9A2								
ECL 2-156-4, set, Utility Tool							1	215
Case, shipping AF Organ equip, set							½	67
Flashlight, 2-cell, prefocused rt angle							5	2.5
Typewriter, std elite 12 pitch type, 14 in carriage							1	60
Misc files, pubs and 30-day supply of expendable office supplies for all sections (case)							2	100
Dictionary, desk type								

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INSTALLATION SQUADRON T/O 1-8152P RECAPITULATION

		1st Phase	2nd Phase	3rd Phase	4th Phase A	4th Phase B
Command	(3)	3	0	0	0	0
Personnel & Admin	(0)	0	0	0	430	0
Maint & Rep	(0)	0	0	0	598.5	0
Fire Protection	(0)	0	0	0	0	0
Supply	(0)	0	0	0	444.5	0
Total	(3)	3	0	0	1473	0

NOTES

(a) No UME authorized the fire protection and aircraft rescue and utilities operations element except T/A 1-21 property which is included in the weight of 300 pounds for each person deploying.

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Phased Deployment of Materiel
(20 KC-97 and 45 RB-47)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

MOTOR VEHICLE SQUADRON T/O 1-8151P	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Command						
Guidon Flag, case & Flagstaff (lot)	1	3				
Personnel and Adminstration						
(a) Safe, Fld, comb lock (1@150#)					1	150
(a)*Case, Ship, AF Organ equip, set (1 @ 117#)			½	57	½	60
Shear, trimmer, straight, 10" overall			1	.5		
Add & Sub machine, listing, elec and hand operated, 10 col			1	45		
Clock, alarm, hand wound						
Typewriter, std, elite, pitch type, 12, 20 in carriage			1	65		
Perforator, paper, hand lever operated, desk use, hvy duty type, to punch two ¼ in holes 2-3/4 in cen to cen					1	1
Sharpener, pencil			1	1		
Stapler, paper fast, office type, metal, desk, plunger type, 210 staple cap			1	.5		
Dictionary, desk type					1	2
**Misc pubs, files and 30-day supply of expendable office supplies for all sections (case)			1	100	1	100
Maintenance						
ECL 20-53-1, Portable Welding					1	75
*Case, tech order file			2	40	4	80
*Case, ship, AF Organ equip,set			¼	30	¼	30
Typewriter, std, elite type, 12" carriage			1	60		
Perforator, paper, lever hand operated, desk use, hvy duty type, to punch three 13/32 in holes 2-3/4 in cen to cen					1	4
Stapler, paper fast, office type, desk, metal, plunger type, 210 staple cap			1	.5		
Dictionary, desk type			1	2		
**Tech Orders (10 vol case)			1	50	2	100
**USAF Stock Lists (10 vol case)			1	50	1	50
**Misc files (case)			1	50	1	50
Motor Pool						
*Case, ship, AF Organ equip, set			½	30		
**Misc files and pubs (Case)			1	50		

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

MOTOR VEHICLE SQUADRON T/O 8151F	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Supply						
Kit, chemical agent detector, M9A2	1	5				
(a) ECL 20-56-4, Set, Tool, Utility (1 @ 215#)						
*Case, ship, AF Organ equip, set	½	30	½	57	½	57
Flashlight, 2-cell, prefocused rt angle, spotlight			2	1	3	1.5
(a) Machine, stencil cutting (1 @ 100#)						
Typewriter, std, elite type, 14" carriage			1	60		
Dictionary, desk type					1	2
**Misc files and pubs (case)			1	50	1	50

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3	0	0
Pers & Admin	(583)	1	269	313
Maintenance	(671.5)	0	282.5	389
Motor Pool	(80)	0	80	0
Supply	(313.5)	35	168	110.5
Totals	(1,651)	39	799.5	812.5

NOTES

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files and publications, etc., is less weight of shipping cases.

(a) Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel is 582 pounds.

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS

801st Air Police Squadron T/O 1-8035	First Phase Qty	First Phase Wt	Second Phase Qty	Second Phase Wt	Third Phase Qty	Third Phase Wt
Command						
Guidon Flag, case & flagstaff	1	3				
Security Flight						
Flashlight, 2 cell prefocused rt ang spot	5	2.5				
Bayonet, M1917 w/scabbard	9	10	9	10	9	10
Binocular, M13A1	4	20	2	10	2	10
Gun, machine, cal .30, Browning M19A6	8	130	4	65	4	65
Iron Hand	9	5	5	3	4	2
Launcher, grenade, cal .30 M7A2	16	12	16	12	28	21
Tripod, machine gun, cal .30, M2, Mount	8	20	4	10	4	10
Pistol, auto, cal .45, M1911A1	10	24	25	60	18	45
Pistol, pyrotechnic, AN-M8 w/mount M1	12	26	6	13	6	13
Rifle, automatic, cal .30, Browning M1918A2	6	100	6	100	6	100
Shotgun, 12 gage, riot type	8	72	4	36	15	135
Spotlight set, AN/PVQ-1	4	60	4	60	4	60
Public address set, AN/PIP-1	6	210	6	210	20	700
Misc records & Pubs** (lot)			1	50	1	50
Personnel						
See Note (a)						
Operations						
See Note (a)						
Materiel						
See Note (a)						
Retraining Flight						
See Note (b)						

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PART III

Chapter 2
Phased Deployment of Materiel
(45 RB-47 and 20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS

801st Air Police Sq T/O 1-8035

RECAPITULATION

		First Phase	Second Phase	Third Phase
Command	(3)	3		
Security Flight	(2551.5)	691.5	639	1221
Personnel See Note (a)				
Operations See Note (a)				
Materiel See Note (a)				
Retraining Flight See Note (b)				
Patrol Flight See Note (b)				
Totals	(2,554.5)	694.5	639	1221

NOTES:

**Weight indicated for miscellaneous records and publications is less weight of shipping cases.

(a) UME for the Personnel, Operations and Materiel elements will deploy with element personnel in Phase IV. Weight of this administrative equipment is 275 pounds. These elements do not deploy until Phase IVA because the forward base complement security forces will be utilized for administration, logistical support, police and perimeter patrols.

(b) Materiel for the Retraining and Patrol Flights is included in the listing under the Security Flight. Its issue will depend upon the local security status.

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PART III

Chapter 2
Phased Deployment of Materiel (By weight)
(45 RB-47 and 20 KC-97)

RECAPITULATION

ORGANIZATIONAL ELEMENT (Air Echelon shown in parenthesis)		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Wing Headquarters	(15849)	7165	2879	5805	a	b
Recon Sq (3rd,4th,10th)	(77911.5) (3@25970.5)	45196.5 (3@15065.5)	14109 (3@4703)	18606 (3@6202)	a	b
Air Refueling Sq	(36679)	16454	10842	9383	a	b
Periodic Maint Sq	(10798.5)	2939	3373.5	4486	a	b
Arm/Elect Maint Sq	(75086)	33691	12267	29128	a	b
Field Maint Sq	(338131)	109652	105759	122720	a	b
Medical Sq	(19246)	5000	14246	0	a	b
Hq Sq AEGp	(2030.5)	143	806.5	1081	a	b
Operations Sq	(4172)	8	3276	888	a	b
Supply Sq	(157626)	75303	40576.5	41746.5	a	b
Food Svc Sq	(16)	0	0	16	297a	b
Air Install Sq	(3)	3	0	0	1473a	b
Motor Veh Sq	(1651)	39	799.5	812.5	a	b
Air Police Sq	(2554.5)	694.5	639	1221	a	b
Total	(741754)	296288	209573	235893	1770a	b
Normally deployed in Air Refuel A/C	(90000)	30000	30000	30000		
Normally Deployed in Support A/C	(651754)	266288c	179573c	205893c		

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Chapter 2
Phased Deployment of Materiel (By Weight)
(45 RB-47 and 20 KC-97)

RECAPITULATION

NOTES

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for the Fourth Phase, Column B, is provided in the Station Set.

c. Includes 10 R-4360 Power Packages @ 8780 pounds and 57 J-47 Power Packages @ 3650 pounds requiring heavy support transport aircraft. Phased as follows:

	R-4360		J-47
Phase I	3 @ 26,340 pounds	Phase I	15 @ 54,750 pounds
Phase II	3 @ 26,340 pounds	Phase II	18 @ 65,700 pounds
Phase III	4 @ 35,120 pounds	Phase III	24 @ 87,600 pounds

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
AIR REFUELING SQUADRON T/O 1-1179F						
Command						
Guidon Flag, Case and Flagstaff					1	3
Personnel and Administration						
Typewriters, 2 ea (Box)	1	196				
Office Supplies (Box)	1	114				
Files, Regs (Box)	1	100				
Files, (Box)	1	100				
Cmdrs Files, portable typewriter (Box)	1	100				
Misc Expendables (Box)					1	25
Intelligence						
ECL 20-20-1, Intelligence Kit	1	117				
Supplies (Box)	1	50				
Typewriter, (Box)	1	60				
Combat Crews						
(a) Kit, E-1	140	6580				
(a) Radio, AN/URC-4	140	980				
Operations & Training						
ECL 20-00-4, Set, Navigation	1	15				
Radio Crystals	8500	500				
(a) Radio, AN/CRT-3	20	800				
(a) Kit, D-1	80	22000				
Typewriter, Supplies (Box)	1	207				
Supplies, Regs (Box)	1	200				
Publications, Adding Machine (Box)	1	125				
Safe, Field	1	175				
(a) Raft, 20 man, F-2A	40	8000				
Pens & guides, lettering, leroy					1	4
Perforator, paper					1	1
Maintenance						
Tech Orders (Box)	1	94				
Misc Forms, Typewriter (Box)	1	105				
Tech Orders, Stock Lists (Box)	1	110				
263 Equipment (Box)	1	75				
Misc Books & Records (Box)	1	70				
Truck, Wheel Lift	1	120				
Jack, Hyd, 50 ton	1	400				
Bar Assy, Towing and Steering	3	150				
Brake, Alignment Jig wheel	1	46				
Power Cycle, 2 wheel	1	150				
Class 08A, 17A, 17B (Box)	1	166				
Class 17B	1	212				
Class 17B, 17C, 18A (Box)	1	199				
Class 17B, 17C (Box)	1	153				
Class 13A, 16A, 17A, 17C, 19A (Box)	1	153				
Class 08A	1	146				

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PART III

Chapter 3

Phased Deployment of Materiel (20 KC-97 Deployment)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Class 08A, 17B (Box)	1	175				
Class 08A, 16N, 17B (Box)	1	165				
Class 18B, 17B (Box)	1	189				
Class 17A, 17B (Box)	1	86				
Buckets (Box)	1	108				
Class 17B, 19F (Box)	1	170				
Class 19F (Box)	6	547				
Hose Assy	2	310				
Class 17C (Box)	1	125				
Expendables (Box)	2	150				
Class 08G, 08E (Box)	1	50				
Class 16-R (Box)	1	60				
Class 01F (Box)	1	58				
Class 02H (Box)	1	49				
Class 03, 04A (Box)	1	50				
Class 04A (Box)	1	103				
Stock List (Box)	2	330				
Hydraulic Mule			1	3150		
Class 17B (Box)	1	158				
Class 12 (Box)	1	100				
Class 19A (Lot)	1	4521	1	4525	1	1425
Class 19F (Lot)	1	3500	1	3000	1	3000
Class 19G (lot)					1	1045
Generator Set, Trailer (lot)					2	2170
Class 08A (lot)			1	167	1	1110
Supply						
Expendable Supplies (Box)	1	107				
Power Cycle, 2 wheel	1	150				
Ammo (Box)	1	30				
Stock List (Box)	3	280				
Tech Orders, (Box)	2	130				
Supply Catalogs (Box)	1	100				
Gun Cleaning Equipment (Box)	1	25				
Kit, Utility (Box)					1	300
Hand Receipts (Box)	1	40				
Typewriter (Box)	1	40				
Blank Forms (Box)	1	40				
Misc Tools & Equipment (Box)	1	100				
Case, J-1A					3	300

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RECAPITULATION

	First Phase	Second Phase	Third Phase
Command	0	0	3
Personnel and Administration	610	0	25
Intelligence	227	0	0
Combat Crews	0	0	0
Operations and Training	1222	0	5
Maintenance	13353	10842	8750
Supply	1042	0	600
Squadron Total	16,454	10,842	9,383
Grand Total	36,679		

NOTES:

(a) UAL survival type equipment for combat crews and passengers that deploy in unit air refueling aircraft. Weight of this equipment plus escape and evasion aids listed in intelligence elements, T/A 1-21 clothing and equipment is included in the weight for each crew member and passenger on KC-97 aircraft. KC-97 aircraft employed as personnel and/or cargo carriers will normally carry this spare survival equipment authorized for passengers in upper and lower aft compartments without reducing "Cargo Payload" capabilities. Since flight engineers consider this equipment in "basic weight of airplane" weights shown are not included in totals.

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

PERIODIC MAINTENANCE SQUADRON T/O 1-7171F		1st Phase		2nd Phase		3rd Phase	
		Qty	Wt	Qty	Wt	Qty	Wt
Maintenance Supervision							
Case, Shipping Set				½	60		
Misc Tubs & Files				1	76		
Class 25A				1	65		
Dock Maintenance & Auxiliary Equipment (ECL 25-00-44 Set Periodic Maint Sq)							
Class 08A	(lot)	1	33				
Class 13A	(lot)	1	4				
Class 13C	(lot)	1	16				
Class 17A	(lot)	1	62				
Class 17B	(lot)	1	354.2				
Class 17C	(lot)	1	56				
Class 18A	(lot)	1	46.6				
Class 18B	(lot)	1	51				
Class 18L	(lot)	1	97				
Class 19A	(lot)	1	420				
Class 19F	(lot)	1	300				
Bench Stock	(lot)			1	400		

RECAPITULATION

		1st Phase	2nd Phase	3rd Phase
Maintenance Supervision	(201)	0	201	0
Dock Maint & Aux Equipment	(1839.8)	1439.8	400	0
Total	(2040.8)	1439.8	601	0

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LIST OF ITEMS BY ORGANIZATIONAL
ELEMENT T/O 1-1179P

ARM/ELECTRONICS MAINT SQ		1st Phase		2nd Phase		3rd Pha	
		Qty	Wt	Qty	Wt	Qty	Wt
Command							
None							
Personnel & Administration							
Safe, Field		1	150				
Case, Shipping		½	60				
Tech Orders, Stock List & Misc Files (lot)		1	110				
Maintenance Supervision							
ECL 20-00-24 Set Armament & Electronics Maintenance Squadron KC-97 Portion only							
Class 17C	(lot)	1	2768				
Autopilot		1	120				
Intercommunication Set A/NAIC-8		1	40				
Radio AN/APN-1		2	80				
AN/ARC-3		1	140				
AN/ARC-27		1	90				
AN/ARN-6		1	60				
Radios AN/ARN-14 and ARN 18		1	60				
Radio AN/ARN-12		1	25				
Radio AN/ART-13A8		1	175				
Radio BC/453 and BC454		1	40				
Radio SCR 718-C		1	100				
Radar Set AN/APN 9		1	160				
Radar Set AN/APN 11		2	140				
Radar Set AN/APN 12		2	300				
Radar Set AN/APS 42		2	600				
Radar Set AN/APX 6		1	75				
Class 05A	(lot)	1	1				
Class 16N	(lot)	1	60				
Class 17A	(lot)	1	200				
Class 17B-18	(lot)			2	250		
Bench Stocks	(lot)	1	200				

RECAPITULATION

		1st Phase	2nd Phase	3rd Phas
Command	(0)	0	0	0
Personnel & Admin	(320)	320	0	0
Maint Super including Radar Radio Aux Equip and Bomb Nav System	(5684)	5434	250	0
TOTAL	(6,004)	5,754	250	0

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LIST OF ITEMS BY ORGANIZATIONAL (20 KC-97)
ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Airframe						
Spec Tools(Class 17B,18B,19A)	1	205				
Tow Bar	1	95				
Dorsal Fin Sling	1	57				
Wing Panel Sling			1	1200*		
Wing Panel Sling			1	1300*		
Misc Tools(Class 19G,17A,17B,19C,18A)			1	575		
Misc Tools(Class 19G,17B,18B,18C)			1	75		
Misc Tools(Class 19G,17B,18B)			1	200		
*Will not ship by KC-97 due to cube.						
Hydraulic Shop						
Assorted Spec Tools(Class 08A,17B,17C)	1	175				
Assorted Spec Tools & Expendables (Class 08A,13A,17B)	1	175				
Electric Shop						
Expendable Supplies	1	85				
Spec Tools(Class 08A,13A,17A,17B,17C)	1	225				
Motor-Gen Tester Type L-1-A	1	295				
Tech Orders			1	100		
Tech Orders			1	100		
Tech Orders			1	100		
Tech Orders			1	100		
Instrument Shop						
One -03 Tester, Autosyn test, 2 Voltmeters, 1 Pressure Gun	1	90				
One 03 Fuel Tester	1	80				
IFR Boom						
IFR Tanker Test Set	1	78				
Misc Expendables (Class 03A)	1	60				
Spec Tools (Class 08A,12,17B,17C, 18B,29,19G)	1	225				
Boom Dolly	1	315*				
Misc Expendables (Class 03A)	1		1	16		
Tech Orders			1	55		
Tech Orders			1	82		
Spec Tools(Class 19G,12,17B,17C)			1	180		
Spec Tools(Class 19G,12,17B,17C)			1	180		
Spec Tools(Class 19G,29)			1	160		
Spec Tools & Exp(Class 17B,17C,18B,03A)			1	120		
*Will not ship by KC-97 due to cube.						
Sheet Metal Shop						
Bench Stock & Spec Tools(Class 08A, 17A,17B,18D)	1	320				

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LIST OF ITEMS BY ORGANIZATIONAL (20 KC-97)
ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169F	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Parachute, Leather and Rubber Shop						
Spec Tools (Class 17B)	1	122				
Paint and Dope Shop						
General Stock Items (Class 08A,17A,17B)			1	150		
Recip Engines						
Misc Parts	1	68				
Misc Parts	1	75				
Misc Parts	1	50				
Spec Tools (Class 17B,18A,18B,19G)	1	125				
Torque Handle	1	66				
Misc eng conditioning parts	1	75				
Acft Pwr Plant Sling	1	365				
Spec Tools(Class 17B,17C,18A,18B)	1	350				
Eng Build Up Stand	1	880*				
1st Stage Build-up & Teardown Stand	1	1030*				
R4360-59 Engines	3	26340*				
R4360-59 Engines			3	26340*		
R4360-59 Engines					4	35120*
*Will not ship by KC-97 due to cube.						
Propeller Shop						
Tech Orders	1	100				
Spec Tools (Class 18B)	1	50				
Spec Tools (Class 08A,13A,17A,17B, 17C,18B,19G)	1	260				
Sync Anal	1	60				
Spec Tools(Class 08A,13A,17A,17B, 18B,19G)	1	210				
Spec Tools(Class 17B,18B,19C)	1	290				
Misc Expen (Class 03A)	1	58				
Misc Expend (Class 03A)	1	47				
Misc Expend (Class 03A)	1	45				
Spec Tools (Class 08A,17B,17C,18B,19G)	1	125				
Spec Tools (Class 17B)	1	122				
Spec Tools(Class 18B,19C,19G)			1	750		
Spec Tools(Class 17A,17B,19G)			1	750		
Spec Tools(Class 18C,19G)			1	200		
Spec Tools(Class 18C,19G)			1	200		
Tech Orders			1	100		
Auxiliary Power						
Assorted Tools (Class 08A,17A,17B)	1	170				

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PART III

Chapter 3
Phased Deployment of Materiel
(20 KG-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

FIELD MAINTENANCE SQUADRON T/O 1-7169P	1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Supply						
Weapon Cleaning Equip	1	180				
Office Expendables (Class 25B)			1	220		

RECAPITULATION

Shop	Total	1st Phase	2nd Phase	3rd Phase
Airframe	3707	357	3350	0
Hydraulic	350	350	0	0
Electric	1005	605	400	0
Instrument	170	170	0	0
IFR Boom	1471	678	793	0
Sheet Metal	320	320	0	0
Parachute, Lea, & Rubber	122	122	0	0
Paint and Dope	150	0	150	0
Recip Engine	90884	29424	26340	35120
Propeller	3367	1367	2000	0
Auxiliary Power	170	170	0	0
Supply	400	180	220	0
Total	102,116	33,743	33253	35,120

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PART III

Chapter 3
Phased Deployment of Materiel
(20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

MEDICAL GROUP T/O 1-9022	1st Phase		2nd Phase		3rd Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
Medical Flyaway Kit			1		1000	

RECAPITULATION

		1st Phase	2nd Phase	3rd Phase
Tactical Medical Element	(1000)	0	1000	0
Total	(1000)	0	1000	0

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PART III

Chapter 3
Phased Deployment of Materiel
(20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT

SUPPLY SQUADRON T/O 1-8160F		1st Phase Qty	1st Phase Wt	2nd Phase Qty	2nd Phase Wt	3rd Phase Qty	3rd Phase Wt
Flyaway Kits-Bin Cargo 2 piece Split Type		15	25,500				
Bulky Items (Aircraft Spares)	(lot)	1	21,000				

RECAPITULATION

		1st Phase	2nd Phase	3rd Phase
FAK Section	(46,500)	46,500	0	0
Total	(46,500)	46,500	0	0

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Phased Deployment of Materiel (20 KC-97)

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	1st Phase		2nd Phase		3rd Phase	
AIR POLICE SQ T/O 1-8035	Qty	Wt	Qty	Wt	Qty	Wt
Security Flight						
Flashlights	2	1				
Bayonets M1 w/scabbard	30	45				
Bayonets M1917 w/scabbard	4	4				
Binocular M13A1	1	5				
Gun Machine Cal .30 M1919A6	3	48				
Iron Hand	3	1.5				
Launcher Gernade Cal .30 M7A2	6	4				
Mount tripod, machine gun cal .30 M2	3	8				
Pistol, automatic	4	9				
Rifle automatic cal .30 1919A2	3	48				
Shotgun 12 gage riot	3	27				
Personnel and Administration						
Radio set AN/PRC-21			4	40		
Misc Records & Pubs (lot)			1	50		

RECAPITULATION

		Phase 1	Phase 2	Phase 3
Security Flight	(200.5)	200.5	0	0
Personnel & Admin	(90)	0	90	0
	(290.5)	200.5	90	0

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PART III

Chapter 3
Phased Deployment of Materiel (By Weight)
(20 KC-97)

RECAPITULATION

ORGANIZATIONAL ELEMENT		AIR ECHELON First Phase	Second Phase	Third Phase	SURFACE ECHELON Fourth Phase A	B
Air Refueling Sq	(36,679)	16,454	10,842	9,383	a	b
Periodic Maint Sq	(2,040.8)	1,439.8	601	0	a	b
Arm/Elect Maint Sq	(6,004)	5,754	250	0	a	b
Field Maint Sq	(102,116)	33,743	33,253	35,120	a	b
Medical Group	(1,000)	1,000	0	0	a	b
Supply Sq	(46,500)	46,500	0	0	a	b
Food Service Sq	(none)	0	0	0	a	b
Motor Vehicle Sq	(none)	0	0	0	a	b
Air Police Sq	(290.5)	200.5	90	0	a	b
Total	(194,630.3)	105,091.3	45,036	44,503	a	b
Normally deployed in support transport A/C	(87,800)	26,340c	26,340c	35,120c	0	0
Normally deployed in Air Refueling A/C	(106,830.3)	78,751.3	18,696	9,383	0	0

NOTES:

a. UAL equipment not recommended for air deployment and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for the Fourth Phase, Column B, is provided in the Station Set.

c. Includes 10 R-4360 Power Packages @ 8780 pounds requiring heavy support transport aircraft. Phased as follows:
Phase I 3 @ 26,340 pounds
Phase II 3 @ 26,340 pounds
Phase III 4 @ 35,120 pounds

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PART III

Chapter 4

Materiel

One and Two Recon Sq (s) Deployment

1. This section indicates the allocation of materiel, by major item and weight in pounds; each unit will provide to support one and two reconnaissance squadron (s) when required to operate from a forward base separate and remote from the remaining elements of the wing.

2. No phasing is indicated for this type operations as all materiel will be deployed in a single phase support aircraft movement.

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Chapter 4
Materiel
One and Two Recon Sq (s) Deployment

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
STRAT RECON SQUADRON T/O 1-1479P (3rd, 4th, 10th)				
Command				
Guidon Flag, case and flagstaff (lot)	1	3		
Personnel and Administration				
*Case, Shipping	set	120		
Add & Subtracting Machine	1	22		
Clock alarm, hand wound	1	1		
Typewriter, 20 in	1	65		
Shear, 10 in	1	.5		
Numbering Machine	1	.5		
Perforator	1	1		
Sharpener, pencil	1	1		
Stapler, paper fastening	1	.5		
Dictionary, desk type	1	2		
**Miscellaneous publications and files (case)	lot	200		
Intelligence				
ECL 20-20-1, Set, Squadron & Wing Intelligence	1	200		
Projector, 16mm	1	40		
Screen, projection, 63X84 in	1	30		
Safe, field, comb lock	1	150		
Kit, film assessing, type W-2	1	180		
*Case, Shipping AF organizational equipment, set	set	120		
Reader, 16mm, 35mm, recordak	1	300		
Dictionary, desk type	1	2		
Target Materials (case)	10	1000		
**Escape & Evasion Materials (case)	15	90		
**Miscellaneous files & Pubs (case)	1	50		
(b) Maps & Charts required				
Combat Crews				
(a) Kit, emergency sustenance, seat style, modified Type A-1				
(a) Radio Set, AN/URC-4				
(a) Helmet, Soldiers, steel, type M4A2				
(a) Armor, body, flak, front protection from waist to thighs				
(a) Armor, body, flak, front protection from shoulders to waist, back protection from shoulders to waist, side protection from underarms to waist				

NOTE:
Materiel and deployment will be the same for each squadron as shown in the one squadron element except the item and weight will be doubled.

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Chapter 4

Materiel

One and Two Recon Sq (s) Deployment

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
Operations & Training				
Code Practice Equipment, EE-94	1	52		
ECL 20-20-4, Set, Navigation	1	15		
*Case, Technical Order	4	80		
Safe, field, Combination lock	1	150		
*Case shipping AF Organizational equip, set	set	240		
Radiac Meter	15	525		
Adding & Subtracting Machine	1	22		
Typewriter, 14 in carriage	2	120		
Perforator, paper	1	1		
Pens, Guides, lettering, Leroy	set	4		
Stapler, paper fastening	1	.5		
Dictionary, desk type	1	2		
**Miscellaneous Pubs & Files (Case)	1	150		
Maintenance				
ECL-20-00-34, Set, Combat Squadron Flight Line Maintenance (RB-47)				
Maintenance & Ground Handling Equip for RB-47 Type Aircraft				
Class 05-A (lot)	1	Neg		
Class 08-A (lot)	1	157		
Class 12 (lot)	1	192		
Class 16-A (lot)	1	55		
Class 17-A (lot)	1	86		
Class 17-B (lot)	1	359		
Class 17-C (lot)	1	500		
Class 18-A (lot)	1	35		
Class 18-B (lot)	1	379		
Class 19-A (lot)	1	14,804		
Class 19-G (lot)	1	20		
M-3 Stellite lined Gun Barrels (10 per box)	3	390		
*Case, Technical Order	6	120		
Powercycle, 2-wheel, air transportable	2	300		
Typewriter, 14 in carriage	2	120		
Perforator, paper	1	4		
Stapler, paper fastening	2	1		
**Bench Stock (case)	1	100		
**Technical Orders (10 vol case)	1	100		
**USAF Stock List (10 vol case)	1	100		
**Miscellaneous Files (case)	1	50		

NOTE: Materiel and deployment will be the same for each squadron as shown in the one squadron element except the item and weight will be doubled.

AF Form 263 equipment not installed in aircraft will be boxed "Ready for Shipment" for subsequent deployment if required. Weight of this materiel is 12,138 pounds.

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Materiel

One and Two Recon Sq (s) Deployment

LIST OF ITEMS BY ORGANIZATIONAL ELEMENTS	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
Supply				
Kit, Chem Agent detector, M9A2	1	5		
TCL 20-56-4, Set, Utility Tool	1	215		
*Case, Shipping	set	120		
Flashlight, 2 cell	5	2.5		
Typewriter, 14 in carriage	2	120		
Stapler, paper fastening	2	1		
**Miscellaneous publications, files	lot	150		
TOTALS		22,425½		44,851

NOTE: Materiel and deployment will be the same for each squadron as shown in the one squadron element except the item and weight will be doubled

NOTES

*Weight indicated for shipping and technical order cases, is empty weight.
**Weight indicated for bench stocks, miscellaneous files, publications, etc, is less case weight.

(a) UPREAL survival equipment for 15 combat crews that deploy in unit aircraft. Total weight of this equipment for 15 combat crew members is 3,105 pounds. This includes 90 pounds of escape & evasion aids listed in Intelligence element. T/A 1-21 clothing & equipment is not listed since it is included in the weight of 300 pounds for each person deploying.

(b) UPREAL survival equipment that deploy in unit aircraft. Included in PART V-E in cargo stored in crew compartments and elsewhere in each aircraft. Maps & charts are included in this.

STOCK NUMBER	NOMENCLATURE	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
	Field Maint Sq				
	AIRFRAME TOOLS				
	Class 17-A				
8100-404410	Hammer Pneu Rivet 3/8" Cap	1	3.8	1	3.8
8100-404230	Hammer Pneu Rivet 1/8" Cap	1	2.5	1	2.5
8100-759352-6	Shaft Flex 30" 260 Deg angle 1/4" chuck	1	5	1	5
	Class 17-B				
7900-003700	Arbor Hole Saw for 5/8" to 1 1/8" saws	1	.5	1	.5
7900-037600	Arbor Hole Saw for 1 1/4" to 4 1/2" saws	1	.5	1	.5
7900-095880	Clamp assy deep throat	2	8	2	8
7900-114470 thru-114484	Countersink TS 7/16" cutter 1/8", 5/32" & 4 3/16" int Pilot	1	3	1	3
7900-401398	Gun Blind Rivet Hand Type	1	1.5	2	3
7900-654820	Saw, hole 3/4" to 4" HS without Arbor	1	5	1	5
	Class 17-C				
7CAD-801220	Tensiometer, Contr Cable G-5	1	1	1	1

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Chapter 4
Materiel

One and Two Recon Sq (s) Deployment

STOCK NUMBER	NOMENCLATURE	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
	SPECIAL TOOLS				
	Class 18-B				
9BBQ-F30031	Protractor assy Cont Surf	1	8	1	8
9BBQ-F30047	Wrench Spider Fuel Cell Intercon	1	3	2	6
9BBQ-F30048	Template assy Fve 1 Arm Rigging	1	4	1	4
9BBQ-F30053	Protractor assy cont col adj	1	12	1	12
9BBQ-F65931	Strut Rot Eng Supporting	1	10	1	10
9BBQ-F65731	Lever Eng Mt Insert & Remove	1	15	1	15
9BBQ-F66013	Spreader Jack Eng From Firewall Rotating	1	120	2	240
9BBQ-66153	Lever Drag Chute Release Mech Cocking	1	5	1	5
9BMD-45B1706-36	Wrench MLG Axle Nut 2 5/16" DIA	1	.5	1	.5
9BMD-45B1706-80	Wr MLG Axle Nut 5 1/16" DIA	1	.5	1	.5
	Class 18-A				
9AAD-3155	Eye Engine Lifting	1	3	1	3
	Class 19-A				
8200-368142	Jack Assy 50 ton Axle	1	200	1	200
8200-903300	Bar Assy Towing & Steering	1	382	1	764
	Class 19-G				
8220-021600	Sling Engine Lifting	1	220	1	220
	J-47 Engines	9	32,715	9	32,715
	Flyaway Kits	1	45,000	1	45,000
	TOTAL		78,728.8		79,359.2
	Armament & Electronics Sq				
	Class 08-A				
7700-529840	Light, Ext type SJ, 50 ft	3	9	3	9
	Class 17-B				
7900-706801	Soldering Iron 110 Volt	1	1	1	1
7900-706802-8	Soldering Iron 24 Volt	1	1	1	1
7900-738280	Stripper Wire #22 to #8	2	2	2	2
7900-783982	Tool, Stakon #22 to #10	2	2	2	2
	Class 17-C				
7CAC-028975	Ammeter-ME-29/U	1	3	1	3
7CAC-002900-85	Adapter, tube Skt MX-949/U	1	7	2	14
7CAC-028680	Ammeter, I-139A	1	1	2	2
7CAC-004000	Ammeter FS-120	1	2	1	2
7CAC-170270-1383	Cable Assy CX-1021/ARN 6	1	1	1	1
7CAC-170276-2	Calibrator Range	1	23	1	23
7CAC-170276-19	Calibrator UPM/11A	1	60	2	120
7CAC-177680	Cavity-Tuned TS-488/U	1	27	2	54
7CAC-363949	Generator SG-13/ARN	1	25	1	25
7CAC-365350	Generator-Signal	1	7	1	7
7CAC-439722	Indicator-Repeater Dial	1	30	1	30
7CAC-589074	Multimeter TS 352A/U	3	45	5	75
7CAC-611119	Oscilloscope AN/USM24	1	63	1	63
7CAC-654700	Pressurizing Kit MK-20A/UP	1	5	1	5
7CAC-801318-5478	Test Set, TS-268D/U	1	15	1	15

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Materiel

One and Two Recon Sq (s) Deployment

STOCK NUMBER	NOMENCLATURE	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
7CAC-979564	Watt Meter, ME-11/U	1	3	1	3
7CAC-801318-573	Test Set Electron I-177-B	1	16	2	32
7CAC-801319-23758	Generator TS-147B/UP	1	40	1	40
7CAC-801909	Tester Synchro Zeroing	1	4	1	4
7CAC-936160	Voltmeter-ME-6A/U	2	20	2	20
7CAD-207550	Collimator Assy	1	63	1	63
7CSG-T101006	Cable Assy Set	1	75	1	75
7CSG-T101035	Cable Assy	2	10	2	10
	Class 39-D				
0601-578000	Tester T23 Complete	1	50	1	50
0601-925686	Tester T21A Complete	1	40	1	40
0601-925805	Tester T-127	1	200	1	200
	Bench Sets				
	Bomb-Nav Sys Type K-4A	1	6,350	1	6,350
	Automatic Pilot Type A-12D	1	325	1	325
	AN/ARC-27 Radio Set	1	110	1	110
	18S-4 Radio Set(Collins)	1	100	1	100
	AN/ARN-6 Radio Compass	1	90	1	90
	AN/ARN 14/18 Radio Set	1	70	1	70
	AN/ARN 12 Radio Set	1	25	1	25
	Gun Charger & Servo of A-5 Fire Control System	1	120	1	120
	ORDNANCE				
F001-004-0631	Quadrant Gunners M-1	1	1	1	1
	Class 18-C				
9CBH-24846	Kit Boresighting Type J-2	1	2	1	2
9CMD-45D17172	Gunners Quad Adapter Ampl	1	1	1	1
	RADIOLOGICAL EQUIPMENT				
	ECL 20-99-4, Set, Radiological defense, detection, indication and computation	1	400	1	400
	TOTAL		8,444		8,617
	Medical Sq				
	ECL 20-90-4 Dispensary, Air Transportable or equivalent (only UEE wing support medical materiel)	1	1,000	2	2,000
	TOTAL		1,000		2,000
	Air Police Sq				
	Class 08-A				
7700-331862	Flashlight, 2 cell pre-focused right angle	20	10	20	10

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One and Two Recon Sq (s) Deployment

STOCK NUMBER	NOMENCLATURE	One Squadron Qty	One Squadron Weight	Two Squadrons Qty	Two Squadrons Weight
	ORDNANCE				
A001-6721649	Gun, machine cal .30 Browning M1919A6 with basic load of 2,000 rnds of cal .30 ammo	2	406	2	406
A001-7142393	Mount, tripod machine gun cal .30 M2	2	5	2	5
A001-7265703	Rifle, automatic cal .30 M1918A2 with basic load of 750 rnds of cal .30	4	332	4	332
2S-3503-21 or -6	Radio Set (AN/PRC 21)	3	30	3	30
	TOTAL		783		783

RECAPITULATION (In Pounds)

ORGANIZATION	ONE RECON SQ SUPPORT	TWO RECON SQ SUPPORT
Recon Sq	22,425.5	44,851
Field Maint Sq	78,728.8	79,359.3
Arm/Elect Sq	8,444	8,617
Med Sq	1,000	2,000
Air Police Sq	783	783
TOTAL	111,381.3	135,610.3

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Spares for Ground Power Units

1. Listed below is the airlift requirements, in pounds, for a 30 day level of spares for ground power units. This list will remain in the Wing Mobility Plan until the overseas stockages of spare parts for ground power units is determined to be adequate. This list will not be construed as authority to increase station stock levels or freeze certain items in base supply or field maintenance auxiliary equipment shop.

2. The break-down shown below indicates the number of pounds of spares to be deployed by organization, for each particular type of ground power unit on hand.

	C-21B	C-26	Marathon Gremco
3rd SRS		200	200
4th SRS		175	200
10th SRS		300	125
26th AREFS	350		
26th P/MS		75	
26th F/MS		75	
TOTAL	350	825	525

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PART IV

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PART IV
CONTENTS

Chapter 1 - General

Chapter 2 - Personnel Outloading Priority List

Chapter 3 - Unit Aircraft Loading Plan (Personnel and Materiel)

Chapter 4 - Support Aircraft Load Plan (Materiel and Personnel)

Chapter 5 - Station Set Equipment

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PART IV

Chapter 1
General

1. The purpose of Part IV of this manual is to show the assignment of personnel (by AFSC) and materiel (by major item) for outloading by either unit or support aircraft.

2. Chapter 2 indicates the order of priority for outloading personnel for support of movements outlined in this plan.

a. Columns 1 and 5 indicate the organization (code letter) furnishing personnel for each type movement. Columns 2 and 4 indicate the AFSC to be furnished each type movement. Column 3 indicates the priority assigned the AFSC Furnished for both type movements.

3. Chapter 3 outlines the loading of unit aircraft (KC-97) with personnel and materiel for both type movements.

a. The materiel weights indicated as "UEE" are limited to hand tools, special tools, and test equipment. All these items have the advantage of high weight to low cube and can be carried in KC-97 aircraft. No bulky major items will be carried in unit aircraft.

b. The information submitted to Wing Logistics Officer in conformance with SOP No. 6, Part V, will be consolidated into a wing priority loading list showing allocation of box and/or item code numbers to specific unit or support aircraft loads.

4. Chapter 4 of this part indicates materiel and personnel to be deployed by support aircraft for both type movements.

5. Chapter 5 outlines Station Set Equipment available, at this station, for airlift to forward base in event it is required.

6. Personnel priority will not be outlined for outloading of RB-47 aircraft as each aircraft will deploy with necessary 263 equipment and normal combat crew plus the crew chief. Also two (2) additional maintenance personnel, taken from the priority list outlined in Chapter 2, this part, may be deployed aboard each RB-47 aircraft. These personnel to be A/E and F/M specialists.

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Organization Code Letters

1. A - 26th Wing Headquarters Squadron.
2. C - 3rd Strategic Reconnaissance Squadron.
3. D - 4th Strategic Reconnaissance Squadron.
4. E - 10th Strategic Reconnaissance Squadron.
5. F - 26th Air Refueling Squadron.
6. H - 26th Periodic Maintenance Squadron.
7. J - 26th Field Maintenance Squadron.
8. K - 26th Armament/Electronics Maintenance Squadron.
9. L - 801st Supply Squadron.
10. M - 801st Motor Vehicle Squadron.
11. N - Headquarters Squadron, 801st Air Base Group.
12. P - 801st Operations Squadron.
13. Q - 801st Food Service Squadron.
14. R - 801st Air Installations Squadron.
15. S - 801st Air Police Squadron.
16. T - 26th Medical Group

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General

Individual Personnel and Major Item Weight Computation

ITEM	WEIGHT
*Personnel	175
*Individual Baggage and Equipment	60
*Tool Kit	65
Parachute-Back	28
Parachute-Chest	26
Radio-URC-4	7
Raft-1 man	21
Raft-20 man	200
Kit-Emergency D-1	45
Kit-Emergency E-1	47
Vest Assy Type B-5	4
Suit-Anti-exposure R-5	.4
Cylinder-Oxygen	2.5

*Computed as average weight per SAC Manual 400-1A.

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Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
F	43151B	1	43151B	F	K	30151	45	77150	S
F	43131B	2	43131B	F	K	40453	46	64350	L
F	0066A	3	0066A	F	K	40453	47	53450	J
F	73170	4	73170	F	K	32150E	48	42152	J
F	43170	5	43170	F	K	32150E	49	43151B	J
F	43170	6	43170	F	K	32150E	50	42152	J
F	43171B	7	43171B	F	K	32150C	51	43251	J
F	43152A	8	43152A	F	K	32171E	52	43251	J
F	43152A	9	43152A	F	J	4344	53	43151B	F
F	43152A	10	43152A	F	J	43270	54	43131B	F
F	43152A	11	43152A	F	J	64151	55	77130	S
F	43152A	12	43152A	F	J	58151	56	90650	T
F	43152A	13	43152A	F	J	42350	57	90450	T
F	43152A	14	43152A	F	J	42350	58	43231	H
F	43152A	15	43152A	F	F	43151B	59	43151B	H
C	0066	16	77130	S	F	43131B	60	43251	H
C	43170	17	9356	T	F	1435	61	43251	H
C	64173	18	90150	T	F	4324	62	30170	K
C	43151E	19	43151B	F	F	1525P	63	30171	K
C	43131E	20	43131B	F	F	2054	64	42152	J
C	43131E	21	1435	F	F	60170	65	42350	J
D	4344	22	4324	F	F	64173	66	42250	J
D	73170	23	1525P	F	F	73251	67	42351	J
D	60350	24	2054	F	F	43170	68	43231	H
D	43151E	25	60170	F	F	43152A	69	43151B	F
D	43131E	26	64173	F	F	43152A	70	43131B	F
D	43131E	27	73251	F	F	43152A	71	92250	F
E	1435	28	43170	F	F	43152A	72	43171B	F
E	20450	29	43152A	F	F	43152A	73	47155	H
E	73251	30	43152A	F	F	43132A	74	43151B	H
E	43151E	31	43152A	F	C	4344	75	43251	H
E	43131E	32	43152A	F	C	73170	76	43251	H
E	43131E	33	43152A	F	C	60350	77	43171B	H
E	43131E	34	43152A	F	C	43151E	78	64151	H
A	0002	35	77130	S	C	43131E	79	30151	K
A	1416	36	30150	K	C	43131E	80	40471	K
A	2054	37	43151B	F	D	0066	81	43171E	J
A	60170	38	43131B	F	D	43170	82	42370	J
A	43171	39	64151	F	D	64173	83	42350	J
A	30171	40	77150	S	D	43151E	84	42250	J
K	3216	41	43151B	J	D	43131E	85	60350	F
K	32170	42	43251	J	D	43131E	86	43151B	F
K	32171E	43	42351	J	E	7324	87	43131B	F
K	30151	44	7724	S	J	42350	88	70250	F
					E	60350	89	77130	S
					E	43151E	90	43231	H

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Chapter 2
Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
E	43131E	91	43151B	H	E	43151E	137	77130	S
E	43131E	92	43251	H	E	43131E	138	77130	S
E	43131E	93	43251	H	E	43131E	139	77130	S
A	0066	94	43171B	H	A	0036	140	77130	S
A	1416	95	30170	K	A	7024	141	77130	S
A	1244	96	42172	J	A	2334	142	30151	K
A	20470	97	30150	K	A	64175	143	30150	K
A	60170	98	43151B	F	A	32371C	144	30150	K
A	32171E	99	43131B	F	A	43171E	145	43151B	F
A	64151	100	77130	S	K	3234	146	43131B	F
K	3054	101	43231	H	K	40370	147	20470	F
K	32370	102	43151B	H	K	40471	148	77130	S
K	64173	103	43151B	H	K	40350	149	30150	K
K	30150	104	43251	H	K	40350	150	30150	K
K	30150	105	43251	H	K	40350	151	40453	K
K	32150E	106	42350	H	K	30151	152	40453	K
K	32150E	107	30151	K	K	40453	153	30250	K
K	32150E	108	30170	K	K	40453	154	64151	K
K	32171E	109	40453	K	K	32150E	155	3216	K
K	32171E	110	64173	L	K	32150E	156	43151B	F
K	32150D	111	4344	J	K	32150E	157	43131B	F
K	32171E	112	43151B	F	J	4344	158	60330	F
J	4316	113	43131B	F	J	53171	159	62350	Q
J	43151E	114	43170	F	J	42250	160	42350	J
J	43151E	115	43171B	F	J	42350	161	60350	M
J	58170	116	77130	S	J	43251	162	60350	M
F	43151B	117	77130	S	H	4316	163	60350	M
F	43131B	118	30151	K	H	42250	164	60350	M
F	64151	119	30151	K	H	43151E	165	60350	M
C	1435	120	30151	K	H	43151E	166	42350	J
C	20450	121	30151	K	L	64350	167	42370	J
C	73251	122	30151	K	L	64350	168	42350	J
C	43151E	123	30270	K	S	77170	169	42230	J
C	43131E	124	30151	K	S	77150	170	43251	J
C	43131E	125	30151	K	S	77150	171	43251	J
C	43131E	126	30150	K	S	77150	172	43151B	F
D	2054	127	30150	K	T	9356	173	43131B	F
D	60170	128	30150	K	F	43151B	174	62270	Q
D	64151	129	43151B	F	F	43131B	175	62250	Q
D	43151E	130	43131B	F	C	2054	176	62250	Q
D	43131E	131	70250	F	C	60170	177	62250	Q
D	43131E	132	77130	S	C	64151	178	62150	Q
D	43131E	133	64350	L	C	43151E	179	64151	H
E	0066	134	64350	L	C	43131E	180	43151B	H
E	43170	135	64350	L	C	43131E	181	43151B	F
E	64173	136	64350	L	C	43131E	182	43131B	F

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Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
D	1435	183	4344	F	T	90650	231	77130	S
D	20450	184	77130	S	F	43151B	232	77130	S
D	73251	185	64151	L	F	43131B	233	53450	J
D	43151E	186	60330	M	F	92250	234	42152	J
D	43131E	187	60330	M	F	43171B	235	42230	J
D	43131E	188	60330	M	C	7324	236	53430	J
D	43131E	189	60330	M	C	40350	237	43151B	F
E	1435	190	43151B	J	C	60350	238	43131B	F
E	92250	191	43171E	J	C	43151E	239	43152A	F
E	60350	192	53470	J	C	43131E	240	43152A	F
E	43131E	193	53450	J	C	43131E	241	77130	S
E	43131E	194	53450	J	C	43131E	242	77130	S
E	43131E	195	43151B	F	D	3024	243	43231	J
E	43131E	196	43131B	F	D	70250	244	43231	J
A	1416	197	42330	J	D	73250	245	70250	J
A	2016	198	42330	J	D	43151E	246	43251	H
A	3024	199	47131	M	D	43131E	247	43251	H
A	43171	200	47150	M	D	43131E	248	43151B	H
A	70250	201	43171E	J	D	43131E	249	43151B	H
A	40370	202	43171B	J	E	4344	250	43231	H
A	70270	203	43251	J	E	73170	251	43231	H
K	2334	204	43251	J	E	43151E	252	43231	H
K	70250	205	53170	J	E	43131E	253	43231	H
K	40470	206	43151B	F	E	43131E	254	43151B	F
K	30250	207	43131B	F	A	0046	255	43131B	F
K	30250	208	43170	F	A	1435	256	64151	F
K	30170	209	43170	F	A	4324	257	43170	F
K	30151	210	43171B	F	A	32170	258	43152A	F
K	30151	211	43152A	F	A	70270	259	43152A	F
K	32171E	212	43152A	F	A	70230	260	43152A	F
K	32171E	213	43152A	F	K	3234	261	77130	S
K	32171E	214	43152A	F	K	30171	262	77130	S
K	32171E	215	43152A	F	K	30171	263	43151B	H
J	43171E	216	43152A	F	K	32330C	264	43151B	H
J	53471	217	43152A	F	K	30150	265	43152A	F
J	43251	218	43152A	F	K	30150	266	43131B	F
J	42350	219	43152A	F	K	30150	267	1435	F
J	42350	220	77130	S	K	40453	268	3034	F
H	4344	221	77130	S	K	40453	269	20450	F
H	42350	222	43171B	J	K	32150E	270	92230	F
H	43251	223	43151B	F	K	32150E	271	43171B	F
H	43251	224	43131B	F	K	32171E	272	70230	F
L	64370	225	77130	S	J	73170	273	70230	F
L	64350	226	43231	J	J	42370	274	43170	F
S	77150	227	43131B	J	J	43250	275	43131B	F
S	77150	228	47151	J	J	43250	276	77130	S
S	77150	229	53450	J	J	42152	277	77130	S
T	90650	230	77170	S	H	43171E	278	77130	S

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
H	43250	279	77130	S	K	40350	325	77130	S
H	43250	280	43231	J	K	40350	326	60150	P
H	64151	281	43251	J	K	30171	327	29150	P
L	64350	282	43251	J	K	40350	328	29250	P
L	64350	283	43251	J	K	40350	329	29351	P
L	64350	284	43251	J	K	40350	330	30450	P
S	77170	285	43251	J	J	43171E	331	43251	J
T	90250	286	53430	J	J	42172	332	43251	J
T	90250	287	53430	J	J	58151	333	43251	J
F	60350	288	53430	J	J	47154	334	43251	J
F	43151B	289	53430	J	J	43251	335	1234C	F
F	43131B	290	53430	J	H	73170	336	1234C	F
F	70250	291	43131B	J	H	43251	337	1234C	F
C	3024	292	43231	J	H	43251	338	1234C	F
C	70250	293	43231	J	H	43151E	339	1534A	F
C	73250	294	43231	J	L	64350	340	1534A	F
C	43151E	295	43231	J	L	64350	341	43271B	F
C	43131E	296	43151E	J	L	64350	342	43271B	F
C	43131E	297	43151E	J	S	77150	343	29353	F
C	43131E	298	43151E	J	S	77150	344	29353	F
D	7324	299	43151E	J	T	9356	345	43179	F
D	42350	300	43171B	J	F	43151B	346	43179	F
D	60350	301	43152A	F	F	43131B	347	43159	F
D	43151E	302	43131B	F	C	2334	348	43159	F
D	43131E	303	43171B	F	C	43170	349	92250	F
D	43131E	304	70230	F	C	43131E	350	92230	F
D	43131E	305	7324	F	C	43131E	351	43251	J
E	1525	306	64010	F	C	43131E	352	43251	J
E	43170	307	92270	F	C	43131E	353	43251	J
E	64151	308	95150	R	D	1435	354	42171	J
E	43131E	309	95150	R	D	92250	355	42351	J
E	43131E	310	64151	L	D	43131E	356	53171	J
E	43131E	311	43251	J	D	43131E	357	53471	J
E	43131E	312	43251	J	D	43131E	358	53250	J
A	4316	313	43251	J	D	43131E	359	58150	J
A	3016	314	43251	J	E	1525	360	58150	J
A	2044	315	43251	J	E	53450	361	43251	H
A	32370	316	43231	J	E	70250	362	43251	H
A	70250	317	43231	J	E	43131E	363	64151	H
A	70250	318	43231	J	E	43131E	364	43171B	H
K	3234	319	43231	J	E	43131E	365	81130	N
K	40370	320	43231	J	E	43131E	366	62250	Q
K	30170	321	43151E	J	A	4344	367	62250	Q
K	32350C	322	43151E	J	A	2044	368	62230	Q
K	32350C	323	43151E	J	A	6424	369	62230	Q
K	40350	324	77130	S	A	43171E	370	60350	M

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
A	29370	371	60330	M	E	64151	419	43271B	F
A	20450	372	60330	M	E	43151E	420	43271B	F
A	43171E	373	56350	R	E	43131E	421	29353	F
K	3234	374	56350	R	E	43131E	422	29353	F
K	32370	375	1234C	F	E	43131E	423	43179	F
K	30170	376	1234C	F	A	4334	424	43179	F
K	32371C	377	1234C	F	A	4355	425	43159	F
K	32371C	378	1234C	F	A	1244	426	43159	F
K	40370	379	1534A	F	A	70270	427	64131	F
K	40370	380	1534A	F	A	70250	428	73250	F
K	40350	381	43271B	F	A	70250	429	43171B	J
K	40350	382	43271B	F	A	43171E	430	42131	J
K	40350	383	29353	F	K	73170	431	58131	J
K	40350	384	29353	F	K	73250	432	58151	J
K	40350	385	43179	F	K	46250	433	58150	J
J	43171E	386	43179	F	K	46250	434	42250	J
J	47171	387	43159	F	K	46250	435	42250	J
J	43250	388	43159	F	K	32350C	436	42350	J
J	43250	389	92250	F	K	32350C	437	42350	J
J	43251	390	64151	F	K	40370	438	1234C	F
H	43171E	391	73251	F	K	40350	439	1234C	F
H	43151E	392	42152	J	K	32350C	440	1234C	F
H	43151E	393	42350	J	K	32350C	441	1234C	F
H	43151B	394	42250	J	J	43171E	442	1534A	F
L	64330	395	42250	J	J	43171E	443	1534A	F
L	64330	396	42350	J	J	53150	444	43271B	F
S	77150	397	42350	J	J	42351	445	43271B	F
S	77150	398	42251	J	J	42351	446	29353	F
T	90150	399	42152	J	H	43171B	447	29353	F
T	90150	400	43251	J	H	43151B	448	43179	F
F	43151B	401	43251	J	H	43151B	449	43179	F
F	43131B	402	42350	H	H	43250	450	43159	F
F	43170	403	43131B	H	L	64152	451	43159	F
F	43171B	404	43131B	H	L	64350	452	73230	F
C	1435	405	43251	H	L	64350	453	6424	F
C	92250	406	43251	H	S	77150	454	1234C	F
C	43131E	407	43251	H	S	77150	455	1234C	F
C	43131E	408	43251	H	F	43151B	456	1234C	F
C	43131E	409	43171B	H	F	43131B	457	1234C	F
C	43131E	410	60331	M	F	70250	458	1534A	F
D	2334	411	47151	M	C	1525	459	1534A	F
D	43170	412	47152	M	C	43170	460	43271B	F
D	43131E	413	1234C	F	C	64151	461	43271B	F
D	43131E	414	1234C	F	C	43131E	462	29353	F
D	43131E	415	1234C	F	C	43131E	463	29353	F
D	43131E	416	1234C	F	C	43131E	464	43179	F
E	2054	417	1534A	F	C	43131E	465	43179	F
E	60170	418	1534A	F	D	1525	466	43159	F

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Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
A	29370	371	60330	M	E	64151	419	43271B	F
A	20450	372	60330	M	E	43151E	420	43271B	F
A	43171E	373	56350	R	E	43131E	421	29353	F
K	3234	374	56350	R	E	43131E	422	29353	F
K	32370	375	1234C	F	E	43131E	423	43179	F
K	30170	376	1234C	F	A	4334	424	43179	F
K	32371C	377	1234C	F	A	4355	425	43159	F
K	32371C	378	1234C	F	A	1244	426	43159	F
K	40370	379	1534A	F	A	70270	427	64131	F
K	40370	380	1534A	F	A	70250	428	73250	F
K	40350	381	43271B	F	A	70250	429	43171B	J
K	40350	382	43271B	F	A	43171E	430	42131	J
K	40350	383	29353	F	K	73170	431	58131	J
K	40350	384	29353	F	K	73250	432	58151	J
K	40350	385	43179	F	K	46250	433	58150	J
J	43171E	386	43179	F	K	46250	434	42250	J
J	47171	387	43159	F	K	46250	435	42250	J
J	43250	388	43159	F	K	32350C	436	42350	J
J	43250	389	92250	F	K	32350C	437	42350	J
J	43251	390	64151	F	K	40370	438	1234C	F
H	43171E	391	73251	F	K	40350	439	1234C	F
H	43151E	392	42152	J	K	32350C	440	1234C	F
H	43151E	393	42350	J	K	32350C	441	1234C	F
H	43151B	394	42250	J	J	43171E	442	1534A	F
L	64330	395	42250	J	J	43171E	443	1534A	F
L	64330	396	42350	J	J	53150	444	43271B	F
S	77150	397	42350	J	J	42351	445	43271B	F
S	77150	398	42251	J	J	42351	446	29353	F
T	90150	399	42152	J	H	43171B	447	29353	F
T	90150	400	43251	J	H	43151B	448	43179	F
F	43151B	401	43251	J	H	43151B	449	43179	F
F	43131B	402	42350	H	H	43250	450	43159	F
F	43170	403	43131B	H	L	64152	451	43159	F
F	43171B	404	43131B	H	L	64350	452	73230	F
C	1435	405	43251	H	L	64350	453	6424	F
C	92250	406	43251	H	S	77150	454	1234C	F
C	43131E	407	43251	H	S	77150	455	1234C	F
C	43131E	408	43251	H	F	43151B	456	1234C	F
C	43131E	409	43171B	H	F	43131B	457	1234C	F
C	43131E	410	60331	M	F	70250	458	1534A	F
D	2334	411	47151	M	C	1525	459	1534A	F
D	43170	412	47152	M	C	43170	460	43271B	F
D	43131E	413	1234C	F	C	64151	461	43271B	F
D	43131E	414	1234C	F	C	43131E	462	29353	F
D	43131E	415	1234C	F	C	43131E	463	29353	F
D	43131E	416	1234C	F	C	43131E	464	43179	F
E	2054	417	1534A	F	C	43131E	465	43179	F
E	60170	418	1534A	F	D	1525	466	43159	F

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG	RB-47 & KC-97 ORG	AFSC	PRIORITY	KC-97 AFSC	ORG
D	53450	467	43159	F	C	43131E	514		
D	43131E	468	81150	N	C	43151E	515		
D	43131E	469	62250	Q	C	43151E	516		
D	43131E	470	62230	Q	D	1525	517		
D	43131E	471	60330	M	D	43170	518		
E	3024	472	55251	M	D	64151	519		
E	70230	473	43171B	H	D	43151E	520		
E	73256	474	43171B	H	D	43151E	521		
E	43151F	475	4344	H	D	43151E	522		
E	43131E	476	62230	Q	D	43151E	523		
E	43151E	477	70230	M	E	2334	524		
E	43151E	478			E	43170	525		
A	6424	479			E	43151E	526		
A	0056	480			E	43151E	527		
A	1244	481			E	43151E	528		
A	43171	482			E	43151E	529		
A	30170	483			A	0016	530		
A	80170	484			A	1416	531		
K	30170	485			A	64151	532		
K	46270	486			Q	62250	533		
K	64151	487			A	80270	534		
K	32150B	488			A	43171E	535		
K	32350C	489			K	30270	536		
K	32350C	490			K	32170	537		
K	32150E	491			K	32150C	538		
K	32150E	492			K	46250	539		
J	42370	493			K	46250	540		
J	43171B	494			K	46250	541		
J	53450	495			K	46250	542		
J	53450	496			K	46250	543		
J	42350	497			K	32150E	544		
H	43171B	498			K	32150E	545		
H	64151	499			K	32150E	546		
H	43251	500			K	32150E	547		
H	43251	501			J	64173	548		
L	64173	502			J	58150	549		
L	64151	503			J	42152	550		
L	64151	504			H	6424	551		
S	77150	505			H	47155	552		
S	77150	506			H	43151E	553		
S	77150	507			H	43151E	554		
F	43151B	508			L	64151	555		
F	43131B	509			L	64151	556		
F	20470	510			L	64151	557		
C	1525	511			S	77150	558		
K	30150	512			S	77150	559		
C	43131E	513			S	77150	560		

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
F	43151	561	A	43171E	606	M	60350	651
F	43131B	562	K	30131	607	M	60350	652
F	60330	563	K	30151	608	M	60350	653
K	30150	564	J	43151B	609	N	6474	654
K	40350	565	J	43251	610	R	57150	655
K	40350	566	H	43151B	611	C	92270	656
K	32150E	567	S	77150	612	C	20470	657
K	32150E	568	S	77150	613	D	92270	658
K	40350	569	L	64175	614	D	20470	659
K	40350	570	F	43151B	615	E	92270	660
K	32330C	571	F	43131B	616	K	30151	661
K	32330C	572	K	46270	617	K	30151	662
K	32150E	573	K	40370	618	J	43151E	663
J	43171E	574	K	40370	619	J	42250	664
J	53450	575	K	40453	620	H	64151	665
J	42250	576	K	40453	621	H	43171B	666
J	42250	577	K	40370	622	S	77150	667
J	43131E	578	K	46250	623	S	77150	668
H	43151B	579	K	46250	624	L	6424	669
H	43250	580	K	32150E	625	F	43151B	670
H	43250	581	K	32130E	626	F	43131B	671
H	43250	582	K	32130E	627	F	4344	672
S	7724	583	J	64151	628	K	30171	673
T	9316	584	J	58150	629	K	46270	674
Q	62250	585	J	43250	630	K	30250	675
Q	62250	586	J	43250	631	K	32150E	676
Q	62250	587	J	43131E	632	K	32150C	677
Q	62250	588	H	43250	633	K	32150C	678
**	2524	589	H	43251	634	J	73250	679
**	2524	590	H	43251	635	J	42350	680
P	1435	591	H	43251	636	J	42350	681
P	60170	592	L	55151	637	J	53450	682
M	60370	593	S	77150	638	J	53450	683
M	47154	594	S	77150	639	H	42350	684
M	60350	595	T	90150	640	H	43151E	685
M	60350	596	T	90150	641	H	43151E	686
M	60350	597	Q	62270	642	H	43151E	687
N	81150	598	Q	62250	643	L	64171	688
R	57150	599	Q	62250	644	S	77150	689
C	70230	600	Q	62250	645	S	77150	690
K	30150	601	Q	62250	646	T	9356	691
D	70230	602	P	29150	647	T	90150	692
K	30150	603	P	27150	648	Q	62270	693
E	20470	604	M	47151	649	Q	62250	694
A	2044	605	M	64151	650	Q	62250	695

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Chapter 2
Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
Q	62250	696	Q	62250	742	H	43250	788
Q	62250	697	Q	62250	743	H	43250	789
P	3016	698	Q	62250	744	H	43250	790
P	70250	699	Q	62250	745	L	64152	791
M	47150	700	P	1416	746	Q	62250	792
M	60351	701	P	29331	747	S	70230	793
M	70250	702	P	29351	748	T	90650	794
M	55251	703	M	60331	749	T	90650	795
N	83150	704	M	60330	750	Q	62010	796
R	57150	705	M	60330	751	Q	62010	797
K	30151	706	M	47131	752	Q	62010	798
K	30150	707	M	47152	753	Q	62010	799
J	42250	708	R	57150	754	Q	62010	800
H	43151B	709	K	30150	755	K	30151	801
H	43151B	710	K	30171	756	K	40350	802
S	77150	711	J	53450	757	J	53450	803
S	77150	712	J	53450	758	J	58130	804
L	46170	713	H	42350	759	H	43230	805
F	43151B	714	H	43251	760	H	43230	806
F	43131B	715	S	77150	761	L	64151	807
K	40471	716	L	64152	762	T	90250	808
K	40453	717	T	90670	763	F	43151B	809
K	40453	718	F	43151B	764	F	43131B	810
K	32150B	719	F	43131B	765	K	30171	811
K	46250	720	F	43170	766	K	46250	812
K	46250	721	F	43170	767	K	46250	813
K	32150D	722	F	43171B	768	K	70250	814
K	64151	723	F	43152A	769	K	30130	815
K	40453	724	F	43152A	770	J	42250	816
K	40471	725	F	43152A	771	J	43251	817
K	46230	726	F	43152A	772	J	43251	818
J	53471	727	F	43152A	773	J	43251	819
J	42152	728	F	43152A	774	J	64151	820
J	42152	729	F	43152A	775	J	43231	821
J	42350	730	F	43152A	776	H	43231	822
J	42350	731	F	43152A	777	H	43231	823
H	70250	732	K	40350	778	H	43231	824
H	43151B	733	K	40350	779	H	43231	825
H	43151B	734	K	40350	780	L	64370	826
H	43151B	735	K	46250	781	T	9356	827
L	64174	736	J	43131E	782	Q	62230	828
S	77150	737	J	47151	783	Q	62010	829
S	77150	738	J	42152	784	Q	62130	830
T	90250	739	J	42152	785	Q	62150	831
T	90250	740	J	42152	786	Q	62230	832
Q	62150	741	H	64151	787	P	30450	833

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
P	60150	834	P	36150	880	F	43171B	926
M	60330	835	P	29250	881	F	70230	927
M	60330	836	M	60330	882	F	70230	928
M	60330	837	M	60330	883	F	43170	929
N	7024	838	N	70250	884	F	43131B	930
R	57150	839	J	47135	885	J	53430	931
K	40350	840	J	47134	886	J	53430	932
K	40370	841	H	43250	887	J	42230	933
K	40350	842	L	64350	888	J	42230	934
J	58151	843	F	43151B	889	J	53450	935
J	42350	844	F	43131B	890	J	53450	936
H	43230	845	F	64151	891	H	43231	937
H	43230	846	F	43170	892	Q	62330	938
L	64151	847	F	43152A	893	Q	62370	939
F	43151B	848	F	43152A	894	Q	62350	940
F	43131B	849	F	43152A	895	Q	62350	941
F	43152A	850	J	43251	896	Q	62250	942
F	43152A	851	J	43250	897	J	53430	943
K	30150	852	J	43171E	898	J	53430	944
K	40330	853	J	47131	899	J	53430	945
K	40330	854	J	42152	900	L	70230	946
K	40350	855	J	42351	901	F	43152A	947
K	40350	856	H	43250	902	F	43131B	948
K	40350	857	H	43250	903	F	43171B	949
K	30150	858	H	43231	904	F	70230	950
K	30150	859	H	43231	905	P	2334	951
K	40330	860	L	46171	906	F	7324	952
K	40350	861	L	64130	907	F	64010	953
K	40330	862	Q	64150	908	F	92270	954
K	30130	863	Q	62230	909	J	4364	955
J	43250	864	Q	62230	910	J	53430	956
J	43250	865	Q	62230	911	Q	62250	957
J	43250	866	Q	62230	912	Q	62250	958
J	42350	867	P	29230	913	Q	62250	959
J	42350	868	P	29150	914	Q	62250	960
J	42250	869	J	42250	915	Q	62250	961
H	43250	870	J	42230	916	P	29130	962
H	43250	871	J	42230	917	P	29130	963
H	43250	872	H	43231	918	M	64150	964
H	43250	873	L	64152	919	M	60350	965
L	64350	874	F	43152A	920	M	60350	966
Q	70230	875	F	43131B	921	K	46250	967
Q	62000	876	F	1435	922	P	23230	968
Q	62250	877	F	3034	923	P	23010	969
Q	62250	878	F	20450	924	L	46130	970
Q	62250	879	F	92230	925	L	46130	971

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RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
L	46130	972	J	43151B	1019	M	60350	1066
L	46130	973	J	43251	1020	M	47155	1067
L	46150	974	J	43251	1021	M	47151	1068
L	46150	975	J	43251	1022	M	47152	1069
L	46171	976	J	43250	1023	L	55131	1070
L	70250	977	J	43250	1024	L	46130	1071
M	47171	978	J	43250	1025	L	46150	1072
M	53150	979	H	43171E	1026	L	46170	1073
Q	73170	980	H	43171B	1027	L	64175	1074
F	1234C	981	H	42250	1028	Q	62010	1075
F	1234C	982	H	42350	1029	Q	62150	1076
F	1534A	983	H	43250	1030	Q	62250	1077
F	43271B	984	H	43250	1031	Q	62250	1078
F	29353	985	H	43250	1032	Q	62250	1079
F	43179	986	H	43251	1033	Q	62350	1080
F	43159	987	H	43251	1034	R	57150	1081
F	92250	988	H	43151E	1035	R	57150	1082
F	64151	989	A	7324	1036	R	57150	1083
F	92230	990	A	70250	1037	R	57130	1084
C	92250	991	A	73251	1038	R	57130	1085
C	43131E	992	A	2054	1039	P	23250	1086
C	43131F	993	A	20451	1040	P	29150	1087
C	43131E	994	A	1444	1041	P	29250	1088
C	43170	995	A	60170	1042	P	30450	1089
D	92250	996	A	43170	1043	P	36150	1090
D	43131E	997	A	64175	1044	N	6834	1091
D	43131E	998	A	70250	1045	N	81170	1092
D	43131E	999	T	9025	1046	F	1234C	1093
D	43170	1000	T	9826	1047	F	1234C	1094
E	92250	1001	T	62250	1048	F	1534A	1095
E	43131E	1002	T	90250	1049	F	43271B	1096
E	43131E	1003	T	90950	1050	F	29353	1097
E	43131E	1004	T	90670	1051	F	43179	1098
E	43170	1005	S	7724	1052	F	43159	1099
K	7324	1006	S	77010	1053	F	92250	1100
K	30170	1007	S	77010	1054	F	64131	1101
K	30151	1008	S	77010	1055	F	73251	1102
K	30150	1009	S	77130	1056	C	73251	1103
K	30150	1010	S	77130	1057	C	43131E	1104
K	40350	1011	S	77130	1058	C	43131E	1105
K	40350	1012	S	77150	1059	C	43131E	1106
K	30250	1013	S	77150	1060	C	64151	1107
K	32350C	1014	S	77150	1061	D	73251	1108
K	32350C	1015	M	60330	1062	D	43131E	1109
J	64151	1016	M	60330	1063	D	43131E	1110
J	43251	1017	M	60330	1064	D	43131E	1111
J	43171B	1018	M	60350	1065	D	64151	1112

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
E	73251	1113	T	40550	1159	F	73230	1205
E	43131E	1114	T	90770	1160	F	6424	1206
E	43131E	1115	T	90350	1161	C	70250	1207
E	43131E	1116	S	77170	1162	C	43170	1208
E	64151	1117	S	77150	1163	C	43131E	1209
K	32370	1118	S	77150	1164	C	43131E	1210
K	46250	1119	S	77150	1165	C	43131E	1211
K	46250	1120	S	77130	1166	D	70250	1212
K	32150E	1121	S	77130	1167	D	43170	1213
K	32150E	1122	S	77130	1168	D	43131E	1214
K	32171E	1123	S	77010	1169	D	43131E	1215
K	32171E	1124	S	77010	1170	D	43131E	1216
K	64173	1125	S	77010	1171	E	70250	1217
K	30521	1126	M	60330	1172	E	43170	1218
K	73150	1127	M	60330	1173	E	43131E	1219
J	43151B	1128	M	60330	1174	E	43131E	1220
J	43151B	1129	M	60350	1175	E	43131E	1221
J	43250	1130	M	60350	1176	K	32370	1222
J	43250	1131	M	60350	1177	K	3234	1223
J	53450	1132	M	47150	1178	K	70250	1224
J	58150	1133	L	64152	1179	K	30131	1225
J	43231	1134	L	64174	1180	K	30170	1226
J	43231	1135	L	64175	1181	K	30171	1227
J	42350	1136	L	64151	1182	K	30150	1228
J	42132	1137	L	6425	1183	K	30150	1229
H	64131	1138	Q	62250	1184	K	30170	1230
H	60350	1139	Q	62250	1185	K	40370	1231
H	47154	1140	Q	62250	1186	K	40370	1232
H	43131B	1141	Q	62270	1187	K	30270	1233
H	43131E	1142	Q	64131	1188	K	32371C	1234
H	43250	1143	Q	62230	1189	K	46230	1235
H	43250	1144	P	70250	1190	K	32150C	1236
H	43250	1145	P	36330	1191	J	70250	1237
H	43250	1146	P	23230	1192	J	80271	1238
H	42350	1147	P	73251	1193	J	6451	1239
A	43171E	1148	P	29130	1194	J	43231	1240
A	43171E	1149	N	81130	1195	J	43230	1241
A	64151	1150	N	7316	1196	J	43251	1242
A	68150	1151	F	1234C	1197	J	43171E	1243
A	43171	1152	F	1234C	1198	J	42351	1244
A	60170	1153	F	1534A	1199	J	42131	1245
A	73251	1154	F	43271B	1200	J	55251	1246
A	70250	1155	F	29353	1201	J	53130	1247
T	9416	1156	F	43179	1202	J	53471	1248
T	62230	1157	F	43159	1203	J	58170	1249
T	90951	1158	F	73250	1204	J	43231	1250

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Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
J	42250	1251	L	64350	1296	K	3234	1341
H	70250	1252	L	64350	1297	J	42250	1342
H	43171E	1253	Q	62230	1298	J	42250	1343
H	42350	1254	Q	62250	1299	J	42350	1344
H	43250	1255	Q	62250	1300	J	42350	1345
H	43250	1256	Q	62250	1301	J	42370	1346
H	43251	1257	Q	62250	1302	J	42251	1347
H	64151	1258	Q	62010	1303	J	42152	1348
H	43151E	1259	P	23010	1304	J	64151	1349
H	43131E	1260	P	3034	1305	J	70250	1350
H	43131B	1261	P	29130	1306	J	43151E	1351
A	70250	1262	P	29150	1307	J	43151E	1352
A	73270	1263	P	29230	1308	J	43171E	1353
A	70230	1264	P	29331	1309	J	42152	1354
A	70250	1265	P	30470	1310	J	42350	1355
A	43171E	1266	N	70250	1311	J	42230	1356
A	43171E	1267	N	70270	1312	H	43171E	1357
A	43171E	1268	F	1234C	1313	H	43171E	1358
A	70250	1269	F	1234C	1314	H	43171B	1359
T	70250	1270	F	1234C	1315	H	42350	1360
T	90450	1271	F	1234C	1316	H	43250	1361
T	90550	1272	F	1534A	1317	H	43151E	1362
T	90670	1273	F	1534A	1318	H	43251	1363
T	90250	1274	F	43271B	1319	H	43251	1364
T	62250	1275	F	43271B	1320	H	43251	1365
S	77170	1276	F	29353	1321	H	43251E	1366
S	77150	1277	F	29353	1322	S	77150	1367
S	77150	1278	F	43179	1323	S	77150	1368
S	77150	1279	F	43179	1324	S	77150	1369
S	77130	1280	F	43159	1325	S	77150	1370
S	77130	1281	F	43159	1326	S	77150	1371
S	77130	1282	K	64151	1327	S	77150	1372
S	77010	1283	K	40471	1328	S	77150	1373
S	77010	1284	K	40453	1329	L	46130	1374
S	77010	1285	K	40453	1330	L	46130	1375
M	60330	1286	K	32171E	1331	L	46130	1376
M	60330	1287	K	32171E	1332	L	46150	1377
M	60350	1288	K	32171E	1333	L	64132	1378
M	60350	1289	K	32171E	1334	F	1234C	1379
M	60331	1290	K	32171E	1335	F	1234C	1380
M	47134	1291	K	32150E	1336	F	1234C	1381
M	47131	1292	K	32150E	1337	F	1234C	1382
L	73250	1293	K	32150E	1338	F	1534A	1383
L	64151	1294	K	32150E	1339	F	1534A	1384
L	64010	1295	K	32150E	1340	F	43271B	1385

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97

ORG	AFSC	PRIORITY
F	43271B	1386
F	29353	1387
F	29353	1388
F	43179	1389
F	43179	1390
F	43159	1391
F	43159	1392
K	30131	1393
K	30151	1394
K	30170	1395
K	30171	1396
K	30150	1397
K	30150	1398
K	30170	1399
K	30171	1400
K	40330	1401
K	40330	1402
K	30250	1403
K	32350C	1404
K	32350C	1405
K	46230	1406
K	32150D	1407
J	43231	1408
J	43230	1409
J	43251	1410
J	43251	1411
J	43250	1412
J	43250	1413
J	43231	1414
J	43230	1415
J	43250	1416
J	43230	1417
J	58131	1418
J	53430	1419
J	58130	1420
J	58150	1421
J	43231	1422
S	77150	1423
S	77150	1424
S	77150	1425
S	77150	1426
S	77150	1427
S	77150	1428
S	77150	1429
F	1234C	1430
F	1234C	1431

RB-47 & KC-97

ORG	AFSC	PRIORITY
F	1234C	1432
F	1234C	1433
F	1534A	1434
F	1534A	1435
F	43271B	1436
F	43271B	1437
F	29353	1438
F	29353	1439
F	43179	1440
F	43179	1441
F	43159	1442
F	43159	1443
K	40433	1444
K	40453	1445
K	40453	1446
K	32171E	1447
K	32171E	1448
K	32171E	1449
K	32150E	1450
K	32150E	1451
K	32150E	1452
K	46270	1453
K	46250	1454
K	46250	1455
K	32350C	1456
K	32350C	1457
K	40350	1458
J	42172	1459
J	42132	1460
J	42251	1461
J	42350	1462
J	42350	1463
J	42330	1464
J	42330	1465
J	42330	1466
J	42350	1467
J	42250	1468
J	42250	1469
J	42350	1470
J	42350	1471
J	43231	1472
J	43231	1473
F	1234C	1474
F	1234C	1475
F	1534A	1476
F	43271B	1477

RB-47 & KC-97

ORG	AFSC	PRIORITY
F	29353	1478
F	43179	1479
F	43159	1480
K	40453	1481
K	32171E	1482
K	32171E	1483
K	32171E	1484
K	32150E	1485
K	32150E	1486
K	32150E	1487
K	32150E	1488
K	32130E	1489
K	46270	1490
K	46250	1491
K	46250	1492
K	32371C	1493
K	32350C	1494
K	32350C	1495
K	30250	1496
K	40370	1497
K	40370	1498
K	40330	1499
K	30151	1500
J	43251	1501
J	43251	1502
J	43250	1503
J	43250	1504
J	43230	1505
J	43230	1506
J	43250	1507
J	43250	1508
J	43250	1509
J	42250	1510
J	42250	1511
J	42250	1512
J	42350	1513
J	42350	1514
J	42350	1515
J	43231	1516
K	32171E	1517
K	32171E	1518
K	32171E	1519
K	32171E	1520
K	32150E	1521
K	32150E	1522
K	32150E	1523

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Chapter 2

Personnel Outlonding Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
K	30170	1524	K	32150C	1570	Q	62250	1616
K	32130E	1525	J	4344	1571	Q	62250	1617
K	32130E	1526	J	43251	1572	Q	62250	1618
K	40370	1527	J	43151B	1573	Q	62010	1619
K	40350	1528	J	43251	1574	P	60150	1620
K	40350	1529	J	43250	1575	P	29150	1621
K	40350	1530	J	42171	1576	P	36150	1622
A	7024	1531	J	58170	1577	M	60330	1623
A	64131	1532	J	53170	1578	M	60330	1624
A	73250	1533	J	53450	1579	M	60350	1625
A	73170	1534	J	53250	1580	M	60350	1626
A	73251	1535	J	55250	1581	M	47151	1627
A	73270	1536	J	58150	1582	N	81150	1628
A	2054	1537	J	43231	1583	N	81130	1629
A	20471	1538	J	60350	1584	N	83150	1630
A	1416	1539	J	60350	1585	N	7344	1631
A	60170	1540	H	4344	1586	A	43170	1632
C	43171J	1541	H	43171E	1587	A	4355	1633
C	43131E	1542	H	43171B	1588	A	30171	1634
C	43131E	1543	H	43250	1589	A	64151	1635
C	64131	1544	H	43250	1590	A	70250	1636
C	70230	1545	H	47134	1591	A	68150	1637
D	43171J	1546	H	64151	1592	A	64173	1638
D	43131E	1547	H	43230	1593	A	43171B	1639
D	43131E	1548	H	43230	1594	A	43171E	1640
D	64131	1549	H	43230	1595	A	4334	1641
D	70230	1550	L	64330	1596	C	43171J	1642
E	43171J	1551	L	64330	1597	C	43131E	1643
E	43131E	1552	L	64350	1598	C	43131E	1644
E	43131E	1553	L	64350	1599	C	64131	1645
E	64131	1554	L	64174	1600	C	70230	1646
E	70230	1555	L	64175	1601	D	43171J	1647
K	3234	1556	L	70250	1602	D	43131E	1648
K	30151	1557	L	64152	1603	D	43131E	1649
K	30150	1558	L	43171	1604	D	64131	1650
K	40350	1559	L	46150	1605	D	70230	1651
K	40350	1560	S	77170	1606	E	43171J	1652
K	40350	1561	S	77130	1607	E	43131E	1653
K	30250	1562	S	77130	1608	E	43131E	1654
K	32350C	1563	S	77010	1609	E	64131	1655
K	46250	1564	S	77010	1610	E	70230	1656
K	32150E	1565	R	57170	1611	K	64131	1657
K	64151	1566	R	57130	1612	K	40433	1658
K	32171E	1567	R	57130	1613	K	32170	1659
K	40453	1568	R	55270	1614	K	32130E	1660
K	32150B	1569	Q	62270	1615	K	3234	1661

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Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY
K	46270	1662
K	32371C	1663
K	32370	1664
K	32330C	1665
K	30270	1666
J	42152	1667
J	42350	1668
J	42250	1669
J	42270	1670
J	42350	1671
J	42350	1672
J	64151	1673
J	42152	1674
J	42172	1675
J	42132	1676
H	73251	1677
H	70250	1678
H	42250	1679
H	42350	1680
H	43131E	1681
H	64151	1682
H	43250	1683
H	43250	1684
H	43230	1685
H	43230	1686
L	55131	1687
L	55250	1688
L	64150	1689
L	64130	1690
L	70250	1691
S	77170	1692
S	77130	1693
S	77130	1694
S	77010	1695
S	77010	1696
R	53330	1697
R	55131	1698
R	70250	1699
R	55231	1700
Q	62350	1701
Q	62250	1702
Q	62250	1703
Q	62170	1704
Q	62150	1705
P	70250	1706
P	40330	1707

RB-47 & KC-97 ORG	AFSC	PRIORITY
P	29130	1708
M	70250	1709
M	64151	1710
M	58151	1711
M	47171	1712
M	47152	1713
N	70250	1714
N	7924	1715
N	70350	1716
N	93130	1717
A	70250	1718
A	70230	1719
A	70270	1720
A	7324	1721
A	20470	1722
A	1435	1723
A	3244	1724
A	3254	1725
A	46170	1726
A	32371C	1727
C	43131E	1728
C	43131E	1729
C	43131E	1730
C	70230	1731
C	6424	1732
D	43131E	1733
D	43131E	1734
D	43131E	1735
D	70230	1736
D	6424	1737
E	43131E	1738
E	43131E	1739
E	43131E	1740
E	70230	1741
E	6424	1742
K	72230	1743
K	70250	1744
K	30131	1745
K	30170	1746
K	30130	1747
K	30150	1748
K	40330	1749
K	40330	1750
K	40370	1751
K	30250	1752
K	32130E	1753

RB-47 & KC-97 ORG	AFSC	PRIORITY
K	32150E	1754
K	32150E	1755
K	32171E	1756
K	32170	1757
J	64131	1758
J	42152	1759
J	42330	1760
J	42370	1761
J	42230	1762
J	42250	1763
J	42370	1764
J	42132	1765
J	43171B	1766
J	43131B	1767
H	73250	1768
H	43171E	1769
H	43171B	1770
H	42250	1771
H	42350	1772
H	43250	1773
H	43250	1774
H	64151	1775
H	43131E	1776
H	43131E	1777
L	46130	1778
L	46130	1779
L	46170	1780
L	64150	1781
L	64132	1782
S	70230	1783
S	77130	1784
S	77130	1785
S	77010	1786
S	77010	1787
R	73170	1788
R	55150	1789
R	55170	1790
R	55250	1791
R	70250	1792
Q	6434	1793
Q	62010	1794
Q	62130	1795
Q	62230	1796
Q	62230	1797
Q	62250	1798
Q	62270	1799

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Chapter 2

Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY	RB-47 & KC-97 ORG	AFSC	PRIORITY
P	23010	1800	J	43270	1846	A	0036	1892
P	70230	1801	J	43250	1847	A	22350	1893
P	29230	1802	J	70250	1848	A	20471	1894
M	73250	1803	J	55231	1849	A	70270	1895
M	47131	1804	J	55130	1850	A	70250	1896
M	47151	1805	J	53171	1851	A	43171B	1897
M	70250	1806	J	53450	1852	A	43171B	1898
N	70230	1807	J	53450	1853	K	32171E	1899
N	7824	1808	J	53470	1854	K	32150E	1900
N	7324	1809	J	58151	1855	K	32150E	1901
N	70250	1810	H	43230	1856	K	32150E	1902
A	70252	1811	H	43230	1857	K	46270	1903
A	80170	1812	H	43230	1858	K	46250	1904
A	70250	1813	H	43230	1859	K	46250	1905
A	43171B	1814	H	64151	1860	K	32371C	1906
A	70250	1815	H	70250	1861	K	32371C	1907
A	70250	1816	H	43250	1862	K	32370	1908
A	4344	1817	H	43250	1863	K	32350C	1909
A	22350	1818	H	43230	1864	K	32350C	1910
A	22350	1819	H	43230	1865	K	32350C	1911
A	70230	1820	H	43230	1866	K	32350C	1912
K	70250	1821	L	64130	1867	K	32330C	1913
K	30151	1822	L	70230	1868	K	40350	1914
K	30151	1823	L	46150	1869	K	40350	1915
K	30130	1824	L	64172	1870	K	40350	1916
K	30130	1825	L	64152	1871	K	30150	1917
K	30150	1826	L	64152	1872	K	40330	1918
K	40330	1827	L	70230	1873	J	73231	1919
K	40330	1828	L	70230	1874	J	70230	1920
K	40330	1829	L	64130	1875	J	70250	1921
K	40350	1830	S	77130	1876	J	43251	1922
K	40350	1831	S	77130	1877	J	43251	1923
K	40350	1832	S	77130	1878	J	43250	1924
K	40350	1833	S	77010	1879	J	53450	1925
K	40250	1834	S	77010	1880	J	53470	1926
K	32350C	1835	P	64151	1881	J	58130	1927
K	32350C	1836	P	29331	1882	J	58170	1928
K	32350C	1837	P	73170	1883	J	58250	1929
K	32350C	1838	N	83150	1884	J	43231	1930
K	32350C	1839	N	73251	1885	A	70250	1931
K	32171C	1840	N	73251	1886	A	70230	1932
J	70250	1841	N	73250	1887	A	70250	1933
J	73251	1842	N	7824	1888	A	70250	1934
J	43251	1843	A	70230	1889	A	70250	1935
J	43231	1844	A	70230	1890	A	70250	1936
J	43251	1845	A	70250	1891	K	40330	1937

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Chapter 2
Personnel Outloading Priority List

RB-47 & KC-97 ORG	AFSC	PRIORITY
K	40330	1938
K	40330	1939
K	40350	1940
K	40350	1941
K	40350	1942
K	32330C	1943
K	32350C	1944
K	32350C	1945
K	32350C	1946
K	32350C	1947
K	32370	1948
K	32371C	1949
K	32371C	1950
K	46250	1951
J	42172	1952
J	42152	1953
J	42350	1954
J	42350	1955
J	42330	1956
J	42370	1957
J	42230	1958
J	43151E	1959
J	43151E	1960
J	43231	1961
J	43231	1962
J	70250	1963
A	70250	1964
A	70230	1965
A	70230	1966
A	70250	1967
A	70250	1968
A	6416	1969
K	32350C	1970
K	32350C	1971
K	32350C	1972

RB-47 & KC-97 ORG	AFSC	PRIORITY
K	32350C	1973
K	32350C	1974
K	32371C	1975
K	32371C	1976
K	46250	1977
K	46270	1978
K	32150E	1979
K	32150E	1980
K	32150E	1981
K	32150E	1982
K	32171E	1983
K	32171E	1984
K	6424	1985
J	43251	1986
J	43251	1987
J	43251	1988
J	43250	1989
J	53450	1990
J	53450	1991
J	58130	1992
J	58150	1993
J	42350	1994
J	42350	1995
J	64131	1996
J	6424	1997

NOTE: Above priority list does not include following:

140 - KC-97 aircraft crew members
20 - KC-97 aircraft crew chiefs
135 - RB-47 aircraft crew members
45 - RB-47 aircraft crew chiefs

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Chapter 3
Unit Aircraft Load Plan
Materiel and Personnel

Cargo (Pounds) and Personnel	Deployment			
	Full Wing Cargo	Personnel	KC-97 Cargo	Personnel
KC-97 No. 1				
Wing Personnel Priority 1 thru 45		45		
KC-97 Personnel Priority 1 thru 45				45
RB F.K Spares (Sup Sq)	3,000			
KC F.K Spares (Sup Sq)			3,000	
Totals	3,000	45	3,000	45
KC-97 No. 2				
Wing Personnel Priority 46 thru 102		57		
KC-97 Personnel Priority 46 thru 102				57
Totals	0	57	0	57
KC-97 No. 3				
Wing Personnel Priority 103 thru 159		57		
KC-97 Personnel Priority 103 thru 159				57
Totals	0	57	0	57
KC-97 No. 4				
Wing Personnel Priority 160 thru 216		57		
KC-97 Personnel Priority 160 thru 216				57
Totals	0	57	0	57
KC-97 No. 5				
Wing Personnel Priority 217 thru 273		57		
KC-97 Personnel Priority 217 thru 273				57
Totals	0	57	0	57

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Cargo (Pounds) and Personnel	Deployment			
	Full Wing		KC-97	
	Cargo	Personnel	Cargo	Personnel
KC-97 No. 6				
Wing Personnel Priority 274 thru 330		57		
KC-97 Personnel Priority 274 thru 330				57
Totals	0	57	0	57
KC-97 No. 7				
Wing Personnel Priority 331 thru 387		57		
KC-97 Personnel Priority 331 thru 387				57
Totals	0	57	0	57
KC-97 No. 8				
Wing Personnel Priority 388 thru 444		57		
KC-97 Personnel Priority 388 thru 444				57
Totals	0	57	0	57
KC-97 No. 9				
Wing Personnel Priority 445 thru 501		57		
KC-97 Personnel Priority 445 thru 501				57
Totals	0	57	0	57
KC-97 No. 10				
Wing Personnel Priority 502 thru 558		57		
KC-97 Personnel Priority 502 thru 558				57
Totals	0	57	0	57
KC-97 No. 11				
Wing Personnel Priority 559 thru 615		57		
KC-97 Personnel Priority 559 thru 615				57
Totals	0	57	0	57

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Chapter 3
Unit Aircraft Load Plan
Materiel and Personnel

Cargo (Pounds) and Personnel	Deployment: Full Wing Cargo	Deployment: Full Wing Personnel	Deployment: KC-97 Cargo	Deployment: KC-97 Personnel
KC-97 No. 12				
Wing Personnel Priority 616 thru 672		57		
KC-97 Personnel Priority 616 thru 626				11
FAK (2 ea KC Bins & Spares) (Sup Sq)			15,000	
Totals	0	57	15,000	11
KC-97 No. 13				
Wing Personnel Priority 673 thru 729		57		
KC-97 Personnel Priority 627 thru 637				11
FAK (2 ea KC Bins & Spares) (Sup Sq)			9,800	
UEE - (A/E Sq)			3,000	
UEE - (F/M Sq)			2,200	
Totals	0	57	15,000	11
KC-97 No. 14				
Wing Personnel Priority 730 thru 786		57		
FAK (2 ea KC Bins) (Sup Sq)			3,400	
Medical FAK (Med Sq)			1,000	
UEE (AREF Sq)			6,147	
Totals	0	57	10,547	0
KC-97 No. 15				
Wing Personnel Priority 787 thru 797		11		
FAK (3 ea RB & 2 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
FAK (2 ea KC Bins) (Sup Sq)			3,400	
UEE - (F/M Sq)			4,000	
UEE - (AREF Sq)			3,147	
Totals	15,000	11	10,547	0

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Cargo (Pounds) and Personnel	Full Wing Cargo	Full Wing Personnel	Deployment KC-97 Cargo	Deployment KC-97 Personnel
KC-97 No. 16				
Wing Personnel Priority 798 thru 808		11		
FAK (2 ea RB & 3 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
FAK (2 ea KC Bins) (Sup Sq)			3,400	
UEE - (A/E Sq)			1,500	
UEE - (AREF Sq)			5,647	
Totals	15,000	11	10,547	0
KC-97 No. 17				
Wing Personnel Priority 809 thru 819		11		
FAK (3 ea RB & 2 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
FAK (2 ea KC Bins) (Sup Sq)			3,400	
UEE - (P/M Sq)			1,000	
UEE - (F/M Sq)			2,500	
UEE - (AREF Sq)			3,647	
Totals	15,000	11	10,547	0
KC-97 No. 18				
Wing Personnel Priority 820 thru 830		11		
FAK (2 ea RB & 3 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
FAK (2 ea KC Bins) (Sup Sq)			3,400	
UEE - (AREF Sq)			7,147	
Totals	15,000	11	10,547	0
KC-97 No. 19				
Wing Personnel Priority 831 thru 841		11		
FAK (3 ea RB & 2 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
FAK (1 ea KC Bin) (Sup Sq)			1,700	
UEE - (AREF Sq)			5,472	
UEE - (F/M Sq)			3,375	
Totals	15,000	11	10,547	0

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Chapter 3
Unit Aircraft Load Plan
Materiel and Personnel

Cargo (Pounds) and Personnel	Deployment			
	Full Wing		KC-97	
	Cargo	Personnel	Cargo	Personnel
KC-97 No. 20				
Wing Personnel Priority 842 thru 852		11		
FAK (2 ea RB & 3 ea KC Bins) (Sup Sq)	8,500			
FAK (Bulk RB & KC Spares) (Sup Sq)	6,500			
UEE - (AREF Sq)			5,472	
UEE - (A/E Sq)			1,504	
UEE - (F/M Sq)			2,241	
UEE - (P/M Sq)			1,040.8	
UEE - (A/P Sq)			290.5	
Totals	15,000	11	10,548.3	0

NOTE: Above personnel figures do not include 140 KC-97 crew members

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Chapter 4
Materiel and Personnel To Deploy By Support Aircraft

Following is materiel (in pounds) and number of personnel to be transported by support aircraft for the full wing deployment or the Air Refueling Squadron (KC-97) separate element operation. The materiel will be formed into, 15,000 pound load increments as directed by the Wing Loading Control Officer.

Materiel (In Pounds)	Deployment Full Wing	KC-97
Wing Hq Sq	15,849	0
Recon Sq (3rd,4th,10th SRS)	77,811.5	
Air Refueling Sq	36,679	
Periodic Maint Sq	10,798.5	
Arm/Elect Sq	75,086	
Field Maint Sq	338,131*	87,800**
Medical Sq	19,246	
Hq, Sq, AB Gp	2,030.5	
Operations Sq	4,172	
Supply Sq	64,626***	
Food Service Sq	16	
Air Installation Sq	3	
Motor Vehicle Sq	1,651	
Air Police Sq	2,554.5	
Total	648,754	87,800

*This figure includes 57 ea J-47 power packages completely built-up on trucks @ 3650 pounds phased as follows:
- Phase I - 15 (5 ea RB-47 Sq)
- Phase II - 18 (6 ea RB-47 Sq)
- Phase III - 24 (8 ea RB-47 Sq)

**This figure includes 10 ea R-4360 power packages completely built-up on trucks @ 8,780 pounds (actual weight), for Air Refueling Squadron, phased as follows:
- Phase I - 3
- Phase II - 3
- Phase III - 4

***This figure includes 30 ea RB-47 FAK Bins (Split type) @ 1,700 pounds and 11,000 pounds bulk RB-47 FAK spares.

Personnel	Deployment Full Wing	KC-97
Wing Personnel Priority 853 thru 1997	1,145	0

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Chapter 5
Station Set Equipment
(45 RB-47 & 20 KC-97)

STOCK NUMBER	ITEM	ITEM WT	CU FT	NUMBER ON HAND	QUANTITY REQUIRED
	Class 17-A				
8100-209750	Compressor, air port, 3 stage dual purpose, 15 CFM at 250 PSI, 8 CFM at 3000 PSI, gas engine driven	480	26.4	8	3
	Class 19-A				
8200-368126	Jack, Assy, 4cft hyd folding, tripod adj, 30 ton cap, 55 to 200 in cap, Type B-4	734	23.18	5	5
	Class 19-F				
8210-327750	Generator, set, gas engine 45 KW DC 28V, 15 KW AC 115V 380-800 cyc, 1 ph 8 pf, 2 wire 2400 RPM port, Type C-26	2,400	142.9	12	24
	Class 19-A				
*8200-333450	Heater-Eng and Shelter Port Grd Gas Burn, Elect Motor Driven Type F-4	180	15	50	20

*Although this item is not included in SAC Manual 400-1A, it is listed here as available in event of deployment to a station where it would be required.

NOTE: Also available for emergency deployment are Electric Support Systems, Stock Number 8210-250000.

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THIS PAGE IS DECLASSIFIED IAW EO 13526

PART V

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART V

CONTENTS

Chapter 1 - General

Chapter 2 - Standard Operating Procedures

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART V

CHAPTER I

General

1. This section of the 26th Strategic Reconnaissance Wing Mobility Plan is designed to outline those procedures which are not subject to constant revision and will be used in preparing and implementing the current mobility plan.

2. Much of the information contained in this section is composed of planning data, proposed check lists and format for submission of required information. This type of material will be compiled as "Standard Operating Procedures" (SOP) in Chapter 2.

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SOP
NO. 1

Packing, Marking, and Documentation
for Air Echelons and Staging Teams

1. PURPOSE: To prescribe procedures for packing, marking and documentation of air cargo, marking and documentation of stowed baggage, and documentation of passengers in the execution of the 26th Strategic Reconnaissance Wing Mobility Plan.

2. SCOPE: This procedure applies to all units of the 26th Strategic Reconnaissance Wing and all supporting Task Units.

3. GENERAL: Air echelons and staging teams deploy with personnel and their baggage, and with air cargo drawn from various units of the wing. Proper preparation and documentation for air shipment is important in order to avoid delay. It will do much to prevent loss of material, and will provide an expeditious means of tracing and recovering items misrouted or mislaid in transit.

4. RESPONSIBILITIES: a. The Squadron Commander will insure that his squadron mobility planning includes detailed instructions for compliance with this procedure.

b. The Wing Director of Materiel and the Wing/Base Transportation Officer will be jointly responsible for the proper preparation of cargo and passenger manifests as outlined herein.

c. Each Squadron Commander will be responsible for the preparation and distribution of packing lists covering items packaged by his squadron.

5. PACKING, MARKING, AND DOCUMENTATION OF AIR CARGO: a. Definition: Air cargo consists of unit essential equipment and flyaway kits of air echelons and staging teams.

b. Packing: Air cargo will be packed to insure adequate protection in transit. Weight of shipping containers will be kept to a minimum. T/O 00-85-9, "Preparation of Freight for Air Shipment," 21 Jun 51, and other technical orders of the 00-85 series will be consulted, particularly for package weights and size limitations. The problems of long-time storage are not encountered and time enroute is short. Unnecessary interior packing should, therefore, be avoided. Requirements for corrosion control and weather and waterproofing are negligible.

(1) It is recommended that J47 type engines, to be airlifted, be packed with 22 pounds dehydrating agent

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distributing uniformly 11 pounds in the engine inlet and the same amount in the exhaust cone.

c. Marking: The minimum marking of air cargo will be accomplishe as indicated herein. The markings will be stenciled or otherwise permanent placed on each box. Markings for unboxed items will be placed on manila tags and attached to the items. The following uniform system of box or item marking will be used:

(1) The basic marking will consist of three parts:

(a) Part One. The number of the wing, followed by a letter suffix denoting the squadron within the wing. Letter suffixes will be assigned as follows:

A - Headquarters Squadron, Wing

C, D, E, - Reconnaissance Squadron.
(C - 3rd SR Sq) (D - 4th SR Sq) (E - 10th SR Sq)

F - Air Refueling Squadron

H - Periodic Maintenance Squadron

J - Field Maintenance Squadron

K - Armament-Electronics Maintenance Squadron

L - Supply Squadron (See Inclosure 2)

M - Motor Vehicle Squadron

N - Headquarters Squadron, Air Base Group

P - Operations Squadron

Q - Food Service Squadron

R - Installations Squadron

S - Air Police Squadron

T - Medical Group.

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(b) Part Two. A number, letter, or a combination number and letter, to denote a major functional activity within the squadron, such as intelligence, maintenance or administration. It is recommended that the following letters not be used: G, I, and O.

(c) Part Three. A number for each box or unboxed item. Numbers will start with the number 1 and run consecutively for all boxes of each major functional activity identified by the second part of the basic marking.

(d) Example: 26J-9-1. This example is interpreted as follows:

26J - Field Maintenance Squadron of the 26th SRW
9 - Engine Build-Up Section of the FM Sq
1 - No. 1 box deployed by Engine Build-Up Section.

(2) Each box or item will be marked with its verified weight and cube. In no case will old weight and cube markings be taken at face value.

(3) Precautionary markings will be placed on containers of dangerous commodities classified as flammable, explosive, corrosive, combustible, gaseous, or poisonous.

(4) All unnecessary marking will be obliterated.

(5) Complete markings will be placed on both sides, both ends and the top of each box. On bulky items such as maintenance stands, tow bars, servi-cycles, etc., the markings will be placed in at least two spots where they will be the most legible.

d. Packing Lists. Air Force Form 104C, "USAF Requisitions and Shipping Document," will be utilized for preparing packing lists; however, the shipment of Air Cargo of Air Echelons and Staging Teams does not involve a transfer of accountability.

(1) Locally devised forms may be utilized in lieu of AF Form 104C. Such forms will clearly show the squadron markings, weight and cube, and contents of the box and/or item.

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e. The packing list will be prepared in at least six (6) copies for each box and/or item, except flyaway kit bins, to be moved in either tactical or support aircraft. Copies of the packing list will be distributed as follows:

(1) Copy no 1 will be placed inside the box.

(2) Copy no 2 will be placed outside the box in a waterproof envelope. A waterproof envelope containing copies 1 and 2 will be attached to unboxed items. These envelopes will be attached to the box and/or item in such a manner preventing them from becoming detached. Masking Tape will not be utilized for this purpose.

(3) Copy no 3 will accompany the appropriate cargo manifest.

(4) Copies no 4 and 5 (complete with manifest information) will be forwarded to the Wing Director of Materiel by the Wing Loading Control Officer. Copy no 4 will be retained at the home station, pending return of the unit. Copy no 5 will be forwarded to the TDY element when the total move of the element, i.e., air echelon and staging team is completed.

(5) Copy no 6 will be retained by the unit Mobility Officer.

(6) The exception to the requirements for packing lists for flyaway kit bins is made because master lists, posted in compliance with SAC Reg 65-4, as amended, and Section X Vol IV, AFM 67-1, as amended, serve this purpose. Packing lists will, however, be prepared for flyaway kit items not stored in flyaway kit bins because of bulk or other reasons.

f. The Squadron Commander will insure that a receipt is obtained for each box and/or item of air cargo delivered to the Wing Loading Control Officer.

(1) A locally devised form such as the attached sample will be utilized. This type form can be utilized for the receipt of either one box or item or as a consolidated receipt for numerous boxes and/or items.

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(2) The receipt will be accomplished in at least two (2) copies. Continuation sheets will not be used.

(3) When delivery of air cargo has been accomplished and the receipt has been signed by the Wing Loading Control Officer, or his representative, copies will be distributed as follows:

(a) Copy no 1 retained by the Squadron.

(b) Copy no 2 retained by the Wing Loading Control Officer.

(4) The Wing Loading Control Officer will ascertain that the Air Cargo is properly packed, marked and documented before accepting delivery.

6. Cargo Manifests: a. Cargo manifests will be prepared for all air cargo. The Wing Director of Materiel and the Wing/Base Transportation Officer will be jointly responsible for the preparation of Air Cargo Manifests.

(1) AF Form 96a, Cargo or Mail Manifest-Non-Revenue, will be used for cargo moving in both tactical and support aircraft. The basic marking referred to in paragraph c(1) above, will be entered in column 5F, of AF Form 96a for each box and item. All other information required by AFR 76-21, will be entered. Manifests will be prepared prior to the actual loading of cargo.

(2) AF Form 96a will be prepared in ten (10) copies, and distributed as follows:

(a) One, signed by the aircraft commander to the Wing/Base Transportation Officer.

(b) One signed by the aircraft commander to the Wing Director of Materiel.

(c) Eight to the aircraft commander for distribution as follows:

1. One to be retained by the aircraft commander when signed by the receiver.

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2. Two to be furnished the receiver, who retains one copy, and signs and mails the other to the originating Wing/Base Transportation Officer.

3. Five for customs representatives.

7. MARKING AND DOCUMENTATION OF STOWED BAGGAGE: a. Definition: Stowed baggage consists of personal effects and tool kits of the air echelon and staging team personnel who ride as passengers in either combat or support aircraft. It does not include the musette bag or small hand bag of toilet articles and overnight items that passengers carry with them at their seats as cabin baggage. Neither stowed baggage nor cabin baggase is considered in the weight of air cargo in airlift allocations.

b. Marking. Stowed baggage will be carried in the same aircraft as the passenger. The man and his stowed baggage generally are separated in the aircraft because of weight and balance requirements and space limitations. Therefore, the baggage must be marked to facilitate identification and loading. Ordinary shipping tags, either cloth or paper with string or wire fasteners, will be used. Each piece will be marked with the owner's name, grade, service number, organization, the weight of that single piece, and piece number if the owner carries more than one piece. These tags will be furnished by the Wing Loading Control Officer.

c. Documentation: The number of pieces and their total weight will be entered for each man opposite his name in columns 3 and 4, AF Form 96b, Passenger Manifest-Non-Revenue.

8. DOCUMENTATION OF PASSENGERS: a. Definition: Passengers are air echelon or staging team personnel who ride as passengers in either tactical or support aircraft.

b. AF Form 96b will be used for both tactical and support aircraft. Information required by AFR 76-21, will be entered. Manifests will be prepared in 10 copies prior to the actual loading of passengers and distributed as follows:

(1) One to the Wing/Base Transportation Officer.

(2) One to the Wing Mobility Officer.

(3) Eight to the aircraft commander for distribution as follows:

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(a) One to be retained by the aircraft commander.

(b) One for the receiving station.

(c) One to be attached to DD Form 175 Aircraft Clearance, and given to the Base Operations Office of the originating station when processing clearance.

(d) Two extra copies to be used at intermediate stops when processing DD Form 175 for clearance.

(e) Three for customs representatives.

c. Preparation of passenger manifests will be the responsibility of the Wing/Base Transportation Officer.

9. SQUADRON RESPONSIBILITIES: The following procedure will be strictly adhered to in final preparation of mobility personnel for delivery to the 26th SRW Assembly Area.

a. A tag will be prepared for each man in a mobility status.

b. This tag will be a tie-on type and will contain Name, Rank, AFSN, AFSC, Squadron and Duty Section.

c. Upon completion of Squadron processing, an entry will be made on the tag indicating the aircraft and seat number or priority number assigned to the individual.

d. The tag will then be attached to the individual's clothing in such a manner that it can be easily read and the individual readily identified.

2 Incl
Incl 1-Sample cy Cargo Receipt
Incl 2-Marking of FAK's

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S A M P L E

SQUADRON

CONSOLIDATED RECEIPT FOR AIR CARGO

Item No.	Cargo Box or Item No.	Weight	Cube	Contents
1	26J-3-1	45	2	
2	26J-3-2	70	5	
3	26J-3-3	70	5	
4	26J-5-1	175	9	
5	26J-5-2	83	6.5	
6	26J-7-4	200	7	
7	26J-7-5	300	7	
8	26J-9-4	2,400	25	
9	26J-9-5	850	16.5	
10	26J-9-6	400	3	

XXXXXXXXXXXXXXXXXXXXXLAST ITEMXXXXXXXXXXXXXXXXXXX

EXPLANATION:

Items 1, 2, & 3--Box No 1, 2, & 3 deployed by Orderly Room, 26th Fld Maint Sq

Items 4 & 5--Box No 1 & 2 deployed by Supply Section, 26th Fld Maint Sq

Items 6 & 7--Box No 4 & 5 deployed by Instrument Shop, 26th Fld Maint Sq

Items 8, 9, & 10--Box 4, 5, & 6 deployed by Engine Build-up Section, 26th Fld Maint Sq

I certify I have received the above listed Air Cargo Boxes and/or items from the 26th Field Maintenance Squadron.

(Name) (Rank)

(Date) (Section)

Incl 1
SOP No. 1

S A M P L E

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PART V

CHAPTER 2

Marking of Flyaway Kits

1. The Flyaway Kit Section will mark bins and bulky items of the 26th Wing Flyaway Kits with the following codes.

Code	FAK
a. 26L-C-Box No.	3rd SRS
b. 26L-D-Box No.	4th SRS
c. 26L-E-Box No.	10th SRS
d. 26L-F-Box No.	26th AREFS

Incl #2
SOP #1

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Supply Control

1. Property on hand within the Squadrons of this Wing will, at all times, be ready for rapid turn-in or turn-over to a relieving Supply Officer.

a. The basic concept of supply discipline must be followed to keep this property at a minimum at all times. Items that are required to properly perform the assigned mobility mission can not be carried on Plant Account at time of deployment. Items of property that are required may be entered on the unit's UPREAL after a request for change, in accordance with AF Reg 5-25 and SAC Reg 400-8, is submitted.

(1) The above will not be construed as authority to automatically transfer equipment from Plant Account to UPREAL.

b. If practical, an Officer with each unit will be delegated as Assistant Unit Supply Officer, for the express purpose of taking over the Plant Account from the Unit Supply Officer in the event of rapid deployment. If an Officer cannot be assigned this task, at time of deployment, an immediate request for a board of Officers to be assigned this task, will be made to the 26th SRW Director of Materiel. This board of Officers will effect turn-in of property on the Plant Account.

c. The board of Officers will not be assigned unless the Operations' Order stipulates that the deployment will be in effect for an indefinite period.

2. When a movement is directed that involves only a portion of the squadron, the following procedure will be adhered to if the Unit Supply Officer is deployed:

a. All property to remain at home station will be entered on AF Form 446, "Issue Slip", made up in three (3) copies, for the signature of the Officer delegated to act as custodian in the absence of the Unit Supply Officer. Copy #1 to be retained by the Unit Supply Officer; Copy #2 to be retained by the signing Officer; Copy #3 to be forwarded to the Wing Director of Materiel. All copies of the AF Form 446 will bear, in the authority space, the notation, "Temporary Deployment Transaction".

b. Upon return of the Unit Supply Officer the property will be returned to his possession by means of AF Form 447, "Turn-In-Slip", accomplished by the custodian for signature of the Unit Supply Officer. The AF Form 447 to be accomplished in three (3) copies and distributed as follows: Copy #1 to the Custodian; Copy #2 to the Unit Supply Officer; Copy #3 to the Wing Director of Materiel.

c. Paragraph 2a and b, above, will apply to UPREAL and Plant Account Property which will be inventoried during each transaction.

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Supply Control

3. Necessary action, in accordance with applicable directives, will be taken to authorize the custodian officer authority to accept and receipt for "Back Order" property received by the organization during absence of the Unit Supply Officer.

a. These items, along with the covering paper, will be held pending the return of the Unit Supply Officer who will inventory and accept delivery of the property. However, if it becomes necessary to issue an item, the Custodian will obtain a receipt for the information and necessary action of the Unit Supply Officer.

4. If any items becomes lost, damaged, or cannot be accounted for, during the absence of the Unit Supply Officer, the Custodian will be responsible to furnish information and/or documentary evidence to enable the Supply Officer to initiate action, in accordance with existing directives, for relief of accountability of the item.

5. Any Officer of a section, who has signed for property within the unit, and is being deployed but not deploying the property he is responsible for, will effect a similiar transfer of accountability to an Officer of the section who is remaining at the home station. This transaction will be coordinated with the Unit Supply Officer.

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Squadron Mobility Plans

1. PURPOSE: To establish the requirement for each squadron of the 26th Strategic Reconnaissance Wing and 801st Air Base Group supporting the 26th Strategic Reconnaissance Wing Mobility Plan to develop and maintain a Squadron Mobility Plan on a current basis to augment the provisions of the Wing Mobility Plan.

2. SCOPE: All units of the 26th Strategic Reconnaissance Wing and those 801st Air Base Group squadrons that support the 26th Strategic Reconnaissance Wing Mobility Plan.

3. RESPONSIBILITY: a. Squadron Commanders will:

(1) Be responsible for the development and maintaining on a current basis a Squadron Mobility Plan for their individual units to follow the requirements and policies established in the Wing Mobility Plan.
(2) Insure that all sections within their respective squadrons are in a constant state of readiness for immediate deployment.

b. 26th Strategic Reconnaissance Wing Logistics Officer will:

(1) Assist the Squadron Mobility Officer in the development of Squadron Mobility Plans.
(2) Provide all squadrons with current information, data, and materiel through the medium of the Wing Mobility Plan.
(3) Monitor the development and maintenance of all Squadron Mobility Plans to insure their adequacy and adherence to the Wing Mobility Plan.

c. 801st Air Base Group Mobility Officer will:

(1) Assist 801st Air Base Group squadrons in the development of their individual Squadron Mobility Plans.
(2) Coordinate all mobility matters as pertain to the 801st Air Base Group support of the 26th Strategic Reconnaissance Wing with the Logistics Officer, 26th Strategic Reconnaissance Wing, in the development and maintenance of 801st Air Base Group Squadron Mobility Plans.
(3) Monitor the development and maintenance of 801st Air Base Group Squadron Mobility Plans to insure their adequacy and adherence to the 26th Strategic Reconnaissance Wing Mobility Plan.

4. GENERAL: a. The 26th Strategic Reconnaissance Wing Mobility Plan does not contain final details required for the prompt deployment of personnel and materiel within each individual squadron supporting this Plan. Specific instructions applicable to individual squadrons are required for complete implementation of Wing deployment and, of necessity, must be covered in mobility plans developed and maintained by individual squadrons. Squadron mobility plans should contain specific requirements as pertain to the phasing of squadron materiel and personnel, loading plans for squadron personnel and materiel,

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Squadron Mobility Plans

specific SOP's and instructions as pertain to the individual squadron to augment the Wing Mobility Plan SOP's and instructions and other data of interest to each particular squadron.

b. Squadron mobility plans should be unclassified to provide detailed instruction and information to all squadron personnel.

5. CONTENT: Squadron mobility plans will contain the following as a minimum.

a. PART I. A general narrative outlining the purposes, use, and responsibilities.

b. PART II. Phasing of personnel in accordance with Part II of the Wing Mobility Plan.

(1) Squadrons having the requirement for providing personnel in support of the 26th Air Refueling Squadron if that squadron should deploy to a base separate from the rest of the Wing should list those requirements in a separate section of Part II.

c. PART III. Phasing of Materiel in accordance with Part III of the Wing Mobility Plan.

(1) Squadrons having the requirement for providing materiel in support of the 26th Air Refueling Squadron if that squadron should deploy to a base separate from the rest of the Wing should list those requirements in a separate section of Part III.

(2) The Wing Mobility Plan contains the phasing of materiel grouped by AF Stock Class for organizational sets of equipment and by general listing for publications, files, records, etc. All items in Part III should be listed by AF Stock Number, Nomenclature, or general description and the amount of each item to be deployed in each phase, except where the full ECL is moved in the same phase, so that a complete requirement for the phased deployment of each individual item authorized the squadron is established.

d. PART IV. Loading Plan for squadron personnel and materiel in accordance with Part IV of the Wing Mobility Plan.

(1) This Part will include the listing of each person within the squadron by AFSC and element within the squadron by assigned priority to be outloaded from the squadron for phases I,II,III.

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(2) Materiel will be listed by Box Number, element within the squadron, description of item and weight of the box of container. Materiel will be listed by priority of deployment within the squadron for Phases I,II, and III.

e. PART V. SOP's and specific instructions to augment and implement those SOP's and instructions established in the Wing Mobility Plan.

(1) This Part will contain such SOP's and instructions containing specific details as pertain to the individual squadron so that each squadron staff officer, section head and individual has a complete knowledge and requirement to his part in the Squadron Mobility Plan.

f. PART VI. Staging Team requirements for the individual squadron for those squadrons which have such requirements levied on them in Part VI of the Wing Mobility Plan.

(1) This Part should contain such pertinent extracts of Part VI of the Wing Mobility Plan.

6. FORMAT: The format listed above is required for standardization of squadron mobility plans.

7. DISTRIBUTION: Squadron Mobility Plans will be prepared in sufficient copies to provide an initial distribution and distribution of changes as follows:

a. Squadron Commander.

b. Squadron Mobility Officer.

c. Squadron Assistant Mobility Officer.

d. Squadron Adjutant.

e. Squadron Staff Officers.

f. Squadron Section Heads.

g. Wing Mobility Officer.

h. 801st Air Base Group Mobility Officer for those squadrons of the 801st Air Base Group.

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CHECK LISTS FOR SQUADRON AND STAFF
AGENCIES IN THE 26TH RECONNAISSANCE WING MEDIUM

PERSONNEL AND ADMINISTRATION

1. Are all Personnel Records current? (List Records)
2. Are all Immunization Records current? (List Records)
3. Are Locator Cards accurate and up-to-date?
4. Are NME Form 93 (Record of Emergency Data) available and current?
5. Has all required coordination and liaison between squadrons been made and any matters that cannot be coordinated been brought to the attention of the Wing Mobility Officer?
6. Have all matters pertaining to Personal Affairs been taken up with officers and airmen and has each individual either taken care of or declined to take care of matters of Personal Affairs? (Wills, Power of Attorney, Allotments, etc.)
7. Is a current list maintained and readily available to be furnished to Base Finance for receiving the NME Form 113 with plate?
8. Have all individuals requiring denture or eye glasses been provided with them?
9. Have the applicable Combat Echelon Personnel been briefed as to reports required while enroute to destination?
10. Do Key Personnel know where to contact other personnel during off-duty hours?
11. Briefing of C.Q. (Instructions in C.Q's guide book.)

SECURITY

1. Are all Security measures being taken? (i.e., clearance of personnel).

SQUADRONS

1. Are lists containing names of crew members, passengers and spares maintained currently?
2. Have all personnel involved in the movement been briefed as to what their requirements are?
3. Have your transportation needs, in an emergency, been coordinated with the Wing Materiel Officer?
4. Have the other squadron agencies and units been notified as to their responsibilities in the event of an alert?
5. Have any problems regarding compliance with existing Mobility Regulations been brought to the attention of the Wing Mobility Officer?
6. Have arrangements been made with the Food Service Officer regarding prohability of "In-Flight" ration needs?

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SUPPLY AND MAINTENANCE

1. Have all officers and airmen all organizational and individual clothing in their possession and serviceable?
2. Have arrangements for storage of personal effects of personnel involved in the movement been made?
3. Is UEE scheduled for deployment marked and are boxes and crates, where necessary, available?
4. Is all 263 equipment required for the mission and property on hand in the aircraft properly stored and in a combat ready state?
5. Is Personal Equipment available and combat ready?
6. Is all Emergency Equipment available and combat ready?
7. Have arrangements been made to have available "Inspected" First Aid Kits with Morphine Syrettes?
8. Have your transportation requirements, in the event of an emergency, been coordinated with the Wing Materiel Officer?
9. Are flares and pyrotechnics available?
10. Is all Technical Order Compliances on Aircraft being complies with?

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CLOTHING AND EQUIPMENT LIST-OFFICERS AND AIRMEN

1. Following list of items is not mandatory but is to be used as a guide to enable officers to determine requirements:

a. Officer's Clothing

(1) Belt, web waist
(2) Cap, garrison, blue shade 84
(3) Cap, service, blue shade 84
(4) Coat or Jacket, wool, blue shade 84
(5) Drawers, cotton shorts
(6) Drawers, winter
(7) Gloves, insert and shell leather
(8) Insignia, silver
(9) Insignia, Rank (applicable)
(10) Necktie, cotton, blue shade 84
(11) Overcoat
(12) Raincoat
(13) Handkerchief
(14) Shirt, cotton, summer
(15) Shirt, poplin, blue (summer and winter)
(16) Shoes, low quarters and/or service
(17) Socks, cotton, black
(18) Trousers, cotton, khaki
(19) Trousers, cotton, khaki
(20) Undershirt, cotton
(21) Undershirt, wool
(22) Shade 33 uniform and components may be taken in lieu of above authorized winter uniform

2. Mandatory Allowances--Airmen

a. Following items of individual and organizational equipment are minimum mandatory allowances for airmen.

b. Individual Clothing

(1)	Belt, waist, web, blue	2 ea
(2)	Buckle, web belt	1 ea
(3)	Cap, Flight, Blue	1 ea
(4)	Cap, Service	1 ea
(5)	Cap, HBT	2 ea
(6)	Drawers, ctn, shorts	6 pr
(7)	Cover, Rain cap	1 ea
(8)	Gloves-inserts, wool	1 pr
(9)	Glove-shells, leather	1 pr
(10)	Insignia, cap service-airmen	1 ea
(11)	Insignia, sleeve, grade	11 pr
(12)	Insignia, collar: "US"	1 pr
(13)	Coat, wool, blue	1 ea
(14)	Jacket, wool blue	1 ea
(15)	Overcoat, wool blue	1 ea
(16)	Necktie, wool, blue	2 ea

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CLOTHING AND EQUIPMENT LIST-OFFICERS AND AIRMEN

(17)	Shirt, ctn, khaki	5 ea
(18)	Raincoat, Blue	1 ea
(19)	Shirt, oxford, or poplin	3 ea
(20)	Suit, HBT, one piece	3 ea
(21)	Shoes, oxford, black	1 pr
(22)	Shoes, service black	2 pr
(23)	Socks, ctn, black	5 pr
(24)	Socks, wool, cushion sole	3 pr
(25)	Trousers, ctn, khaki	5 pr
(26)	Trousers, wool blue	2 pr
(27)	Undershirt, cotton	6 ea
(28)	Bag, duffel	1 ea
(29)	Towel, bath	2 ea

NOTE 1: One complete OD uniform may be substituted for one blue uniform.

NOTE 2: Drawers, Wool, Winter and Undershirt, wool will be authorized only under provisions of paragraph 7h, AFR 39-54, 31 May 54.

c. SAC Form 270, "Clothing Check List for Enlisted Air Force Personnel", will be maintained, for each airman assigned, in accordance with provisions of SAC Reg 39-5 dated 9 Feb 54.

3. Organizational Equipment and Clothing-Airmen and Officers

(1)	Jacket, field	1 ea
(2)	Hood, Jacket, field	1 ea
* (3)	Cap, field, cotton, M1951, olive green	1 ea
(4)	Sweater, highneck	1 ea
* (5)	Bag, barracks	2 ea
* (6)	Trousers, field	1 ea
(7)	Bag, clothing, waterproof	1 ea
* (8)	Suspenders	1 pr
(9)	Overshoes, rubber	1 pr
*(10)	Pack fld cargo	1 ea
(11)	Tag-identification	2 ea
(12)	Belt, pistol, or revolver	1 ea
*(13)	Can, meat	1 ea
*(14)	Canteen	1 ea
*(15)	Cover, canteen	1 ea
*(16)	Cup, canteen	1 ea
*(17)	Fork, M1926	1 ea
*(18)	Helmet, steel, complete	1 ea
*(19)	Knife, M1926	1 ea
*(20)	Spoon, M1926	1 ea
(21)	Pocket, magazine-for appropriate weapon	1 ea
*(22)	Mask, gas, field, M9A1	1 ea

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(23)	Blanket, wool, blue	3 ea
*(24)	Pouch, first aid w/dressing	1 ea
*(25)	Flashlight per Cr/M, Non-Cr/M(NOA); per indiv asg dy directing & parking acft	1 ea
*(26)	Strap carry, bag, canvas, field	1 ea
**(27)	Appropriate weapon-as authorized	1
(28)	Magazine, ammunition-for appropriate weapon	as authorized
**(29)	Ammunition-for appropriate weapon	as authorized
(30)	Glasses, sun spec or clip on type (NOA)	1 pr

*Items marked with an asterisk will be stored in squadron supply individually packed in a barracks bag for each officer and airman.

**Weapons and ammunition will be retained in Unit Supply and maintained in accordance with current directives.

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PART V SOP NO. 6

Loading Plans

Purpose. To provide a method and establish priorities, whereby the loading plans for both Unit and Support Aircraft assigned tasks under the 26th Strategic Reconnaissance Wing Mobility Plan, will be complete, accurate, and current.

Scope. This procedure applies to all task units as indicated in the 26th Strategic Reconnaissance Wing Mobility Plan.

1. Squadron Mobility Officers will assign a relative priority to each box and/or item to be airlifted for support of his organization.

2. The information indicated in the attached Sample Form will be compiled and forwarded to the 26th Strategic Reconnaissance Wing Ligistics Office.

3. Upon receipt, the priorities assigned by the Unit Mobility Officers will be utilized by Wing Logistics Officer to prepare final loading plans for Unit and Support Aircraft.

4. In preparing the Cargo Loading Priority Form (Attachment 1), care should be exercised to establish the priorities in accordance with the priority required to accomplish the essential functions at the forward base in their relative order of importance and priority. Also it is emphasized that personnel should be a prime governing factor in assigning priorities. In other words, the personnel assigned to Unit Aircraft should be accompanied, insofar as possible, by equipment and supplies required to accomplish their initial tasks at the deployment station.

5. Responsibility for instituting and operating this procedure is assigned to Squadron Mobility Officers under the direct control of Squadron Commanders.

1 Incl
Sample cy

Cargo Loading Priority Form

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SAMPLE SAMPLE SAMPLE

Cargo Loading Priority

_____
(SQUADRON)

Item	Identification	Function	Box No.	Wt	Cube	Priority
1	Box containing Office Supplies	Maint Super	26F-1-9	165	6.5	1
2	Box containing Maint Spec Tools**	Eng	26F-2-3	290	7.8	2
3	Safe-Field	Intell	26F-3-1	150	12	5
4	Box containing Typewriter	Command	26F-5-1	60	3	1

**All boxes containing equipment or tools will show individual property class contained therein.

SAMPLE SAMPLE SAMPLE

Priority Established By:

_____
(UNIT MOBILITY OFFICER)

Incl 1
SOP NO. 6

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PART V

SOP NO. 7

PERSONNEL BRIEFING

1. Purpose. To establish and implement a procedure that will insure complete and current briefing of all mobility personnel.

2. Scope. The provisions of this SOP are applicable to all units with mobility personnel designated to support the 26th Strategic Reconnaissance Wing Mobility Plan.

3. Procedure.

a. A 3"X5" card will be prepared for each mobility position assigned to the organization concerned.

b. The card will contain a listing of the responsibilities of the individual when a mobility alert is in effect.

c. These responsibilities will be listed in the sequence in which they occur.

d. The briefing cards will be issued to the individuals filling each mobility position. When an individual is removed from a mobility status, the card will be withdrawn and issued to his replacement.

4. Responsibility.

a. Responsibility for establishing and implementing this procedure is assigned to the Squadron Mobility Officers. Responsibility may be delegated to the Squadron Adjutant (Mobility Personnel Officer).

b. Inspection responsibility will be assumed and retained by the Wing Logistics Officer.

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PART V SOP NO. 8

Cargo Loading Areas

1. Reference: Hq 801st ARG Mobility Plan #1-53.

2. Purpose: Designation of specific location of assembly and loading sites for both support and unit aircraft.

3. Procedure: a. Personnel and cargo assembly loading area for support aircraft will be as shown in attachment #1.

b. Cargo will be assembled and incremented as shown in attachment #2.

c. Personnel assembly and loading area for unit aircraft will be as shown in attachment #3.

4. Responsibility: a. Responsibility for changes in locations is assigned to the Wing Logistics Officer.

b. Responsibility for operation of the areas is assigned by Reference 1, above, to the Cargo Control Officer of the 801st Air Base Group.

3 Attachments
#1-Cargo & Personnel Processing Area for Support Aircraft
#2-Cargo Assembly Areas
#3-Unit Aircraft Passenger Assembly

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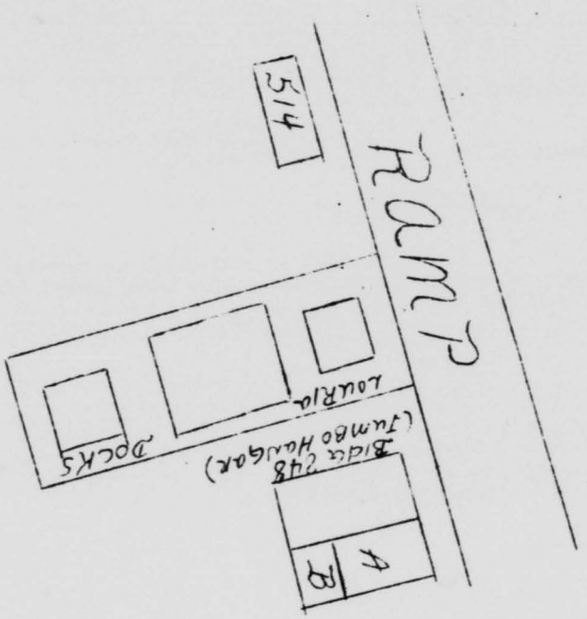
ATTACHMENT #1
SOP NO. 8

CARGO AND PERSONNEL
PROCESSING AREA
FOR SUPPORT AIRCRAFT



LEGEND
A - Cargo Assembly Area
B - Personnel Processing & Assembly Area

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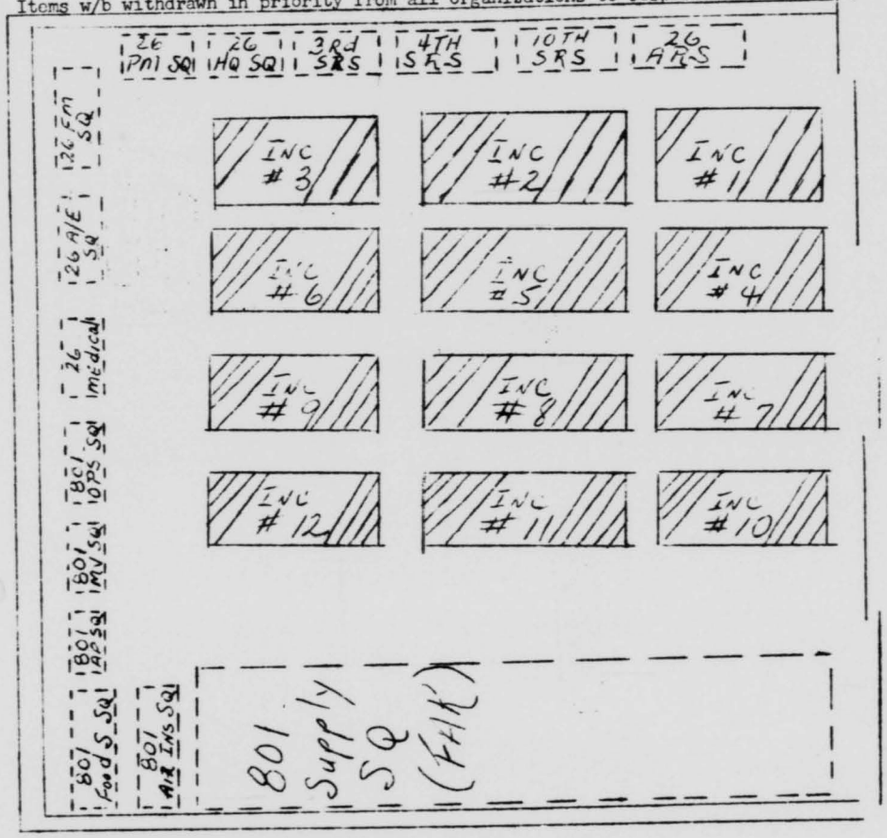
ATTACHMENT #2
SOP NO. 8

CARGO ASSEMBLY AREAS
BLDG S-848

Items w/b withdrawn in priority from all organizations to respective increments.



Load Increments

Represents Sqdn areas as shown

Double lines represent NE 1/4 of Bldg S-848

Represents Hangar Doors

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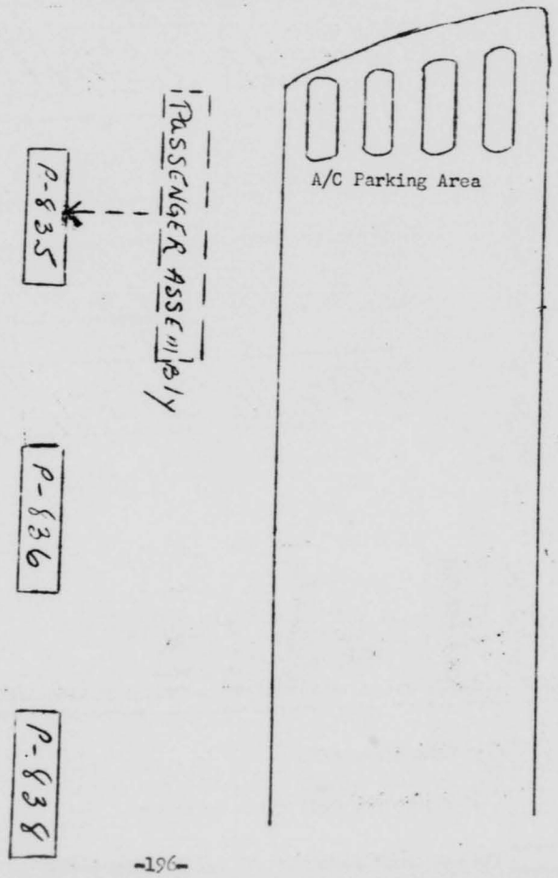
ATTACHMENT #3
SOP NO. 8

PASSENGER ASSEMBLY
FOR UNIT AIRCRAFT



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SOP NO.9

Loading Responsibilities for Support Aircraft

1. Reference: Hq, 801st ABG Mobility Plan #1-53.

2. Purpose: To establish responsibility and requirements for personnel and equipment needed to load support aircraft. To establish responsibility for actual out-loading of aircraft.

3. Procedure:

a. Cargo Control Officer.

(1) Secure movement plans from deployment units. Those plans will include; cargo to be shipped, by increments and weight lists, unit assembly points, and telephone numbers at pick up points.

(2) Establish Cargo Control Center in Building S-848.

(3) Contact the following organizations to insure that required personnel for typing and loading teams will be made available when required.

(a) Commercial Transportation Office.

1. Four (4) NCO's for loading teams.

2. Two (2) NCO's for Cargo Control Office.

3. One (1) NCO for loading area.

(b) Supply Squadron

1. Forty (40) airmen for loading teams.

(c) Base Personnel

1. Two (2) clerk-typists for manifesting

(d) Air Installations Squadron

1. Twenty (20) airman for loading teams.

2. Two (2) airman runners.

(e) Motor Vehicle Squadron

1. One (1) Vehicle Dispatcher.

(4) Establish four (4) cargo loading teams and maintain current roster of personnel assigned each team.

(5) Record calls concerning arriving cargo aircraft from MATS Control Officer.

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(6) Send loading teams to unit assembly areas for cargo.
(a) Use folder with priority and aircraft number on front, with written instructions to loading team inclosed.
(b) Inform units (by telephone) when teams will pick up cargo.
1. On occurence, send unit concerned information regarding discrepancies in packing, marking, or weight.

(7) Assemble cargo in Bldg S-848 as shown in attachment #2, SOP No. 8. Upon receipt of packing list:
(a) Select cargo by priority and weight, to be shipped, and insure that each aircraft is fully loaded. (An aircraft requiring 13,000 lbs will be loaded with 12,400 lbs., allowing 600 lbs. for the two men who will accompany the cargo. This may, in the case of the flyaway kits, etc., where cube would not permit loading, necessitate changing some increments, but in any case, the cargo should not be placed in a different phase (day).
(b) Prepare manifest in fourteen (14) copies and after being signed by the pilot, distribute as follows:
1. MATS Control Officer (12) copies with copies of packing lists.
2. Retain two (2) copies signed by MATS Control Officer or Aircraft Commander - 1 copy for transportation Officer and 1 copy for Wing Cargo Control Officer.

b. NCOIC Cargo Control.
(1) Secure and transport to the cargo loading area (Bldg S-848) the following:

(a) Two (2) Typewriters w/desks.
(b) One (1) adding machine.
(c) One (1) long table (or 2 desks) and five (5) chairs.
(d) Signs and chalk for marking cargo loading areas.
(e) Manila folders (200 ea).
(f) Seventy (70) pallets from base supply.
(g) Supply of necessary forms such as cargo manifests, etc.
(h) Waste paper baskets.

(2) Establish and mark cargo areas for each deploying unit.

(3) Secure rosters of loading teams from Cargo Control Officer, form and brief loading teams. Issue line passes when necessary (60 line passes will be on hand in Commercial Transportation Office).

(4) Assign one (1) NCO in charge of cargo loading area.

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(5) Assist Cargo Control Officer, as required.

c. Cargo Loading Teams:

(1) Upon receipt of instructions from Cargo Control Officer or NCOIC, the loading team NCO will:

(a) Secure necessary transportation or equipment from vehicle dispatcher in Cargo Control Center.

(b) Pick up cargo from unit assembly areas and place cargo in designated cargo assembly area.

(c) Only cargo designated in the instructions will be picked up.

(d) When instructed by the Cargo Control Officer, the NCOIC of the affected loading team will load the aircraft with the cargo designated. Necessary precautions to insure that the proper amount and weight of cargo is loaded. (An aircraft scheduled for 13,000 lbs. must have 12,400 lbs., allowing 600 lbs. for the two (2) passengers who will accompany the cargo). No aircraft will be manifested without a full load.

d. NCO Cargo Loading Area.

(1) Maintain cargo areas.

(2) Insure that cargo being off loaded is placed in the proper area and that a copy of the packing list is maintained in a folder with the cargo. (Copies to be secured from the NCO of the loading team).

(3) Keep Cargo Control Officer informed of unusual cubes, etc.

(4) Insure that all cargo designated and only that cargo is loaded aboard an aircraft.

(5) Insure that unauthorized personnel do not enter the cargo loading area.

4. Responsibility:

a. Responsibility for designation of personnel, equipment and facilities is assumed by Commander 801st Air Base Group in Reference 1, above.

b. Responsibility for operation of loading is assumed by Commander, 801st Air Base Group in Reference 1, above.

c. Responsibility for arranging cargo in priority order in organizational assembly areas and marking priority with chalk is assigned to individual Squadron Mobility Officers.

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SOP NO. 10
Squadron Personnel & Cargo
Out-Loading Sites

1. Purpose. To establish personnel and cargo out-loading sites within the squadron area.

2. Scope. This procedure will apply to all task units as indicated in the 26th SRWg Mobility Plan.

3. General. a. In order to efficiently accomplish pick-up of personnel and cargo from individual units, the squadron commander will designate out-loading sites within the squadron area.

b. Only three (3) out-loading sites will be established in each squadron. However, it is suggested that, there possible, out-loading sites be kept to a minimum of one (1).

(1) Suggested points for out-loading sites are Orderly Room Supply Room, and Maintenance Area.

c. The squadron commander will designate either an officer or an NCO to be in charge of each out-loading site.

d. The designated sites along with the name and telephone number of above personnel will be hand-carried to the Wing Mobility Officer, Building 261, within one-half (½) hour after an alert is sounded.

4. Responsibility. a. Squadron commanders will be responsible for establishing the procedures outlined above.

b. In selecting the out-loading sites, squadron commanders should ascertain that they are centrally located within the squadron area and easily accessible to vehicular transportation.

c. The designation and location of these out-loading sites will be included in each squadron mobility plan.

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SOP NO. 11
Personnel Processing Procedure

Introduction

1. The personnel procedure as shown in this section are designed to prepare mobility personnel for rapid deployment to an undesignated overseas station. Strict adherence to these methods will insure that deployments will be accomplished with a minimum amount of confusion, and loss of time.

2. The effectiveness of these procedures will be in direct proportion to the quality of daily maintenance of personnel records, and strict compliance with existing regulations, and the operating methods shown in this plan.

3. The deployment of personnel will operate within extremely narrow time schedules. Therefore this plan is written on the assumption that all personnel records, including medical, financial, and clothing records, will be current at all times.

4. Personnel deployment will consist of weighing and manifesting of individuals and baggage. Time will not be available for bringing personnel records up-to-date, immunization of individuals, or other time consuming processing procedures.

Personnel Processing

1. PURPOSE: To prescribe procedures for the correct and timely personnel deployment of all officers and airmen included in the 26th SRW Mobility Plan.

2. SCOPE: This procedure applies to all units of the 26th SRW and all supporting task units.

3. GENERAL: Proper adherence to this plan will insure that all personnell, and accompanying personal baggage will be processed expeditiously and in logical sequence.

4. RESPONSIBILITIES:

a. The Squadron Commander will insure that all instructions contained in this procedure are complied with.

b. The Wing Director of Personnel will be responsible for formulating necessary procedures to insure that all personnel are processed for deployment.

5. RECORDS PROCESSING:

a. Records Maintenance. All personnel records maintained at squadron level will be continually monitored by the squadron personnel section and reviewed by the squadron mobility officer to assure their accuracy and completeness. Periodic checks will be made by representative of the Wing Personnel Directorate to ascertain the status of records maintenance.

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b. Mobility Personnel Cards

(1) Mobility Cards will be maintained current by each squadron and task unit on 801st ABGp Form 65 (Locator Card). Priority Code will be indicated in 4th Blank square from the top of the locator card.

(2) Priority Codes will consist of the following:

(a) First two digits will indicate 26th SRW and Unit aircraft where applicable.

(b) Squadron designation.

(c) Seat priority number.

(3) Mobility or Locator Cards will be screened monthly during audit of Personnel Records as required by 801st Air Division SOP in Orderly Room Procedures.

c. Mobility Rosters:

(1) In addition to a Mobility Card on all personnel, a mobility roster on 801st AD Form 26, will be maintained on two (2) copies to correspond with the Mobility Card File.

(2) Rosters will be kept current and will be an item for inspection on Staff visits.

(3) Roster (one copy) and Mobility Cards will be handcarried to the Director of Personnel within two hours after the alert has sounded.

(4) The Mobility Card file will be separated in two (2) parts ; Part I will be all airmen on Mobility Roster scheduled for deployment; Part II of file will be all airmen, including overages and deferments, who will not deploy.

(5) The Roster and Mobility Card files will be screened by the Directorate of Personnel for accuracy and assignment of unit shortages, prior to forwarding to the Adjutant for publication of orders.

d. Personnel and Records Processing:

(1) Immediately upon publication of TDY Orders, ten (10) copies of each order will be forwarded by the Wing Adjutant to the Directorate of Personnel.

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(2) The Directorate of Personnel will forward five (5) copies of each TDY Order to the Base Finance Officer, Dental, Clinic and Flight Surgeon who will assemble their records by Squadron for pick-up.

(3) Squadrons will be notified by the Finance Officer, Dental Clinic and Flight Surgeon on time and place records will be available for pick-up.

(4) On receipt of MPR, Dental Records, and Medical Records, Squadrons will assemble with personnel records maintained in Squad-Orderly Room and will be packed in Mobility Boxes with not over fifty (50) field personnel records in each box.

(5) The Squadron Adjutant will be responsible for assembly of all Field Personnel Records and forwarding to the final destination.

(6) Personnel and baggage will be picked up at Squadron Area for transportation to Wing Processing Center.

(7) At Wing Processing Center, personnel will be weighed and manifested and baggage stored for loading aboard aircraft.

e. Transportation to the Processing Center.

(1) All squadron orderly rooms are designated as assembly and pick-up points for personnel and personal baggage.

(2) Transportation will be dispatched by the Wing Personnel Processing Center to the squadrons concerned to pick-up all personal baggage and/or personnel. The first load will be picked up at H + 8 hours a nd every one hour thereafter.

(a) Personnel and baggage of all units will be transported by truck or bus and unloaded at the processing center.

(b) The OIC of the preliminary processing center will ascertain the number of passovers and notify the Wing Personnel Control Officer of the number of passovers by seat number and AFSC.

(c) The OIC of the preliminary processing center will dispatch personnel and personal baggage.

f. Personnel Processing. (Wing Personnel Processing Center).

Personnel and personal baggage will be weighed in and manifested. Baggage will be placed in baggage collection points for subsequent loading by priority on aircraft.

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PART V

SOP NO. 11
Personnel Processing Procedure

Special Instructions

1. AFSC SUBSTITUTION: Substitution of an airman in the next lower level of an AFSC is authorized when a passenger would result i.e. 43270 substitute: 43151E. In case this is impossible, utilize an airman at any level in the same career field. Conversely a higher level may be substituted i.e. 70230 substitute A. 70250 or B. 70270. Substitutions other than those indicated will be resolved by Wing Personnel.

2. PASSOVER: Passovers will be held to a minimum and will not occur until the squadron concerned has exhausted all its personnel resources. See instruction #1. In the event that there are squadron passovers, the Wing Personnel Control Officer will resort to all other 26th SRW resources to attempt to prevent a Wing passover. If it is determined that resources with the Wing preclude fitting a passover, the Wing Personnel Control Officer will contact Base Personnel who will attempt to fill passover from resources of the ABGp.

3. Records maintained by ABGp functions: Medical, Dental, and Finance Records of all personnel deploying with the 26th SRW will be delivered to the Squadron concerned not later than H + 7 hours.

4. Personal Affairs: Individual members of each squadron and task unit will be constantly reminded to maintain their personal affairs i.e. will, allotment, etc., in a current manner in order to preclude preparation of items disrupting processing. It should be remembered that in case of an emergency deployment there will not be time to take care of these matters during processing.

5. The 26th SRW Personnel Processing Center will be located in building Jumbo Hangar 548 or at a location announced at the time of alert.

6. Crew members will be carried in their assigned mobility position as crew members except excess crew type officers who are occupying T/O positions either as a primary or additional duty, these officers may be shown in the T/O position.

7. Personnel Records Mobility Boxes: Will be provided by Unit Supply, Hq Sq Section.

8. The 26th Wing AG will obtain special order numbers and paragraph numbers to be utilized for the deployment.

WING DIRECTORATE OF PERSONNEL

1. Instructions for control and distribution of mobility rosters and action to be taken when notified by Wing Personnel Control Officer of Passovers.

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a. Control Section.

(1) The NCOIC of the Assignment and Action Section will be responsible for maintaining a chart showing the following:

(a) Time Mobility Rosters and Card File received from squadron, including Task Force Units.

(b) Time Special Orders are dispatched to Finance, Personal Affairs, Dental Clinic, Dispensary, and 26th AG.

(c) Time special orders published.

(2) The Control Section will be allotted two (2) airmen as runners to accomplish distribution to agencies referred to in paragraph 1a(1)(b).

(3) When notified of passovers by the Wing Personnel Control Officer, the NCOIC will refer to the Wing Mobility Rosters to ascertain what passovers can be filled from personnel on support aircraft and Phase IVA. He will take the following action:

(a) Notify the squadron or squadrons concerned to have (name) report to the OIC of the preliminary processing center as a replacement for unit A/C_____,Seat #_____, required AFSC_____.

(b) The NCOIC will then notify the Wing Personnel Control Officer of the persons who have been selected to fill passover slots or his inability to furnish replacements.

(c) In the event resources within the Wing preclude filling of a passover slot, the Wing Personnel Control will contact the Base Personnel Officer in an attempt to fill passover slot from ABGp resources.

PERSONNEL PROCESSING SCHEDULE UNIT A/C AND PASSENGERS

Unit A/C #1	H+9 hours
Unit A/C #2	H+10 hours
Unit A/C #3	H+11 hours
Unit A/C #4	H+12 hours

All crew personnel and crew chiefs of the 3rd, 4th, or 10th as designated by the Wing Personnel Control Officer-H+13 hours.

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Unit A/C #5	H+14 hours
Unit A/C #6	H+15 hours
Unit A/C #7	H+16 hours
Unit A/C #8	H+17 hours
Unit A/C #9	H+18 hours
Unit A/C #10	H+19 hours
Unit A/C #11	H+33 hours
Unit A/C #12	H+34 hours
Unit A/C #13	H+35 hours
Unit A/C #14	H+36 hours

All crew personnel and crew chiefs of the 3rd,4th, or 10th as designated by the Wing Personnel Officer-H+37 hours.

Unit A/C #15	H+38 hours
Unit A/C #16	H+39 Hours
Unit A/C #17	H+40 hours
Unit A/C #18	H+41 hours
Unit A/C #19	H+42 hours
Unit A/C #20	H+43 hours

All crew personnel and crew chiefs of the 3rd,4th, or 10th as designated by the Wing Personnel Control Officer-H+44 hours.

H+57	1 thru 60 Incl
H+58	61 thru 120 Incl
H+59	121 thru 180 Incl
H+60	181 thru 240 Incl
H+61	241 thru 300 Incl
H+62	301 thru 360 Incl
H+63	361 thru 420 Incl
H+64	421 thru 480 Incl
H+65	481 thru 540 Incl
H+66	541 thru 600 Incl
H+67	601 thru 660 Incl
H+68	661 thru 720 Incl
H+69	721 thru 780 Incl
H+70	781 thru 840 Incl
H+71	841 thru 900 Incl
H+72	901 thru 930 Incl

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SOP NO. 12

Duties of Troop Commanders

1. PURPOSE: To provide troop comma nders aboard unit and/or support aircraft with instructions relative to duties and responsibilities during deployment.

2. SCOPE: This SOP is applicable to all officers, non-commissioned officers, and airmen designated as troop commanders.

3. RESPONSIBILITY: The troop commander, appointed by the Wing Logistics officer, will be responsible for the conduct and activity of all passenger personnel in his charge, during deployment and until relieved by the destination base mobility officer or other competent authority.

4. GENERAL: The wing Logistics officer will appoint as troop commander the senior officer, non-commissioned officer or airmen deploying as passengers on the same aircraft. He will brief the troop commander with all information relative to the flight, stops, etc.

5. DUTIES OF THE TROOP COMMANDER:

a. Be responsible for the conduct and activity of all passengers under his command during deployment and at the destination base until properly relieved.

b. Designate guards for cargo and/or aircraft during the deployment as are required by the aircraft commander, enroute stop base commander, and the forward base commander until relieved.

c. Insure that in-flight lunches, w ater and other foods required are aboard the aircraft prior to departure, and that adequate arrangements are made for necessary in-flight lunches, etc. at enroute stops.

d. Insure that messing facilities and billets are provided at enroute stops and that "Certificate of Non-Availability Quarters and/or Meals" are obtained, if required.

e. Insure that all passengers are advised of station times and insure they report at the proper time to the proper place.

f. Maintain a record of events of any passenger (s) that may be off-loaded at enroute stops for any reason. Report same to the Commander, 26th Reconnaissance Wing and Commander, Rear Echelon, 26th Reconnaissance Wing, by the fastest means available, giving all details.

g. Contact the proper authorities in cases of accident or emergency. Advise the Commander, 26th Reconnaissance Wing and Commander, Rear Echelon, 26th Reconnaissance Wing of the accident or emergency, after co-ordinating the message with the aircraft commander.

h. Maintain an itinerary of all take-off times, in-flight time, etc.

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i. Maintain liaison with the aircraft commander at all times and assist the aircraft commander as required.

j. Receipt, safeguard and deliver personnel records of passengers to forward area mobility officer, if required.

6. TROOP COMMANDERS FOLDERS:

a. The wing logistics officer will prepare and maintain "Troop Commander's Folders" for each unit and support aircraft scheduled to deploy with passengers under current operations plans. Each troop commander's folder will contain such information and data as is required for use by the troop commander during the flight en-route and upon arrival at the forward base.

b. Each "Troop Commander's Folder" will contain the following items: (Certain of these can be completed only immediately prior to deployment and are noted with an asterisk.)

(1) SOP #12 - Duties of Troop Commanders.

*(2) Letter of "General Information for Troop Commanders" (See attachment #1).

(3) 3 copies of SAC Form 15, Itinerary (to be completed enroute) (See attachment #2).

*(4) Copies of passenger and/or cargo manifests.

*(5) Passenger roster.

(6) "Troop Commander's Folder Check" (to be typed on outside of each envelope) (See attachment #3).

(7) Copies of custom forms, instructions, etc. as may be required for individual trips and flight.

c. Letters of "General Information for Troop Commanders" are self-explanatory and are to be completed by wing logistics officer prior to deployment for each individual trip.

d. SAC Form 15 is self-explanatory and will be prepared in triplicate two copies to be delivered to forward base mobility officer upon arrival, and one copy to be retained by troop commander for further reference, as required.

3 Attachments:
#1 - Letter, "General Information for Troop Commander"
#2 - SAC Form 15, "Itinerary"
#3 - Troop Commander's Folder Check

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HEADQUARTERS 26TH RECONNAISSANCE WING (M)
Lockbourne Air Force Base

DATE

SUBJECT: General Information for Troop Commander

TO:

1. You have been designated TROOP COMMANDER for Trip #_____, (MATS, ARS,), Aircraft #_____ Type_____ scheduled to depart this station_____ hours, (date)_____ for_____.

2. Assembly time has been set for_____ hours, (date)_____ at_____, with Station Time for_____ hours, (date)_____. ETD_____ hours (date)_____.

3. _____ is the Aircraft Commander.

4. The following route to destination has been planned:_____ with enroute stops at_____

5. In-flight lunches for_____ officers, _____ airmen, and_____ civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained enroute.

6. SOP #12 inclosed contains general instructions. Additional instructions and information are as follows:_____

7. Maintain a record of events enroute on the enclosed Itinerary Sheets and deliver them to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Passenger manifests, (cargo manifests) and a passenger roster are inclosed in your information folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer_____). Deliver the passenger (and cargo) manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

ATTACHMENT #1
SOP #12

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SAC Form 15, "Itinerary"

ITINERARY	TRIP NO.	FROM	TO	TROOP COMMANDER

TYPE OF AIRCRAFT	AIRCRAFT SERIAL NO.	▱ MATS ▱ ARS	AIRCRAFT COMMANDER

NUMBER OF PASSENGERS	OFFICERS	AIRMEN	CIVILIANS	TOTAL	POUNDS OF CARGO

DEPARTED	DATE	TIME (local)	ARRIVED	DATE	TIME (local)	NO. OF MEALS

RECORD OF PERSONNEL AND/OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION: 1 copy-Troop Commander
2 copies-Forward Base Mobility Officer

SIGNATURE OF TROOP COMDR

SAC FORM 15 May 54 15

ATTACHMENT #2
SOP #12

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TROOP COMMANDER'S FOLDER

TRIP #_____ TYPE ACFT_____ ACFT #_____

ASSY TIME_____ STA TIME_____ ETD_____

This Folder Contains the Following:

1. SOP #12 "Duties of Troop Commander"
2. Roster of Passengers
3. Manifests: PASSENGER CARGO
4. Itinerary Sheets
5. General Information Sheet

_____ In-Flight Lunches Have Been Ordered

DATE: Prepared By:

ATTACHMENT #3
SOP #12

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PART V

SOP NO. 13

Card File on Boxes/Items

1. Purpose: To establish a ready-reference card file on all items and/or boxes scheduled for deployment under this plan. Card file to be used for flexibility and convenience.

2. Scope: This procedure applies to all task organizations supporting the 26th SRW Mobility Plan.

3. Procedure: A 3"X5" card will be maintained on each box and/or item of mobility equipment. The card will be prepared as shown in attachment #1. Under "priority" the squadron priority will be shown for each of the several possible mobility situations shown. For example: A box of camera equipment of the A&E Squadron may be priority 2 or 3 for the RB-47 Pre-strike staging team, but have no priority in Post-strike staging. The remainder of the information is self-explanatory.

4. Responsibility: The responsibility for implementing this procedure is assigned to the Squadron Mobility Officers under the direction of the individual Squadron Commanders.

1 Attachment:
Sample Copy of Reference Card

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S A M P L E

5"

3"

		PRIORITY		
		PRE-STRIKE	POST-STRIKE	TURN AROUND
BOX NUMBER	RB-47 15 AIRCRAFT			
WEIGHT	RB-47 30 AIRCRAFT			
CUBE	RB-47 45 AIRCRAFT			
*REMARKS:				
	FULL-WING			
	KC-97 5 AIRCRAFT ARS STAGING			
	KC-97 10 AIRCRAFT ARS STAGING			
	KC-97 20 AIRCRAFT ARS STAGING			
	ARS FULL SQDN			

*Such items as "Restricted", "Prohibited" may be identified here. See T.O. 00-25-104

S A M P L E

ATTACHMENT #1
SOP NO. 13

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Shipment of Ancillary and Prohibited Items

1. Purpose. To prescribe procedures for the preparation of ancillary and prohibited items and/or equipment for shipment.

2. Scope. This procedure applies to all task organizations supporting any move of the 26 SRWing.

3. General. Organizations preparing to ship ancillary and/or prohibited items of equipment will accomplish following precautions prior to shipment.

a. All fuel tanks will be drained and purged in accordance with T.O. 01-1-3. Each item will have attached a certificate indicating compliance with this Technical Order.

b. All equipment such as jacks, power plants, compressors, hydraulic stands, etc., will be inspected to determine that hydraulic and oil reservoirs are in serviceable condition and that seals do not leak.

c. All prohibited, inflammable or otherwise dangerous cargo will be prepared for air shipment in accordance with T.O. 00-85-9 and T.O. 00-25-104.

4. Responsibility. Squadron Commanders will insure that the procedures outlined above are complied with.

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Handling and Safeguarding of Classified Material on Deployment

1. PURPOSE: To prescribe policies and procedures for the handling and safeguarding of classified material during deployment while enroute to destination.

2. SCOPE: All organization commanders and staff section heads assigned to the 26th Strategic Reconnaissance Wing and support elements of the 801st Air Base Group.

3. RESPONSIBILITY: a. Commanders of all organizations and staff section heads are responsible for the proper safeguarding of classified military information, documents, and material within their control, consistent with policies prescribed by AFR 205-1

b. Each organizational commander and staff section head will designate an officer to be entrusted with the sole responsibility of safeguarding classified material throughout the entire maneuver.

4. SHIPMENT OF CLASSIFIED FILES: a. All classified material will be placed aboard aircraft and safeguarded by the officer designated as courier who will be fully armed.

b. If files are too bulky, the files in which documents are maintained will be packed in the standard record boxes, securely fastened by flat steel straps. The outside of the box will be shipped under security regulations applicable to bulk shipment of classified material except that TOP SECRET and cryptographic documents and messages in all cases will be accompanied by an Officer courier in addition to armed guards.

5. EMERGENCY DESTRUCTION IN TRANSIT: Classified material in transit will be destroyed by burning if forced down in an aircraft and it appears that the material cannot be fully and properly protected. If not subject to burning, the material will be destroyed by such other means as are necessary to render it beyond recognition. If the emergency occurs at sea, the material may be sunk by the most practical method. If a craft carrying classified matter is forced down in unfriendly or neutral territory where capture appears imminent or any other circumstances where it appears unlikely that the classified matter can be properly protected, such matter will be destroyed in any manner that will render recognition impossible, preferably by burning.

6. INVENTORY LIST: An inventory list of all classified material that is to be taken for use during deployment will be prepared in three copies, and the following distribution will be made:

1 copy to Wing Classified File Section
1 copy carried by the officer responsible for safeguarding of classified material while enroute to destination.
1 copy to be retained by the squadron and section custodian.

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Disposition of Cargo at Forward Operating Bases

1. PURPOSE: To establish a procedure for the off loading of cargo and disposition of same to the units of this Wing and elements of the Air Base Group upon arrival at the Forward Operating Bases.

2. SCOPE: All units assigned to the 26th Strategic Reconnaissance Wing and elements of the 801st Air Base Group and Forward Operating Base, Air Base Groups and/or Squadrons.

3. RESPONSIBILITY: a. The Forward Base Mobility Officer will be responsible for implementing the procedures as established herein.

b. The Commander of the Forward Operating Base (s) Air Base Group (s) and/or Squadrons will be responsible for assisting the Forward Base Mobility Officer by providing personnel, equipment, and facilities to accomplish the off-loading and distribution of cargo at the Forward Operating Base (s).

c. Unit Commanders of squadrons of the 26th Strategic Reconnaissance Wing will be responsible for providing such personnel as may be required to the Forward Base Mobility Officer to assist in the off-loading and distribution of cargo at the Forward Operating Base (s).

4. GENERAL: The Forward Base Mobility Officer will establish a working section to include the Logistics Section NCO, the Forward Operating Base Director of Materiel or designated representative, Base Commercial Transportation Officer, Base Transportation Officer, and other personnel as required. This Section will make arrangements to meet and off-load all aircraft, unit and support, carrying cargo or passengers.

a. All cargo will be immediately off-loaded and checked against cargo manifests carried by the Cargo Couriers assigned to the individual aircraft.

b. Cargo will be segregated according to unit and will be immediately dispatched to the organizations, each major item being receipted for by the organization representative.

c. A record will be maintained of all cargo off-loaded enroute, noting the box number, weight, Trip Number, and place and date off-loaded.

d. The Forward Base Mobility Officer will send an Operational Immediate Teletype to the Commander, 26th Strategic Reconnaissance Wing, Rear Echelon, ATTENTION: Wing Mobility Officer, noting all cargo off-loaded enroute, giving the following information:

(1) Type of aircraft.
(2) Trip Number.
(3) Off-Load Base.
(4) Date of Off-Load.
(5) Box number (s) of cargo off-loaded.
(6) Weight of cargo off-loaded.

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PART VI

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PART VI

CONTENTS

Chapter 1 - General

Chapter 2 - Staging Team Personnel (KC-97)

Chapter 3 - Staging Team Materiel (KC-97)

Chapter 4 - Staging Team Personnel (RB-47)

Chapter 5 - Staging Team Materiel (RB-47)

Chapter 6 - Enroute Maintenance Team Personnel and Materiel

Chapter 7 - Staging Team Maintenance Plan

Chapter 8 - Staging Team Supply and Resupply Plan

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PART VI

Chapter 1

General

1. The purpose of Part VI is to designate the personnel and materiel allotted to the elements of the various type Staging Teams.

2. The personnel and materiel allotted to a staging team are a part of the 26th Strategic Reconnaissance Wing Mobility Plan and will deploy, unless otherwise directed, with the Wing.

3. Personnel and materiel will be drawn from units of the 26th Strategic Reconnaissance Wing and Support Units indicated in the 26th Strategic Reconnaissance Wing Mobility Plan. Squadrons will indicate on their personnel mobility roster, those personnel assigned to each type Staging Team.

4. Chapter 2 and 3 outline the Staging Team Personnel and Materiel required for staging of the Air Refueling aircraft.

5. Chapter 4 and 5 outline the Staging Team Personnel and Materiel required for staging of the RB-47 aircraft.

6. Chapter 6 indicates personnel and equipment allocated to the Enroute Maintenance Team. This team is merely a portion of air echelon deployed for Enroute Maintenance and is not to be confused with the staging teams indicated above. Explicit instructions covering the Enroute Maintenance Team are outlined on page 240.

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Air Refueling Staging Teams
KC-97

RECAPITULATION

Type Team	Elements	Personnel by Size & Type Team 5 Acft Team	10 Acft Team	20 Acft Team
POST STRIKE	Control	6	6	8
	Maintenance	29	30	66
	Medical	4	4	4
	Service	23	26	32
	TOTALS	62	66	110
PRE STRIKE	Control	11	11	12
	Maintenance	32	46	64
	Medical	4	4	4
	Service	23	26	32
	TOTALS	70	87	112
TURN AROUND	Control	11	12	13
	Maintenance	45	70	99
	Medical	4	4	4
	Service	26	32	37
	TOTALS	86	118	153

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PART VI

Chapter 2
Air Refueling Staging Teams KC-97
-PERSONNEL-

AFSC	TITLE	SQ	NUMBER (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
	CONTROL ELEMENTS COMMAND:										
0066	Task Force Commander	AREFS	1	1	1	1	1	1	1	1	1
7024	Administrative Officer	AREFS	-	-	-	1	1	1	1	1	1
70230/50/70	Clerk	AREFS	1	1	2	1	1	2	1	2	2
	OPERATIONS:										
1416	Operations Staff Ofcr	Hq Sq	1	1	1	1	1	1	1	1	1
1534	Aircraft Observer	AREFS	-	-	-	1	1	1	1	1	1
2524	Weather Officer	Wea Det	-	-	-	1	1	1	1	1	1
60150/70	Air Operations	AREFS	-	-	-	1	1	1	1	1	1
	INTELLIGENCE:										
2054/2016/1435	Intelligence Officer	AREFS	1	1	1	1	1	1	1	1	1
20450/70	Intelligence Operations	AREFS	1	1	2	1	1	1	1	1	2
	COMMUNICATIONS:										
29250/70	Crypto Operations	Oprn Sq	1	1	1	1	1	1	1	1	1
29350	Radio Operations	Oprn Sq	-	-	-	1	1	1	1	1	1
	CONTROL ELEMENTS TOTALS		6	6	8	11	11	12	11	12	13
	MAINTENANCE ELEMENTS										
	AIRCRAFT MAINTENANCE										
4344	Acft Maint Officer	AREFS	1	1	1	1	1	1	1	1	1
40433/53/71	Electrical Instrument	F/M Sq	-	-	-	1	2	2	2	2	3
52550/71	Hydraulic(Incl AFR Spec)	F/M Sq	1	2	2	1	2	2	2	4	6
43131/51/71/70	Aircraft Maintenance	AREFS	8	12	16	8	12	16	10	15	20
42350	Propeller Mechanics	F/M Sq	1	1	1	1	1	2	1	2	2
43134/54	Aircraft Electrician	F/M Sq	-	-	-	1	1	2	1	2	3
43132A/52A	Reciprocating Eng Mech	AREFS	6	14	24	10	15	25	12	20	30
43136	Acft Instrument Mech	F/M Sq	-	-	-	1	1	2	1	2	2
47151	Powerman (Ground Equip)	F/M Sq	1	1	1	1	1	1	1	1	1
53150/70	Senior Machinist	F/M Sq	1	1	1	-	-	-	1	1	1
53430/50/70	Airframe Repair	F/M Sq	3	5	10	1	1	1	3	7	12
70250	Clerk	AREFS									
	ARMAMENT AND ELECTRONICS										
30150/70/71	Radio Maintenance	A/E Sq	1	2	2	1	2	2	2	3	5
30151/70/71	Radar Maintenance	A/E Sq	1	1	1	1	2	2	2	3	5
	SUPPLY										
6424	Supply Officer	AREFS	1	1	1	1	1	1	1	1	1
64151/73	Supply	AREFS	1	2	3	1	2	3	2	3	4

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Chapter 2
Air Refueling Staging Teams KC-97
-PERSONNEL-

AFSC	TITLE	SQ	NUMBER (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUN 5	10	20
	RADIOLOGICAL										
3254	Munitions Ofcr (Radiological)	Hq Sq	1	1	1	1	1	1	1	1	1
46170R	Radiological Tech	Hq Sq	1	1	1	-	-	-	1	1	1
	MAINTENANCE ELEMENTS TOTALS		29	30	66	32	46	64	45	70	99
	MEDICAL ELEMENTS										
9356	Medical Ofcr Avia Med	Med Sq	1	1	1	1	1	1	1	1	1
90150/70	Sr Aero Medical/Supv	Med Sq	1	1	1	1	1	1	1	1	1
90250/70	Sr Medical Service	Med Sq	1	1	1	1	1	1	1	1	1
90670	Med Administrative Supv	Med Sq	1	1	1	1	1	1	1	1	1
	MEDICAL ELEMENTS TOTALS		4	4	4	4	4	4	4	4	4
	SERVICE ELEMENTS										
7724	Air Police Officer	A/P Sq	1	1	1	1	1	1	1	1	1
60350/70	Veh Operator (Motor Pool)	MVS	1	2	5	1	2	5	2	5	7
64350	Veh Operator (Refueling)	Supply Sq	2	3	4	2	3	4	2	4	6
62130/50	Baker	Food Svc Sq	-	-	1	-	-	1	1	1	1
62230/50	Cook	Food Svc Sq	2	3	4	2	3	4	3	4	5
95150/70	Fire Fighter	Air Inst Sq	2	2	2	2	2	2	2	2	2
96130/50/70	Air Police (note 1)	A/P Sq	15	15	15	15	15	15	15	15	15
	SERVICE ELEMENTS TOTALS		23	26	32	23	26	32	26	32	37
	GRAND TOTAL		62	66	110	70	87	112	86	118	15

Notes:
(1) Each sector (20 A/C or FCT) includes 2 mobile patrols of 2 Air Policemen each for 3 shifts plus 3 Air Police Supervisors.

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Chapter 3
Air Refueling Staging Teams KC-97

RECAPITULATION

Type Team	Elements	Materiel by Size & Type Team 5 Acft Team	10 Acft Team	20 Acft Tea
POST STRIKE	Control	90	90	90
	Maintenance	31,787	40,225	40,273
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
	TOTALS	33,658	42,096	42,917
PRE STRIKE	Control	400	400	400
	Maintenance	36,721	36,742	36,918
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
	TOTALS	38,902	38,923	39,872
TURN AROUND	Control	400	400	400
	Maintenance	76,729	85,204	85,464
	Medical	1,000	1,000	1,000
	Service	781	781	1,154
		78,910	87,385	88,418

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Air Refueling Staging Teams KC-97

-MATERIEL-

STOCK	NOMENCLATURE	UNIT	Unit Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN-AROUN 5	10	20
	CONTROL ELEMENTS											
	ADMINISTRATIVE											
NL	Records	Lot	40.0	1	1	1	1	1	1	1	1	1
	INTELLIGENCE											
NL	Maps and Charts	Lot	100.0	-	-	-	1	1	1	1	1	1
	OPERATIONS											
NL	Records & Misc Blank Forms	Lot	150.0	-	-	-	1	1	1	1	1	1
Variable	Typewriters	Ea	60.0	-	-	-	1	1	1	1	1	1
	COMMUNICATIONS											
NL	Records & Misc Pubs	Lot	50.0	1	1	1	1	1	1	1	1	1
	CONTROL ELEMENTS TOTALS			90	90	90	400	400	400	400	400	40
	MAINTENANCE ELEMENTS											
	MISCELLANEOUS TOOLS											
	Class 08-A											
7700-247110	Cord Ext 100 ft	Ea	5.5	1	2	3	1	2	3	1	2	3
7700-529794	Light Explosion Proof 100 ft Type N-1	Ea	15.5	1	2	3	1	2	3	1	2	3
	Class 17-A											
8100-244864-6	Drill Pneu 1/4" Cap Type A-1	Ea	3.0	1	1	1	-	-	-	1	1	1
	Class 17-B											
7900-000800	Adapter Socket Wrench 1/2" F 3/4" M Sq Drive	Ea	.3	1	1	1	1	1	1	2	2	2
7900-000802	Adapter Socket Wrench 1/2" M 3/4" F Sq Drive	Ea	.2	1	1	1	1	1	1	2	2	2
7900-016450	BAR Socket Wrench Ext 1/2" Sq Dr 10" Lgth	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-017650	Bar Wrecking Gooseneck	Ea	8.0	1	1	1	1	1	1	1	1	1
7900-101050	Cleaner Engine Spray	Ea	3.5	1	1	1	-	-	-	1	1	1
7900-103065	Clipper Bolt Rigid Head Shear Cut	Ea	6.0	1	1	1	1	1	1	1	1	1
7900-118790	Cutter Cable 1/8" to 1/4"	Ea	1.5	1	1	1	1	1	1	1	1	1
7900-250840 Thru-251800	Drills Twist SS 1/4" Thru 1/2" (by 64ths)	Set of 17	2.0	1	1	2	-	-	-	2	2	2
7900-387480	Gage Tire 400 lb Pres	Ea	.5	1	2	3	1	2	3	2	4	6
7900-401794	Gun Lubricating Lever Type 210Z	Ea	5.0	1	1	1	1	1	1	1	1	1
7900-411155	Hammer Hand Plastic Insert Face 3 lb	Ea	3.0	1	1	1	-	-	-	1	1	1
7900-428155	Hand Socket Wrench Torque Indicating 1/2" sq dr 700-1600 lbs	Ea	2.5	1	1	1	-	-	-	1	1	1
7900-555860	Pliers Comb Slip Joint 10"	Ea	.5	1	1	1	1	1	1	1	1	1
7900-653020	Saw Hand Cross Cut	Ea	1.0	1	1	1	1	1	1	1	1	1

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Air Refueling Staging Teams KC-97

-MATERIEL-

STOCK	NOMENCLATURE	UNIT	Unit Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
7900-664400	Screw Driver, Common 18" X 9/16" Blade	Ea	.5	1	1	1	1	1	1	1	1	1
7900-696500	Socket 12 pt 3/8" sq dr ext deep	Ea	.2	1	1	1	1	1	1	1	1	1
7900-697060 Thru-697750	Socket 12 pt 1/2" sq dr (Incl ext deep) 5/8" thru 2" (By 16ths)	Set of 16	5.0	1	1	1	1	1	1	1	1	1
7900-698820 Thru-699120	Socket 12 pt 3/4" sq dr 1 5/16" thru 2"(By 16ths)	Set of 8	6.0	1	1	1	1	1	1	1	1	1
7900-774180	Tape Meas Steel 100ft	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-783983	Tool assy Elec Solder-less Terminal	Ea	2.0	1	1	1	-	-	-	1	1	1
7900-787865	Tool Flaring Comb 1/8" to 3/4" Cap	Ea	2.0	1	1	1	-	-	-	1	1	1
7900-788670	Tool Midget Grease Fit	Ea	.2	1	1	1	1	1	1	1	1	1
7900-788672	Tool Standard Grease Fitting	Ea	.2	1	1	1	1	1	1	1	1	1
7900-793980	Tool Valve Stem Fishing	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841894	Wrench Crowft 12 pt 1/4" sq dr 3/8"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841894-4	Wrench Crowft 12 pt 1/4" sq dr 5/8"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841897-4	Wrench Crowft 12 pt 3/8" sq dr 5/8"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-854262 Thru-854267	Wrench Open Double head 9/16" Thru 1 1/4"	Set of 6	3.0	1	1	1	1	1	1	1	1	1
7900-859900	Wrench Set Turnbuckle Hold & Adj	Ea	2.0	1	1	1	1	1	1	1	1	1
	AIRFRAME TOOLS											
	Class 17-A											
8100-404410	Hammer Pneu Riveting 3/8" Cap	Ea	3.8	1	1	1	-	-	-	1	1	1
8100-404230	Hammer Pneu Riveting 1/8" Cap	Ea	2.5	1	1	1	-	-	-	1	1	1
8100-759352-6	Shaft Flex 30" 360 Deg Ang 1/4" chuck	Ea	5.0	1	1	1	-	-	-	1	1	1
	Class 17-B											
7900-003700	Arbor Hole Sqs 5/8" to 1 1/8" Saws	Ea	.5	1	1	1	-	-	-	1	1	1
7900-037600	Arbor Hole Saw for 1 1/4" to 4 1/2" saws	Ea	.5	1	1	1	-	-	-	1	1	1
7900-095880	Clamp Assy Dp Throat	Ea	4.0	2	2	2	-	-	-	2	2	2
7900-114470	Countersink TS 7/16" Cutter 1/8",5/32" Int Pilot	Set of 15	3.0	1	1	1	-	-	-	1	1	1

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STOCK	NOMENCLATURE	UNIT	Unit Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
7900-401398	Gun Blind Rivet Hand Type	Ea	1.5	1	1	2	-	-	-	1	1	2
7900-653020	Saw Hand Cross Cut	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-654300	Saw Hand Rip	Ea	1.0	1	1	1	1	1	1	1	1	1
	Class 17-C											
7CAD-801035	Tensionmeter-Cont Cable Type C-7	Ea	1.0	1	1	1	1	1	1	1	1	1
9BMD-45B1706-46	Wrench Skt NLG Axle Nut	Ea	.5	1	1	1	1	1	1	1	2	3
9BMD-45B1706	Wrench Skt MLG Axle Nut	Ea	.5	1	1	1	1	1	1	1	2	3
9BBQ-F65711	Clamp NLG Strut Jack & Installing	Ea	2.0	1	1	1	1	1	1	1	1	1
9BBQ-F71109	Link MLG Tire & Wheel Changing	Ea	3.0	2	2	2	2	2	2	2	2	2
	Class 19-A											
8200-082158	Bar Assy Towing & Steering NLG	Ea	65.0	1	1	1	1	1	1	1	1	2
8200-023188	Adapter Assy Acft Tow	Ea	2.0	1	1	1	1	1	1	1	1	2
8200-399701-4	Jack Assy Fin Folding	Ea	25.0	1	1	1	-	-	-	1	1	1
8200-368150	Jack Assy 50 Ton TypeF3	Ea	200.0	1	1	1	1	1	1	1	1	1
	ENGINE TOOLS											
	Class 17-C											
7CAC-472650	Light Timing Magneto Type B-1	Ea	5.0	1	1	1	1	1	1	1	1	1
7CAD-438860	Ind Piston Position 18mm Spark Plug	Ea	.5	1	1	1	1	1	1	1	1	1
7CAD-801818	Tester Assy Comp Acft Eng Cyl Type S1	Ea	7.0	1	1	1	1	1	1	1	1	1
	Class 18-A											
9AMD-50B9641-4	Wrench Spark Plug Elbow Coup Short Type	Ea	.5	1	1	1	1	1	1	1	1	1
9AMD-50B9641-2	Wrench Spark Plug Elbow Coup Long Type	Ea	.5	1	1	1	1	1	1	1	1	1
9APW-PWA1485	Wrench Intake Pipe Packnut Spanner	Ea	.5	1	1	1	1	1	1	1	1	1
9APW-PWA3414	Fixture Mag Timing and Comb Pusher & Tracto Valve Setting	Ea	1.5	1	1	1	1	1	1	1	1	1
9APS-PWA3517	Socket Wrench 6 pt 1/2" sq dr eng mount	Ea	.5	1	1	1	1	1	1	1	1	1
	Class 19-G											
8200-368150	Sling Acft Mt Pwr Pkg	Ea	120.0	1	1	1	1	1	1	1	1	1
	R-4360 Power Package	Ea	8417	2	3	3	2	2	2	4	5	5
	Flyaway Kit	Lot	35000	-	-	-	-	-	-	1	1	1
	Selected Spares	Lot	10000	1	1	1	-	-	-	-	-	-
	Selected Spares	Lot	15000	-	-	-	1	1	1	-	-	-

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STOCK	NOMENCLATURE	UNIT	Unit Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
	PROPELLER TOOLS											
	Class 17-B											
7900-428157	Handle Torque Wrench 1" Sq Dr	Ea	25.0	1	1	1	1	1	1	1	1	1
	Class 18-B											
9BHF-HSF-1258	Handle Dome Lifting	Ea		1	1	1	1	1	1	1	1	1
9BHF-HSF-1260	Wr Low Pitch Stop Adj	Ea		1	1	1	1	1	1	1	1	1
9BHF-HSF-1276	Wrench Serud Piston & Dome Cap	Ea		1	1	1	1	1	1	1	1	1
9BHF-HSF-1584	Fuller Integral Oil Sys	Ea		1	1	1	1	1	1	1	1	1
9BHF-HSF-1823	Wr Dome Retaining Nut	Ea	120	1	1	1	1	1	1	1	1	1
9BHF-HSF-465	Wrench Dome Shell	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE54	Torque Handle	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE63	Work Handle	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE3100	Power Wrench	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE8200	Lifting Assy	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE84315	Base Plate	Ea		1	1	1	1	1	1	1	1	1
9BSK-SWE84319	Wrench Shaft Nut	Ea		1	1	1	1	1	1	1	1	1
9BAK-SWE8611	Socket Prop Shaft	Ea	30	1	1	1	1	1	1	1	1	1
9BAK-SWE-8900-2	Chest Torque Wrench (Empty)	Ea		1	1	1	1	1	1	1	1	1
	Class 19-G											
8220-616600	Sling, Prop	Ea	65.0	1	1	1	1	1	1	1	1	1
	ARMAMENT AND ELECTRONICS TOOLS AND EQUIPMENT											
	Class 08-A											
7700-529840	Light Ext 50 ft	Ea	3.0	1	1	2	1	1	2	2	2	2
	Class 17-B											
7900-706801	Soldering Iron 110 V	Ea	1.0	1	1	1	1	1	1	2	2	2
7900-706802-8	Soldering Iron 24 V	Ea	1.0	1	1	2	1	1	2	2	2	2
7900-738280	Stripper, Wire #22 to #8	Ea	1.0	1	1	2	1	1	2	2	2	2
7900-783982	Tool, Stakon #22 to #10	Ea	1.0	1	1	2	1	1	2	2	2	2
	Class 17-C											
7CAC-002900-85	Adapter Tube Socket, MX-949/U	Ea	7.0	-	-	-	-	-	-	1	1	1
7CAC-028680	Ammeter I-139A	Ea	1.0	1	1	2	1	1	2	1	1	2
7CAC-028975	Ammeter ME-29/U	Ea	3.0	-	-	-	-	-	-	1	1	1
7CAC-041086	TS-148 A/UP	Ea	10.0	-	-	-	-	-	-	1	1	2
7CAC-170270-1383	Cable Assy CX-1021/ ARN-6	Ea	1.0	-	-	-	-	-	-	1	1	1
7CAC-177680	Cavity TS-488/UP	Ea	10.0	-	-	-	-	-	-	1	1	2
7CAC-274353	Dummy Load TS108A/AP	Ea	2.0	-	-	-	1	1	2	1	1	2
7CAC-318208-545	Freq Meter BC-906E	Ea	5.0	1	1	1	1	1	2	1	1	2
7CAC-363949	Generator SG-13/ARN	Ea	25.0	-	-	-	-	-	-	1	1	1
7CAC-363954	Generator I-196B	Ea	5.0	-	-	-	-	-	-	1	1	1
7CAC-589074	Multimeter TS352 A/U	Ea	15.0	1	1	2	1	1	2	2	2	2

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PART VI

Chapter 3

Air Refueling Staging Teams KC-97

-MATERIEL-

STOCK	NOMENCLATUR	UNIT	Unit Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
7CAC-611119	Oscilloscope AN/USM24	Ea	15.0	-	-	-	-	-	-	1	2	3
7CAC-654700	Pressurizing Kit MK-20A/UP	Ea	5.0	1	1	1	1	1	1	1	1	1
7CAC-801318-5478	Test Set TS-268D/U	Ea	5.0	-	-	-	-	-	-	1	1	1
7CAC-801318-573	Tube Tester I-177B	Ea	15.0	-	-	-	-	-	-	1	1	1
7CAC-801319-2157	Test Set Radar AN/UPM4A	Ea	350.0	-	-	-	-	-	-	1	1	1
7CAC-801319-21585	Test Set Radar AN/UPM8	Ea	125.0	1	1	1	1	1	2	1	1	2
7CAC-801319-2175	Test Set Radar AN/UPM-1B	Ea	175.0	-	-	-	-	-	-	1	1	1
7CAC-801319-219	Test Set Radar TS-23/APN	Ea	20.0	-	-	-	-	-	-	1	1	1
7CAC-801319-23758	Test Set Radar TS-147B/UP	Ea	40.0	-	-	-	-	-	-	1	1	1
7CAC-801319-238	Test Set Radar TS10C	Ea	20.0	-	-	-	-	-	-	1	1	1
7CAC-979564	Watt Meter ME-11/U	Ea	3.0	1	1	1	1	1	1	1	1	1
Bench Set	AN/AIC 10 Inter-comm, AN/ARC 27 and AN/ARC 3 Radio Sets	Ea	325.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/ARN 14, AN/ARN 18, AN/ARN 6 and AN/ARN 12 Radio Sets	Ea	325.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/ART-13 Radio Set	Ea.	300.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/APN 11 and AN/APN-9 Radar Sets	Ea	300.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/APN-1, SCR-718 Radio Sets	Ea	250.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/APS-42 Radar Set	Ea	600.0	-	-	-	-	-	-	1	1	1
Bench Set	AN/APN-12 and AN/APX 6 Radar Set	Ea	300.0	-	-	-	-	-	-	1	1	1
	RADIOLOGICAL EQUIPMENT											
	ECL 20-99-4, Set, Radiological defense, detection, indication and computation	Set	400.0	1	1	1	1	1	1	1	1	1

MAINTENANCE ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	TURN-AROUND
5 Aircraft Team	31,787	36,721	76,729
10 Aircraft Team	40,225	36,742	85,204
20 Aircraft Team	40,273	36,918	85,464

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Chapter 3
Air Refueling Staging Teams KC-97
-MATERIEL-

STOCK	NOMENCLATURE	Unit	UNIT Wt	QUANTITY (By Type & Size Team) POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
	MEDICAL ELEMENTS											
	ECL 20-90-4, Dispensary, Air Transportable or equiv (only UEE wg spt med materiel)	Ea	1000.0	1	1	1	1	1	1	1	1	1

MEDICAL ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	TURN-AROUND
5 Aircraft Team	1,000	1,000	1,000
10 Aircraft Team	1,000	1,000	1,000
20 Aircraft Team	1,000	1,000	1,000

STOCK	NOMENCLATURE	Unit	UNIT Wt	POST-STRIKE 5	10	20	PRE-STRIKE 5	10	20	TURN AROUND 5	10	20
	SERVICE ELEMENTS											
	SECURITY											
	Class 08-A											
7700-331862	Flashlight, 2 cell prefocused rt angle	Ea	.5	15	15	15	15	15	15	15	15	15
A001-6721649	Gun, machine cal .30 Browning M1919A6 with basic load of 2,000 rnds of cal .30 ammo	Ea	203.0	2	2	4	2	2	4	2	2	4
A001-7142393	Mount, Tripod Machine gun cal .30 M2	Ea	2.5	2	2	4	2	2	4	2	2	4
A001-7265703	Rifle, automatic cal .30 M1918A2 with basic load of 750 rnds of cal .30	Ea	83.0	4	4	8	4	4	8	4	4	8
2S-3503-21 or -6	Radio Set (AN/PRC 21) or (AN/PRC 6)	Ea	10.0	3	3	6	3	3	6	3	3	6

SERVICE ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	TURN-AROUND
5 Aircraft Team	781	781	781
10 Aircraft Team	781	781	781
20 Aircraft Team	1,554	1,554	1,554

GRAND TOTAL

Size of Team	POST-STRIKE	PRE-STRIKE	TURN-AROUND
5 Aircraft Team	33,658	38,902	78,910
10 Aircraft Team	42,096	38,923	87,385
20 Aircraft Team	42,917	39,872	88,418

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Chapter 4
Medium Recon Staging Teams RB-47

RECAPITULATION

Type Team	Elements	Personnel By Size & Type Team 15 Acft Team	30 Acft Team	45 Acft Team
POST STRIKE	Control	13	17	20
	Maintenance	72	116	165
	Medical	4	8	8
	Service	30	50	72
	TOTALS	119	191	265
PRE STRIKE	Control	17	17	17
	Maintenance	121	213	312
	Medical	4	4	4
	Service	31	52	71
	TOTALS	173	286	404
PRE POST STRIKE	Control	21	27	32
	Maintenance	133	230	333
	Medical	4	8	8
	Service	37	59	82
	TOTALS	195	324	455

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Chapter 4
Medium Recon Staging Teams RB-47
-PERSONNEL-

AFSC	TITLE		NUMBER (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	CONTROL ELEMENTS										
	COMMAND										
066	Task Force Cmdr	(Recon Sq)	1	1	1	1	1	1	1	1	1
7024	Administrative Ofcr	(Recon Sq)	-	-	-	1	1	1	1	1	1
70230/50/70	Clerk	(Recon Sq)	2	2	2	2	2	2	2	3	3
70231/51/71	Stenographer	(Hq Sq)	1	1	1	1	1	1	1	1	1
	OPERATIONS										
1416	Oprn Staff Ofcr	(Hq Sq)	1	1	1	1	1	1	1	2	2
1435	Air Oprn Ofcr (Special Weapons)	(Recon Sq)	-	-	-	1	1	1	1	1	1
1524F	Acft Observer, Navigator-Bombardier	(Recon Sq)	-	-	-	1	1	1	1	1	2
2524	Weather Ofcr	(Weather Det)	-	-	-	1	1	1	1	1	1
60170	Air Oprn	(Recon Sq)	-	-	-	1	1	1	1	1	2
	INTELLIGENCE										
2044	Int Photo-Radar Ofcr	(Hq Sq)	1	1	1	-	-	-	1	1	1
2016/1435/2054	Int Ofcr	(Recon Sq)	2	3	4	2	2	2	2	3	4
20450/70	Int Oprn	(Recon Sq)	2	3	4	2	2	2	2	3	4
70250/30	Clerk	(Recon Sq)	2	3	4	-	-	-	2	3	4
	COMMUNICATIONS										
3024	ECM Ofcr	(Recon Sq)	-	-	-	1	1	1	1	1	1
29250/70	Cryptographer Oprn	(Oprn Sq)	1	2	2	1	1	1	2	2	2
29350	Radio Operations	(Oprn Sq)	-	-	-	1	1	1	1	2	2
	CONTROL ELEMENTS TOTALS		13	17	20	17	17	17	21	27	32
	MAINTENANCE										
	MAINTENANCE CONTROL										
4344	Acft Maint Ofcr	(Hq Sq)	1	1	1	1	1	1	1	1	1
	FLIGHT LINE MAINTENANCE										
4344	Acft Maint Ofcr	(Recon Sq)	1	1	1	2	2	2	2	2	2
43131J/51J	Acft Mechanic	(Recon Sq)	24	48	72	9	18	27	9	18	27
43153	Acft Jet Eng Mech	(Recon Sq)	6	12	18	6	12	18	6	12	18
43170	Acft Maint Supv	(Recon Sq)	1	2	3	2	4	6	2	4	6
43171J	Acft Maint Tech (Crew Chiefs) (Deploy on unit acft)	(Recon Sq)	-	-	-	15	30	45	15	30	45
47134/54	Veh & Mtr Equip Eng Mech	(Recon Sq)	1	2	3	1	2	3	1	2	3
47135/55	Veh & Mtr Equip Elec	(Recon Sq)	1	2	3	1	2	3	1	2	3
47171	Veh Maint Tech	(Recon Sq)	-	-	-	1	2	3	1	2	3
60350	Vehicle Operator	(Recon Sq)	1	2	3	1	2	3	1	2	3
64131/51	Supply Orgn Sup Spec	(Recon Sq)	1	1	1	1	2	3	1	2	3
70250	Clerk	(Recon Sq)	1	1	1	1	1	1	1	1	1
	FIELD MAINTENANCE										
	IFR-Hydraulic										
42550	Acft Hyd Mech		-	-	-	1	1	2	1	1	2
	Instrument										
43156	Acft Inst Mech		1	1	2	1	2	3	1	2	3
	Fabrication										
4364	Fab & Rep Ofcr		1	1	1	-	-	-	1	1	1

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Chapter 4
Medium Recon Staging Teams RB-47
-PERSONNEL-

AFSC	TITLE		NUMBER (By Type & Size Team) POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
	Engine Repair										
43352	Acft Jet Eng Repairman		1	1	1	1	1	1	2	2	2
	Sheet Metal										
53430/50	Airframe Repairman		8	12	18	1	1	2	8	12	18
	Drag Chute										
58130/50	Parachute Rigger		3	3	3	3	3	3	3	3	3
	Electrical										
43154B	Acft Electrician		2	3	4	2	3	6	2	3	6
42650/71	Acft Elec Accy Repairman		1	1	2	1	1	2	2	2	2
	Hydraulic										
42550/71	Acft Hydraulic Mechanic		3	4	5	2	4	5	2	4	5
	Engine Change										
43133/53	Acft Jet Eng Mech		2	2	2	2	2	2	4	4	4
43170/71J	Acft Maint Supv/Tech		1	1	1	1	1	1	2	2	2
	ARMAMENT & ELECTRONICS										
	Armament Systems										
3234	Armament Systems Officer		-	-	-	1	2	3	1	2	3
	Electronics										
3054	Air Electronics Officer		-	-	-	1	1	1	1	1	1
	Radio										
30150/70/71	Radio Maint (Airborne)		5	8	12	5	8	12	5	8	12
	Radar										
30151/70/71	Radar Maint (Airborne)		1	1	1	4	7	11	4	7	11
	Bomb Systems										
32150E/70/71	Bomb-Navigation Systems		-	-	-	15	30	45	15	30	45
	Gunnery										
32350C/70/71	Gunnery Systems		-	-	-	7	13	19	7	13	19
	Camera										
40350/70	Camera Repair	(Recon Sq)	-	-	-	15	30	45	15	30	45
	Weapons										
46250/70	Weapons Maintenance		2 (For off-loading)	2	2	6	11	15	6	11	15
	Supply										
43151/73	Supply (A&E Specialist)		-	-	-	1	1	1	1	1	1
	ECM										
30250/70	ECM Repair		-	-	-	2	3	5	2	3	5
	Autopilot										
40433/53/70	Elect Inst Repair		-	-	-	2	4	6	2	4	6
	RADIOLOGICAL										
3254	Munitions Ofcr (Radiological)	(Hq Sq)	-	-	-	1	1	1	1	1	1
46170R	Munitions Supervisor	(Hq Sq)	-	-	-	1	1	1	1	1	1
	SUPPLY (Flyaway Kit)										
6424	Supply Officer	(Supply Sq)	1	1	1	1	1	1	1	1	1
64151/73	Supply	(Supply Sq)	2	3	4	2	3	4	2	3	4
	MAINTENANCE ELEMENTS TOTALS	Recon	72	116	165	121	213	312	133	230	333

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Chapter 4
Medium Recon Staging Teams RB-47
-PERSONNEL-

AFSC	TITLE	NUMBER (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	MEDICAL ELEMENTS									
9356	Medical Ofcr, Avn Medicine	1	1	1	1	1	1	1	1	1
9416	General Surgeon	-	*1	*1	-	-	-	-	*1	*1
90150/70	Sr Aero Medical Specl/Supv	1	*2	*2	1	1	1	1	*2	*2
90250/70	Sr Medical Service Specl/Supv	1	*2	*2	1	1	1	1	*2	*2
90670	Medical Administrative Supv	1	*2	*2	1	1	1	1	*2	*2
	*Substitution of one AFSC may be made at discretion of surgeon.									
	MEDICAL ELEMENTS TOTALS	4	8	8	4	4	4	4	8	8
	SERVICE ELEMENTS									
7724	Air Police Officer (A/P Sq)	1	1	1	1	1	1	1	1	1
46150	Munitions Specialist (Supply Sq)	-	-	-	2	4	6	2	4	6
46171	Mun Disposal Tech (Supply Sq)	1	1	1	-	-	-	1	1	1
64350	Veh Operators(Refueling)(Sup Sq)	4	7	11	4	7	11	4	7	11
60350	Veh Operators(Motor Pool)(MVS)	3	5	10	4	7	10	4	7	10
60370	Motor Transportation (MVS) Supv (Motor Pool)	1	1	1	1	1	1	1	1	1
62130/50	Baker (Food Svc Sq)	-	1	1	-	1	1	1	1	1
62230/50	Cook (Food Svc Sq)	3	5	6	4	6	6	6	8	10
95150/70	Firefighter (Air Inst Sq)	2	2	2	2	2	2	2	2	2
96130/50/70	Air Police (Note 1) (A/P Sq)	15	27	39	15	27	39	15	27	39
	SERVICE ELEMENTS TOTALS	30	50	72	31	52	71	37	59	82
	GRAND TOTAL	119	191	265	173	286	404	195	324	455

Notes:

1. Each sector of 15 aircraft includes 2 Mobile Patrols of 2 Air Policemen each for 3 shifts plus 3 Air Police Supervisors.

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Chapter 5
Medium Recon Staging Teams RB-47

RECAPITULATION

Type Team	Elements	Materiel by Size & Type Team 15 Acft Team	30 Acft Team	45 Acft Team
POST STRIKE	Control	245	415	585
	Maintenance	26,062	30,085	34,148
	Medical	1,000	2,000	2,000
	Service	783	783	1,566
	TOTALS	28,090	33,283	38,299
PRE STRIKE	Control	794	844	894
	Maintenance	34,557	38,634	49,061
	Medical	1,000	1,000	1,000
	Service	783	783	1,566
	TOTALS	37,134	41,261	52,521
PRE POST STRIKE	Control	794	1,014	1,234
	Maintenance	82,432	83,123	90,167
	Medical	1,000	2,000	2,000
	Service	783	783	1,566
	TOTALS	85,009	85,920	94,967

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Chapter 5

Medium Staging Teams (Recon) RB-47

-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	CONTROL ELEMENTS											
	ADMINISTRATIVE											
NL	Records	Lot	75.0	1	1	1	1	1	1	1	1	[illegible]
	INTELLIGENCE											
NL	Maps and Charts	Lot	50.0	1	2	3	2	3	4	2	4	[illegible]
NL	Target Material & Records	Lot	400.0	-	-	-	1	1	1	1	1	[illegible]
NL	SAC Manual 50-12	Ea	Neg	-	-	-	1	1	1	1	1	[illegible]
NL	SAC Manual 55-8	Ea	Neg	2	4	6	2	2	2	2	4	[illegible]
8900-671600	Proj Visual Aid Type H-1	Ea	71.0	-	-	-	1	1	1	1	1	[illegible]
8900-679400	Proj, C-2 or equiv slides/film	Ea	8.0	-	-	-	1	1	1	1	1	[illegible]
2900-737300	Screen, Projection	Ea	20.0	-	-	-	1	1	1	1	1	[illegible]
Variable	Typewriter	Ea	60.0	2	4	6	2	2	2	2	4	[illegible]

CONTROL ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	PRE-POST
15 Aircraft Team	245	794	794
30 Aircraft Team	415	844	1014
45 Aircraft Team	585	894	1234

	MAINTENANCE ELEMENTS											
	MISCELLANEOUS TOOLS											
	Class 08-A											
7700-247110	Cord Ext 100 ft	Ea	5.5	2	4	6	2	4	6	2	4	[illegible]
7700-332420	Flashlight-Taxi Wand 8"	Ea	1.0	4	8	12	4	8	12	4	8	12
7700-529794	Light Explosion Proof 100 ft Type N-1	Ea	15.0	2	4	6	2	4	6	2	4	[illegible]
	Class 12											
7600-365600	Panel Assy-Single Point refueling control	Ea	15.0	-	-	-	5	10	10	5	10	10
	Class 17-A											
8100-244864-6	Drill Pneu 1/4" Cap Type A-1	Ea	3.0	1	1	1	-	-	-	1	1	1
	Class 17-B											
7900-000800	Adapter Socket Wrench 1/2" F 3/4" M sq drive	Ea	.3	2	2	2	2	2	2	2	2	2
7900-000802	Adapter Socket Wrench 1/2" M 3/4" F sq drive	Ea	.2	2	2	2	2	2	2	2	2	2
7900-016450	BAR Socket Wrench ext 1/2" Sq Dr 10" lgth	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-016850	BAR Socket Wrench ext 3/4" Sq Dr 8" lgth	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-017650	Bar Wrecking Gooseneck 3/4" X 30"	Ea	8.0	1	1	1	1	1	1	1	1	1
7900-103065	Clipper Bolt Rigid Head Shear Cut	Ea	6.0	1	1	1	1	1	1	1	1	1
7900-250840 Thru-251800	Dr Twist SS 1/4" Thru 1/2" (By 64ths)	Set of 17	2.0	1	1	1	1	1	1	1	1	1

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Medium Recon Staging Teams RB-47

-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
7900-387480	Gage Tire 400 lb Hi Pres	Ea	.5	2	4	6	2	4	6	2	4	6
7900-401794	Gun Lub Lever Type 2102	Ea	5.0	1	1	1	1	1	1	1	1	1
7900-411155	Hammer Hand Plastic Insert Face 31B	Ea	3.0	1	1	1	1	1	1	1	1	1
7900-426650	Handle Wrench Socket Hinge 3/4" Sq Dr	Ea	2.0	1	1	1	1	1	1	1	1	1
7900-555860	Pliers comb Slip Joint 10"	Ea	.5	1	1	1	1	1	1	1	1	1
7900-653020	Saw Hand Cross Cut	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-654300	Saw Hand Rip	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-664400	Screwdrive, Common 18" by 9/16" Blade	Ea	.5	1	1	1	1	1	1	1	1	1
7900-696500	Socket 12 Pt 3/8" sq dr Extra deep	Ea	.2	1	1	1	1	1	1	1	1	1
7900-697060 thru-697750	Socket 12 pt 1/2" sq dr (incl Extra deep) 5/8" thru 1 1/4" (by 16ths)	Set of 18	5.0	1	1	1	1	1	1	1	1	1
7900-698820 thru-699120	Skt 12 pt 3/4" sq dr 1 5/16" thru 2"(By16ths)	Set of 9	6.0	1	1	1	1	1	1	1	1	1
7900-774180	Tape Meas Steel 100 ft	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-783983	Tool Assy elec Solderless terminal	Ea	2.0	1	1	1	-	-	-	1	1	1
7900-787865	Tool Flaring Comb 1/8" to 3/4" cap	Ea	2.0	1	1	1	-	-	-	1	1	1
7900-788670	Tool Midget Gr Fitting	Ea	.2	1	1	1	1	1	1	1	1	1
7900-788672	Tool Standard Gr Fit	Ea	.2	1	1	1	1	1	1	1	1	1
7900-793980	Tool Valve Stem Fishing	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841894	Wrench Crowft 12 pt 1/4" sq dr 3/8"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841894-4	Wrench Crowft 12 pt 1/4" sq dr 7/16"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-841897-4	Wrench Crowft 12 pt 3/8" sq dr 5/8"	Ea	.2	1	1	1	1	1	1	1	1	1
7900-854262	Wrench open-double head 9/16" thru 1 1/4"	Ea	3.0	1	1	1	1	1	1	1	1	1
7900-859900	Wrench set Turnbuckle hold and adj	Ea	2.0	1	1	1	1	1	1	1	1	1
	AIRFRAME TOOLS Class 17-A											
8100-404410	Hammer Pneu Riveting 3/8" Cap	Ea	3.8	1	1	1	-	-	-	1	1	1
8100-404230	Hammer Pneu Riveting 1/8" Cap	Ea	2.5	1	1	1	-	-	-	1	1	1
8100-759352-6	Shaft Flex 30" 260 Deg angle 1/4" chuck	Ea	5.0	1	1	1	-	-	-	1	1	1

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Medium Recon Staging Teams RB-47

-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	Class 17-B											
7900-003700	Arbor Hole Saw for 5/8" to 1 1/8" saws	Ea	.5	1	1	1	-	-	-	1	1	1
7900-037600	Arbor Hole Saw for 1 1/4" to 4 1/2" saws	Ea	.5	1	1	1	-	-	-	1	1	1
7900-095880	Clamp Assy deep throat	Ea	4.0	2	2	2	-	-	-	2	2	2
7900-114470 thru-114484	Countersink TS 7/16" cutter 1/8", 5/32" & 4 3/16" int Pilot	Set of 15	3.0	1	1	1	-	-	-	1	1	1
7900-401398	Gun Blind Rivet Hand Type	Ea	1.5	1	2	3	-	-	-	1	2	3
7900-654820 thru-655510	Saw, hole 3/4" to 4" HS without Arbor	Lot	5.0	1	1	1	-	-	-	1	1	1
	Class 17-C											
7CAD-801220	Tensiometer, Contr Cable G-5	Ea	1.0	1	1	1	1	1	1	1	1	1
	SPECIAL TOOLS											
	Class 18-B											
9BBQ-F30031	Protractor assy Cont Surface	Ea	8.0	1	1	1	1	1	1	1	1	1
9BBQ-F30047	Wrench Spider Fuel Cell Intercon	Ea	3.0	1	2	3	1	2	3	1	2	3
9BBQ-F30048	Template assy Fvc 1 arm rigging	Ea	4.0	1	1	1	1	1	1	1	1	1
9BBQ-F30053	Protractor assy cont col adj	Ea	12.0	1	1	1	1	1	1	1	1	1
9BBQ-F65931	Strut Rotated Eng Supporting	Ea	10.0	1	1	1	1	1	1	1	1	1
9BBQ-F65731	Lever Eng Mount Insert and Remove	Ea	15.0	1	1	1	1	1	1	1	1	1
9BBQ-F66013	Spreader Jack Eng From Firewall Rotating	Ea	120.0	1	1	1	1	1	1	1	2	2
9BBQ-66153	Lever Drag Chute Release Mech Cocking	Ea	5.0	1	1	1	1	1	1	1	1	1
9BMD-45B1706-36	Wrench MLG Axle Nut 2 5/16" DIA	Ea	.5	1	1	1	1	1	1	1	1	2
9BMD-45B1706-80	Wrench MLG Axle Nut 5 1/16" DIA	Ea	.5	1	1	1	1	1	1	1	1	2
	Class 18-A											
9AAD-3155	Eye Engine Lifting	Ea	3.0	1	1	1	1	1	1	1	1	1
	Class 19-A											
8200-368142	Jack Assy 50 Ton Axle	Ea	200.0	1	1	2	1	1	1	1	1	2
8200-903300	Bar Assy Towing and Steering	Ea	382.0	1	2	3	1	2	3	1	2	3
	Class 19-G											
8220-021600	Sling Engine Lifting	Ea	220.0	1	1	1	1	1	1	1	1	1
	J-47 Engines	Ea	3635.0	3	4	5	2	3	4	5	7	9

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Chapter 5
Medium Recon Staging Teams RB-47
-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	Pre and Post Strike Flyaway Kits		25,000	-	-	-	-	-	-	1	1	1
	Post-Strike Flyaway Kit		10,000	1	1	1	-	-	-	-	-	-
	Pre-Strike Flyaway Kit		15,000	-	-	-	1	1	1	-	-	-
	ARMAMENT & ELECTRONICS TOOLS AND EQUIPMENT Class 08-A											
7700-529840	Light, Extension type SJ, 50 ft	Ea	3.0	2	2	2	2	2	2	3	3	4
	Class 17-B											
7900-706801	Soldering Iron 110V	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-706802-8	Soldering Iron 24V	Ea	1.0	1	1	1	1	1	1	1	1	1
7900-738280	Stripper Wire #22 to #8	Ea	1.0	1	1	1	1	1	1	2	2	2
7900-783982	Tool, Stakon #22 to #10	Ea	1.0	2	2	2	2	2	2	2	2	2
	Class 17-C											
7CAC-028975	Ammeter-ME-29/U	Ea	3.0	-	-	-	-	-	-	1	1	1
7CAC-002900-85	Adapter, tube Socket MX-949/U	Ea	7.0	-	-	-	1	1	1	1	2	2
7CAC-028680	Ammeter, I-139A	Ea	1.0	-	-	-	1	1	1	1	2	2
7CAC-004000	Ammeter FS-120	Ea	2.0	-	-	-	1	1	1	1	1	2
7CAC-170270-1383	Cable Assy CX-1021/ ARN 6	Ea	1.0	-	-	-	-	-	-	1	1	1
7CAC-170276-2	Calibrator Range	Ea	23.0	-	-	-	1	1	1	1	1	2
7CAC-170276-19	Calibrator UPM/11A	Ea	60.0	-	-	-	1	1	1	1	2	3
7CAC-177680	Cavity-Tuned TS-488/U	Ea	27.0	-	-	-	1	1	1	1	2	3
7CAC-363949	Generator SG-13/ARN	Ea	25.0	-	-	-	-	-	-	1	1	1
7CAC-365350	Generator-Signal	Ea	7.0	-	-	-	1	1	1	1	1	2
7CAC-439722	Indicator-Repeater Dial	Ea	30.0	-	-	-	1	1	1	1	1	2
7CAC-589074	Multimeter TS 352A/U	Ea	15.0	2	2	2	2	2	2	3	5	7
7CAC-611119	Oscilloscope AN/USM24	Ea	63.0	-	-	-	1	1	1	1	1	2
7CAC-654700	Pressurizing Kit MK-20A/UP	Ea	5.0	1	1	1	1	1	1	1	1	1
7CAC-801318-5478	Test Set, TS-268D/U	Ea	15.0	-	-	-	-	-	-	1	1	1
7CAC-979564	Watt Meter, ME-11/U	Ea	3.0	1	1	1	1	1	1	1	1	1
7CAC-801318-573	Test Set Electron I-177-B	Ea	16.0	-	-	-	1	1	1	1	2	2
7CAC-801319-23758	Generator TS-147B/UP	Ea	40.0	-	-	-	-	-	-	1	1	1
7CAC-801909	Tester Synchro Zeroing	Ea	4.0	-	-	-	1	1	1	1	1	2
7CAC-936160	Voltmeter-ME-6A/U	Ea	10.0	-	-	-	1	2	3	2	2	3
7CAD-207550	Collimator Assy	Ea	63.0	-	-	-	1	1	1	1	1	1
7CSG-T101006	Cable Assy Set	Ea	75.0	-	-	-	1	1	1	1	1	1
7CSG-T101035	Cable Assy	Ea	5.0	-	-	-	1	2	3	2	2	3

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Medium Recon Staging Teams RB-47

-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	Class 39-D											
0601-578000	Tester T23 Complete	Ea	50.0	-	-	-	1	1	1	1	1	1
0601-925686	Tester T21A Complete	Ea	40.0	-	-	-	1	1	1	1	1	1
0601-925805	Tester T-127	Ea	200.0	-	-	-	1	1	1	1	1	1
	Bench Sets											
	Bomb-Nav Sys Type K-4A	Ea	6350.0	-	-	-	1	1	2	1	1	2
	Auto Pilot Type A-12D	Ea	325.0	-	-	-	1	1	1	1	1	1
	AN/ARC-27 Radio Set	Ea	110.0	-	-	-	1	1	1	1	1	1
	18S-4 Radio Set(Collins)	Ea	100.0	-	-	-	1	1	1	1	1	1
	AN/ARN-6 Radio Compass	Ea	90.0	-	-	-	1	1	1	1	1	1
	AN/ARN 14/18 Radio Set	Ea	70.0	-	-	-	1	1	1	1	1	1
	AN/ARN 12 Radio Set	Ea	25.0	-	-	-	1	1	1	1	1	1
	Gun Charger and Servo of A-5 Fire Cont Sys	Ea	120.0	-	-	-	1	1	1	1	1	1
	ORDNANCE											
F001-004-0631	Quadrant Gunners M-1	Ea	1.0	-	-	-	1	1	1	1	1	1
	Class 18-C											
9CBH-24846	Kit Boresighting Type J-2	Ea	2.0	-	-	-	1	1	1	1	1	1
9CMD-45D17172	Gunners Quadrant Adapter Amplifier	Ea	1.0	-	-	-	1	1	1	1	1	1
	RADIOLOGICAL EQUIPMENT											
	ECL 20-99-4, Set, Radiological defense, detection, indication and computation	Set										

MAINTENANCE ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	PRE-POST
15 Aircraft Team	26,062	34,557	82,432
30 Aircraft Team	30,085	38,634	83,123
45 Aircraft Team	34,148	49,061	90,167

MEDICAL ELEMENTS												
ECL 20-90-4 Dispensary, Air Transportable or equivalent (only UEE wing support medical materiel)	Lot	1000.0	1	2	2	1	1	1	1	2	2

MEDICAL ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	PRE-POST
15 Aircraft Team	1,000	1,000	1,000
30 Aircraft Team	2,000	1,000	2,000
45 Aircraft Team	2,000	1,000	2,000

SERVICE ELEMENTS												
SECURITY												
Class 08-A												
7700-331862 Flashlight, 2 cell pre-focused rt angle	Ea	.5	20	20	40	20	20	40	20	20	40

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Chapter 5
Medium Recon Staging Teams RB-47
-MATERIEL-

STOCK NUMBER	NOMENCLATURE	UNIT	Unit Wt (lbs)	QUANTITY (By Type & Size Team) POST-STRIKE 15	30	45	PRE-STRIKE 15	30	45	PRE-POST 15	30	45
	ORDNANCE											
A001-6721649	Gun, Machine cal .30 Browning M1919A6 with basic load of 2,000 rnds of cal .30 ammo	Ea	203.0	2	2	4	2	2	4	2	2	4
A001-7142393	Mount, tripod machine gun cal .30 M2	Ea	2.5	2	2	4	2	2	4	2	2	4
A001-7265703	Rifle, automatic cal .30 M1918A2 with basic load of 750 rnds of cal .30 ammo	Ea	83.0	4	4	8	4	4	8	4	4	8
	SIGNAL											
2S-3503-21 or -6	Radio set (AN/PRC 21)	Ea	10.0	3	3	6	3	3	6	3	3	6

SERVICE ELEMENTS TOTALS

Size of Team	POST-STRIKE	PRE-STRIKE	PRE-POST
15 Aircraft Team	783	783	783
30 Aircraft Team	783	783	783
45 Aircraft Team	1566	1566	1566

GRAND TOTAL

Size of Team	POST-STRIKE	PRE-STRIKE	PRE-POST
15 Aircraft Team	28,090	37,134	85,009
30 Aircraft Team	33,283	41,261	85,920
45 Aircraft Team	38,299	52,521	94,967

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Chapter 6

Enroute Maintenance Team Personnel and Materiel

1. This section contains a listing of personnel, tools, and equipment which will comprise the enroute maintenance team and kit.

2. The personnel and materiel contained herein are not in excess to, but are a part of the wing air echelon. The routing will be the same as that of deploying wing combat aircraft.

3. Spares support will be taken from flyaway Kit resources.

4. The operations order directing a movement will specify if the Enroute Maintenance Team and Kit are to be utilized. Only when so specified, will they be employed. Otherwise they will be deployed with the main body of the air echelon, as outlined in Part II and III of this plan.

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Enroute Maintenance Team
Personnel and Materiel

AFSC	SQUADRON	NUMBER
4344	Field Maintenance	1
30150	Armament & Electronics	2
32150E	Armament & Electronics	2
32171E	Armament & Electronics	1
42550	Field Maintenance	3
42650	Field Maintenance	1
43133	Periodic Maintenance	1
43151J	Periodic Maintenance	1
43151J	Field Maintenance	2
43153	Field Maintenance	2
43153	Periodic Maintenance	3
43154B	Field Maintenance	2
43156	Field Maintenance	1
43171J	Periodic Maintenance	1
	TOTAL	23

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Enroute Maintenance Team
Personnel and Materiel

STOCK NO.	NOMENCLATURE	Unit	Unit Wt Lbs	Qty
	Class 04-B			
To be furnished by FM Sq				
6600-353500	Hose-Air 3/8 in ID Type 2 50 ft lgths	Ea	10	1
6600-NL	Hose-Air Hi Pres w/fittings 50 ft lgths	Ea	20	1
	Class 08-A			
7700-529799-5	Light, ext type AN-C-68 cable 50' med dy	Ea	8	1
To Be Furnished By TAC Sqdns				
7700-247112	Cord-Ext 100 ft type AN-C-68 cable	Ea	5.5	5
7700-332390	Flashlight, tublar shape neoprene	Ea	1	10
7700-332400	Flashlight, celluose base plastic materiel	Ea	1	3
	Class 12			
7600-365610	Panel Assy-Single pt refuel Control	Ea	25	2
	Class 16-A			
1600-207384970	Headset & Microphone H-46/UR	Ea	1	30
	Class 17-A			
To Be Furnished By F/M Sq				
8100-945166	Wrench-Pneu reversible ½ in sq dr	Ea	12	1
8100-244785	Drill-Elec port ½ in cap AC-DC 110V	Ea	3	1
8100-244864	Drill-Pneu port ½ in cap offset Handle	Ea	3	1
	Class 17-B			
To Be Furnished By TAC Sqdns				
7900-008000	Adapter-Socket wrench ½ in female to 3/4 in male sq dr	Ea	.3	3
7900-000828	Adapter-Socket wrench ratchet type 3/8 in male and female sq dr	Ea	.2	3
7900-000829	Adapter-Socket wrench ratchet ½ in male and female sq dr	Ea	.2	3
7900-000939-3 thru-000939-7	Adapter-wrench internal hex dr 3/16 in thru 5/8 in TAC type	set of 8	2	1
7900-016850	Bar-Socket Wrench Ext 3/4 in sq dr	Ea	1	2
7900-097060 thru-097240	Clamp C light service 2½ thru 8 in	set of 3	4	1
7900-250840 thru-251800	Drills twist SS ¼ in thru ½ in (by 64ths)	set of 17	2	1
7900-321320	Frame-hacksaw 8 to 12 in adj	Ea	1	1
7900-387480	Gage-Tire high pres 0-400 lb	Ea	.5	2
7900-401794	Gun, lubricating lever type 21 OZ	Ea	5	1
7900-415000	Hammer-rawhide 2 in removable face	Ea	2	2
7900-426650	Handle, Socket wrench hinge 3/4 in sq dr	Ea	2	1
7900-426695	Handle, Socket Wrench Impact Driver screw and nut loosener ½ in sq dr	Ea	1	1
7900-427390	Handle, socket wrench ratchet male 3/4 in sq dr	Ea	2	1
7900-428143	Handle, socket wrench torque indicating ¼ in dr 5-150 in lbs	Ea	1.5	1

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Enroute Maintenance Team
Personnel and Materiel

STOCK NO.	NOMENCLATURE	Unit	Unit Wt Lbs	Qty
7900-428150	Handle, Socket Wrench torque indicating 3/8 in sq dr 100-750 in lbs	Ea	2	1
7900-428155	Handle, Socket wrench torque indicating ½ in sq dr 700-1800 in lbs	Ea	2.5	1
7900-428565	Handle, socket wrench torque indicating 3/4 in sq dr 0-3500 in lbs	Ea	3	1
7900-469200	Kit-Battery servicing type D-1	Ea	2.5	1
7900-531500	Oiler-pump type 1 pt 9 in flexible spout	Ea	.5	1
7900-55860	Pliers-Combination slip joint 10 in	Ea	.5	1
7900-556290	Pliers-curved needle nose 6 in	Ea	.3	1
7900-653020	Rule-Steel spring tempered 12 in	Ea	.1	1
7900-662760 thru-662910	Screwdrivers cabinet, length of blades 3½ in thru 10½ in	Set of 5	1.5	1
7900-663475 thru-663650	Screwdrivers common crosspoint, length of blades 1½ in thru 8 in	Set of 5	1.5	1
7900-66400	Screwdriver-Common lgth of blades 18 in 9/16 in wide	Ea	.5	1
7900-693150 thru-693159	Sockets GIT open end 3/8 in thru 1½ in TAC type	Set of 19	5	1
7900-696880 thru-697660	Socket, 12 pt ½ in sq dr(incl extra deep) 7/16 in thru 1 1/8 in BO	Set of 13	4.5	1
7900-427880	Handle, Socket Wrench sliding bar T 3/4" sq dr	Ea	2	1
7900-706801	Soldering Iron elec 110V w/o tips	Ea	1	1
7900-776480-8	Tip-Soldering iron 3/8 in pt	Ea	.2	1
7900-833700	Wrench adj jaw single end 12 in	Ea	1.5	1
7900-834775	Wrench Assy-V spanner adj 0-5 in type B-1	Ea	1	1
7900-836640	Wrench-Box double head 12 pt, 15 deg angle 1 1/16 in and 1 1/18 in BO	Ea	1	1
7900-848600 thru-854267	Wrench-Open and double head 15 deg angle 7/32 in thru 1 5/16 in	Set of 11	5	1
7900-857690	Wrench-pipe adj 10 in	Ea	2	1
7900-859900	Wrench set turnbuckle holding and adj Class 17-C	Ea	2	1
7CAD-461250	Kit-leakage test oxygen mask and regulator	Ea	3	1
To Be Furnished By F/M Squadron				
7CAC-589074	Multimeter port elec AC-DC TS 352A1U	Ea	14	1
7CAC-802150	Tester auto syn instruments fld w/metal case type C-1	Ea	10	1
7CAC-027510	Ammeter-port DC-0-200	Ea	3	1
7CAC-801847	Tester assy-fire detection sys	Ea	10	1
7CAC-940000	Voltmeter-port AC-0-3, 0-15, 0-150	Ea	3	1
7CAC-961960	Voltmeter-port DC 0-50	Ea	1	1
7CAD-801220	Tensiometer, control cable type 0-5	Ea	1	1
7CAD-337110	Gage assy high pres air testing 0-1500 PSI	Ea	.5	1

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Enroute Maintenance Team
Personnel and Materiel

STOCK NO.	NOMENCLATURE	Unit	Unit Wt Lbs	Qty
	Class 18-A			
To Be Furnished By TAC Squadrons				
9AGE-10865	Gage-inlet screen setting	Ea	.2	2
9AMD-49C9492	Wrench-Starter generator nut	Ea	.5	2
	Class 18-B			
9BBQ-F30023	Wrench Assy-pin spanner	Ea	.5	2
9BBQ-F30048	Template Assy-Fuel arm rigging	Ea	1	1
9BBQ-F63703	Wrench-main landing gear retracting mech adj	Ea	.5	1
9BBQ-F65731	Lever-Eng mount pin inserting & removing	Ea	1	3
9BBQ-F65940	Adapter-flap dr power unit adj	Ea	1	1
9BBQ-F65946	Adapter-outrigger gear retracting mech adj	Ea	1.5	1
9BBQ-F66013	Spreader jack-Engine spreader	Ea	47	1
7900-698820 thru-698910	Socket, 12 pt 3/4 in sq dr 1 5/16 in thru 1½ BO	Set of 4	3	1
9BBQ-F66043	Wrench-Spanner steering lock nut	Ea	.5	1
9BBQ-F66072	Spinner assy-anti-skid detector	Ea	.5	1
9BBQ-F66153	Lever-Drag parachute release mech cocking	Ea	3	1
9BBQ-F4SB1706-36	Wrench-MLG Axle nut 2 5/16 in dia	Ea	2	1
9BBQ-F45B1706-80	Wrench-MLG Axle nut 5 1/16 in dia	Ea	4	2
To Be Furnished By F/M Squadron				
9BBQ-F65708	Wrench-flap drive power unit brg ret nut	Ea	1	1
9BBQ-F65833	Wrench-outrigger retraction mech nut and gear box lock nut	Ea	.5	1
9BBQ-F65931	Strut-rotated eng supporting	Ea	4	3
9BBQ-F65941	Wrench MLG skid detector ret installing	Ea	.5	1
9BBQ-F65948	Wrench-MLG steering sys brg retainers	Ea	1	1
9BBQ-F65949	Wrench-MLG steering ration unit brg retnr nut	Ea	1	1
9BBQ-F65983	Wrench-piston head nut slotted spanner	Ea	.5	1
9BBQ-F65986	Wrench-packing gland nut hook spanner	Ea	.5	1
9BBQ-F66167	Wrench-MLG retr mech nut	Ea	.5	1
9BBQ-F71051	Wrench-MLG retr mech brg net	Ea	.5	1
9BBQ-F71060	Wrench-rudder trim tab gear lug ret nut	Ea	.5	1
	Class 19-A			
To Be Furnished By TAC Squadrons				
8200-082146	Bar assy-airplane towing and steering p/n F65976	Ea	530	1
8200-400725	Jack Assy-hyd axle lg servicing 50 ton cap	Ea	550	1
8200-624042-2	Lock Assy-main landing gear oiled extension	Ea	2	1
	Class 19-G			
8220-602650	Sling Assy-acft maint canopy p/n F66012	Ea	4	1
To Be Furnished By F/M Squadron				
8220-NSL	Adapter-Acft hoisting eng type	Ea	5	1
8220-606300	Sling-Aircraft maintenance eng	Ea	10	1

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Enroute Maintenance Team
Personnel and Materiel

STOCK NO.	NOMENCLATURE	Unit	Unit Wt Lbs	Qty
To Be Furnished By Armament & Electronics Squadron				
	Class 05-A			
6215-1778	Watch, Nav Type A-8	Ea	.1	2
	Class 08-A			
7700-246775	Cord, 100 ft, 4 outlet	Ea	5.5	1
7700-529798	Light, 100 ft ext type N-2	Ea	9.0	1
	Class 16-N			
1790-207385161	Headset, mike H-46A	Ea	1.5	2
1790-207610005	Headset, HS-33A	Ea	.5	2
1790-207905000	Microphone, T-17B	Ea	1.0	2
	Class 17-C			
7CAC-002900-85	Adapter set, MX949/U	Ea	5.0	1
7CAC-177680	Cavity, turned TS-488/U	Ea	48.0	1
7CAC-524050	Meter, I-139	Ea	1.0	2
7CAC-587845	Multimeter, TS-297/U	Ea	1.5	2
7CAC-589074	Multimeter, TS-352A/U	Ea	14.5	5
7CAC-801318-562	Tachometer, TS-268C/U	Ea	5.0	1
7CAC-801318-573	Tachometer, I-177B	Ea	16.0	1
7CAC-801319-219	Test Set, TS/147A/UP	Ea	35.0	1
7CAC-801319-238	Test Set, TS/375A/U	Ea	14.5	1
7CAC-936160	Voltmeter, ME-6A/U	Ea	5.0	1

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STAGING TEAM
"FIRESTRIKE MAINTENANCE PLAN"

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Chapter 7
Staging Team
Pre-Strike Maintenance Plan

1. GENERAL SITUATION: The pre-strike staging team is necessary to service aircraft that are proceeding on a strike and require staging after they depart from their normal operating base.

2. MAINTENANCE MISSION: Pre-strike maintenance elements will perform specialized pre-strike maintenance, within time limitation, to permit combat aircraft to proceed on their combat sortie in full combat readiness. Maintenance will include refueling aircraft, clearing of discrepancies recorded by crews, and a through pre-flight inspection.

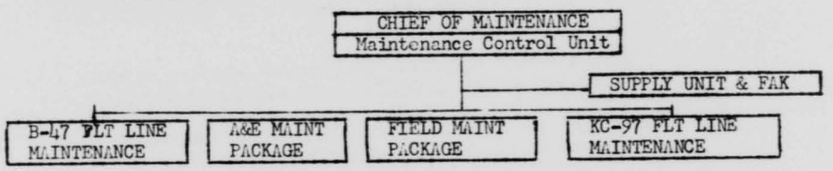
3. GENERAL INSTRUCTIONS: A maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These will be tailored down and modified to meet the particular needs of the staging team. The maintenance control unit should be complete with the following;

a. A radio and telephone communications net.

b. The necessary vehicle requirements to control the maintenance (and allied supply) activities.

c. A supply expediting system.

4. ORGANIZATION:



a. The above organization and control structure will be used by the staging team. Personnel to assist the Chief of Maintenance in the Control Unit will be draw n from those authorized in the Flight Line, Field Maintenance and Arm-Elect Maintenance Section.

(1) RB-47 and KC-97 Flight Line Maintenance Organization will be separate organization and controled by their individual staging team Maintenance Officer or NCO. Field Maintenance "Package" and Arm-Elect Maintenance "Package" will each be under the operational control of their respective staging team Officer or NCO.

(2) The Supply and Flyaway Kit unit will be directed by the staging team supply officer or NCO. This unit will be under the control of the Chief of Maintenance and in direct liaison with the line organization.

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5. AIR BASE GROUP SUPPORT REQUIREMENTS FOR MAINTENANCE ACTIVITIES:

a. The number of base complement personnel for the staging base will vary however, the minimum should be as outlined in SAC Manual 400-1A (June 1954). It is assumed however, that minimum of (base) maintenance personnel necessary to maintain the normal base and transient aircraft, plus personnel to man and maintain the various base shops and assigned prepositioned equipment, are available. It is further assumed that such prepositioned equipment as authorized in AFR 67-97 and other such directives, is available.

b. The staging base will be responsible for:

(1) Appointing Base Liaison Personnel and briefing their maintenance personnel on their duties.

(2) Maintaining and prepositioning equipment (such as Seaweed, Nite Life, etc) for use as directed by the Staging Team Maintenance Personnel.

(3) Developing an aircraft parking plan (unless one has already been developed by the Wing for the base (s) being staged through.)

(4) Briefing Base Supply, POL, Food Service, Security, Transportation (Motor Pool) etc, on the required 24 hour work schedule (or on other schedules as coordinated with the staging team acting chief of maintenance.)

(5) Ascertaining that refueling pits and/or vehicles will be scheduled for use as directed by maintenance control.

(6) Maintaining the building (s) to be used by the staging team maintenance activities in a state of readiness.

(7) Insure building of space minimum requirements as follows are available:

Maintenance Control	250 Sq Ft
Supply Unit (inc FAK Storage)	3000 Sq Ft
RB-47 Flight Line Maint.	400 Sq Ft
KC-97 Flight Line Maint.	400 Sq Ft
A&E Maint (Mockups)	600 Sq Ft
Field Maint (Not Including Shops)	600 Sq Ft

(8) Criteria for the selection and assignment of building facilities are as follows:

(a) Aircraft parking areas should be as near the major maintenance facilities (hangars & shops) as possible.

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(b) Flight Line Maintenance building facilities should be as near the parking area (for that type aircraft) as possible.

(c) The Maintenance Control Unit should be near or adjacent to the RB-47 Flight Line activity (building).

(d) The supply unit and FAK (combined) should be located as near as possible to the aircraft parking areas. This must be a weather proof area in which fork lifts can be operated (hangar, warehouse etc).

(e) A&E Maintenance should be set up with the base A&E Maintenance activity, this is to insure availability of special power requirements to operate mockups.

(9) Maintenance Control Communications Nets (Radio & Telephone), maintained in constant state of readiness, this is a vital necessity to insure the accomplishment of the mission.

(a) Radio communications are required between the following:

Maintenance Control
Supply Unit (FAK)
A&E Maintenance.
RB-47 Flight Line Vehicle.
KC-97 Flight Line Vehicle.
Field Maintenance Vehicle.
Chief of Maintenance Vehicle.

(b) Telephone communications are required with all base activities as follows:

Maintenance Control	2 Lines-	
A& E Maintenance	1 Line	
Field Maintenance	1 Line	These lines must not
Supply Unit	2 Lines	be "Shared" with other
RB-47 Flt Line Office	1 Line	base activities
KC-97 Flt Line Officer	1 Line-	
Refueling Unit	-	
Motor Pool		
Operations		As required by the
Headquarters		base
Living Area (Officers & Airmen)		
Each Shop (A&E & Field Maint)	-	

(In addition, a minimum of at least Field Telephones must be provided between each shop and Flight Line and Maintenance Control Activity)

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(10) Maintain and have available for use the vehicle and ground power requirements of the staging team maintenance activities:

(a) Vehicle requirements are as follows:

ACTIVITY	Jeep, Weapons Carrier or Truck-with radio communications	Weapons Carrier or truck	A-2 or Coleman tractor
Maint Control Chief of Maint	1		
RB-47 Flt Line	1	1	1
KC-97 Flt Line	1	1	1
Drag chute pick-up manned by base		1	
FAK and Supply	1 ForkLift	1	

(b) Power Units:

RB-47 Flight Line 12 C-26 (or Equiv) per 15RB-47 aircraft.

KC-97 Flight Line 10 C-21 (or Equiv) per 20RB-47 aircraft.

(11) Air Base Group will furnish a driver for the drag chute pick-up vehicle, drag chutes will be delivered for repack ASAP, then back to the RB-47 Flight Line Maintenance activity as directed by Maintenance Control.

(12) Security Badges (Flight Line Passes) and Driver Licenses from the home station of the staging team must be acceptable on the staging base.

(13) Orders from the home station of the Staging-Team authorizing personnel to operate Ground Power Equipment must be acceptable to the staging base.

(14) Equipment applicable to peculiar climatic conditions will be a base responsibility. The following may be used as a guide:

Ground Heaters	1 Per Aircraft
Blowers	1 Per 3 Aircraft
De-icing Equipment (decontamination unit equip for spraying isoprophyll alcohol)	1 Per 10 Aircraft* (*In order to facilitate minimum time schedule take-off)

Indoor facilities for Major Maintenance during cold weather.

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(15) Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordinative relationship between their section (shops) and staging team personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest priority for staging team maintenance (which is necessary for successful staging team operation).

6. FLIGHT LINE MAINTENANCE ORGANIZATION-FIELD MAINTENANCE "PACKAGE"-A&E MAINTENANCE "PACKAGE":

a. The Flight Line sections of the staging team will be responsible for the parking and refueling of arriving aircraft plus any line maintenance they are directed to do by the control unit. They will also be responsible for keeping the control unit informed of current aircraft status.

b. The Maintenance "Package" of A&E and Field Maintenance will provide specialist for clearing aircraft discrepancies peculiar to their specialties. Part of these "Packages" may be on duty with the base shops if need be.

7. SUPPLY AND FLYAWAY KIT: RB-47 and KC-97 Fly-Away Kit will be housed together if possible. Maintenance activities should make their requirements known by a radio or a phone call. The Supply Unit personnel will give the availability of the part at the time of this call. When the item becomes available it will be delivered to the Maintenance Activity by the Supply Organization. The above procedure will save time and possible wasted trips by the maintenance personnel.

8. AIRCRAFT FLYING SCHEDULE: See the operations portion of the operations order for the aircraft scheduled arrivals. (Departures will be as scheduled at the discreation of the Senior SAC Controller, or as outlined in the Operations Order).

9. AIRCRAFT PARKING PLAN AND MOORING INSTRUCTIONS: As mentioned in the prior paragraphs on Air Base Group Support Requirements, the staging base Air Base Group will be responsible to develop a parking plan unless one has been developed previously in coordination with the Wing Chief of Maintenance. Mooring will be accomplished IAW the applicable - 2 Technical Order.

10. AIRCRAFT REFUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing a visual inspection for fuel leak, tire (wheel) changes, etc. will be made. If no aircraft jacking is necessary, refueling will proceed on the maintenance control schedule. The Maintenance Control Unit in coordination with the Flight Line Maintenance Section will be planning the balance of the maintenance schedule for that particular aircraft. In general the following schedule, as modified by maintenance control will apply:

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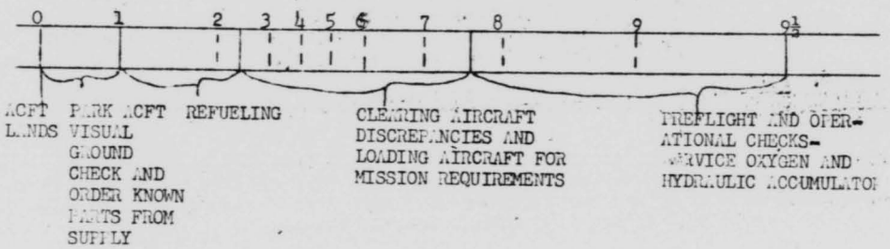
MAINTENANCE TIME SCHEDULE PER INDIVIDUAL AIRCRAFT
HOUR



b. Aircraft Maintenance Sequence:

(1) Park in refueling area.

(2) Inspection for fuel leaks, wheel changes etc.

(3) Move aircraft (If necessary).

(4) Refuel.

(5) Unload 263 and other equipment (If necessary).

(6) APG-A&E and unscheduled maintenance as directed by Maintenance Control.

(7) Mission requirement loading (If necessary).

(8) Preflight approximately four (4) hours prior to scheduled take-off time.

c. Minimum refueling facilities required as follows:

(1) Five (5) Single Point Hydrants per 15 RB-47 Aircraft or ten (10) F-6 Tanker units, with SPR capability per 15 RB-47 aircraft.
(2) One (1) F-3 Oil truck (serviced with 1010 oil) per 15 aircraft, plus five (5) F-6 tanker units per 20 KC-97 aircraft, and two (2) F-3 Oil trucks per 20 KC-97 aircraft.

d. UNSCHEDULED MAINTENANCE TIME STANDARDS: These time standards are based on the assumption that a full complement of personnel for 15 RB-47 and 20 KC-97 staging teams are available.

(1) RB-47 aircraft:

(a) Engine Change	-	3 hours
(b) Wheel Change (built up)	-	2½ hours
(c) Fuel Reg Change	-	4 hours
(d) Fuel Cont Valve Change	-	2 hours

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(e) Aileron, Elevator, Rudder PCU Change - 1 hours

(f) Booster Pump Change - 4 hours

(g) Fwd Main Booster Pump Change - 6 hours

(2) KC-97 type aircraft:

(a) Engine Change - 8 hours

(b) Wheel Change (Built up Wheel) - 1 hour

(c) Magneto Change - 1 hour

(d) IFR Pump - 8 hours

(e) Retraction Test - 3 hours

(f) Turbo Change - 4 hours

(g) Cylinder Change - 3 hours

(h) Generator Change - 5 hours

(i) Starter Change - 2 hours

(j) Prop Change - 2 hours

(k) Prop intrigal Oil Control Change - 3 hours

(l) Carburetor Change - 6 hours

(3) A&E Time Standards to Clear most common malfunctions in the respective systems are as follows:

	RB-47 Type Aircraft		KC-97 Type Aircraft
Radio	2 hours		2 hours
Aux Radar	1½ hours		3 hours
Auto Pilot and N-1 Compass	3 hours	Auto Pilot	2 hours
Photo	3hours		
"K" System	5 hours		

11. AIRCRAFT STATUS REPORTING PROCEDURE:

a. Aircraft Commanders will communicate known major maintenance discrepancies to the staging base a minimum of one half hour prior to landing time. This information will be relayed to the staging team Maintenance Control Unit.

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b. The Flight Line Maintenance Section will cause a complete status report to be made to the control unit every three hours. (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to maintenance control). The exact schedule of status reports will be as directed by Maintenance Control.

12. EQUIPMENT TYPES AND QUANTITIES TO BE DEPLOYED: Equipment as listed in the Wing Mobility Plan will be deployed to the pre-strike base. Colomns pertaining to RB-47 pre-strike team and KC-97 turn-around team will be used, depending on the size team required by the operations order. Loading etc. will be as directed by the logistics portion of the Operations Order. Items not listed, but to be deployed, are as follows:

a. 1 crew chief stand per aircraft. (If not pre-positioned).

b. 1 Hi-pressure air-compressor for each 15 RB-47 aircraft, and 1 for each 20 KC-97 aircraft (if not pre-positioned).

c. 1 Set of 30 ton jacks, complete (if not pre-positioned) and 1 Alligator Jack (50 ton) (If not pre-positioned).

13. EQUIPMENT ALLOCATION AND PRE-POSITIONING: Equipment allocation and pre-positioning will be accomplished on the basis of use by the Flight Line Maintenance Section or use of the maintenance "Package".

14. EQUIPMENT MAINTENANCE AND OPERATION POLICIES, PROCEDURES AND RESPONSIBILITIES:

a. The staging team maintenance activities will have managerial responsibility over all equipment used by them (deployed or pre-positioned) including maintenance, storage, reparable turn-in etc.

b. Upon cessation of staging team operations, the staging team maintenance activities are responsible to see that pre-positioned equipment is properly returned to the custodial agency in serviceable condition or that appropriate reparable turn-ins are made.

c. The using agencies are similarly responsible for deployed equipment.

d. Vehicle and ground power equipment operators from the home base will be authorized to exercise normal duties at the staging base.

e. Safety rules and regulations (MILs, TOs, etc) will remain in effect and will be observed by all staging team personnel.

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STAGING TEAM
"POST STRIKE MAINTENANCE PLAN

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Chapter 7A
Staging Team-Post Strike Maintenance Plan

1. GENERAL SITUATION: Post-strike staging teams will be employed to service aircraft that have just completed a strike sortie, and require staging before returning to the base from which they operate. The staging team provides control and specialist support to augment the transient service normally furnished at a forward base of this type.

2. MAINTENANCE MISSION: Post-strike maintenance elements will perform the minimum specialized post-strike maintenance and repair of battle damage to permit one-time flight of aircraft from the post-strike base to the home station. Maintenance inspection will be limited to a safety of flight inspection of aircraft and engines. These elements also perform radiological decontamination of aircraft and materiel.

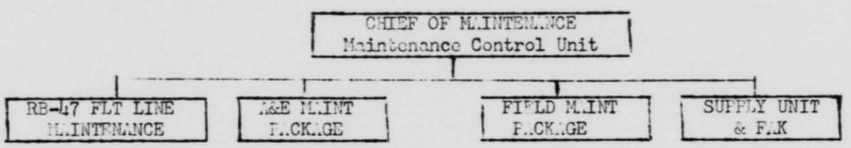
3. GENERAL INSTRUCTIONS: Maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These will be tailored down, and modified to meet the peculiar needs of the staging team. A maintenance control unit complete with:

a. A radio and telephone communications net.

b. The necessary vehicle requirements to control the maintenance and supply activity.

c. A supply expediting system will be used and manned on a 24 hour a day basis.

4. ORGANIZATION:



a. The above organization and control structure will be used by the staging team. Personnel to assist the Chief of Maintenance in the Control Unit will be drawn from those authorized in the Flight Line, Field Maintenance, and Arm-Elect Maintenance Section.

(1) RB-47 Flight Line Maintenance Organization will be controlled by the Maintenance Officer or NCO. Field Maintenance "Package" and Arm-Elect Maintenance "Package" will each be under the operational control of their respective staging team Officer or NCO.

(2) The Supply and Flyaway Kit unit will be directed by the staging team supply officer or NCO. This unit will be under the control of the Chief of Maintenance and in a direct liaison with the line organization.

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5. AIR BASE GROUP SUPPORT REQUIREMENTS FOR MAINTENANCE ACTIVITIES:

a. The number of base complement personnel for the staging base is indeterminate from SAC Manual 400-1A (June 1954). However, it is assumed that a minimum of(base)maintenance personnel necessary to maintain the normal base and transient aircraft flow, plus personnel to man and maintain the various base shops and assigned prepositioned equipment, are available. It is further assumed that such prepositioned equipment as a uthorized in AFR 67-97 and other such directives, is available.

(1) Appointing Base Liaison personnel and briefing their maintenance personnel on their duties.

(2) Maintaining and prepositioning equipment (such as Seaweed, Nite Life, etc) for use as directed by the staging team Maintenance Control.

(3) Developing an aircraft parking plan (unless one has already been developed by the wing for the base(s) staged through).

(4) Briefing Base Supply, POL, Food Service, Security, Transportation (Motor Pool), etc on the required 24 hour work schedule (or on other schedules as coordinated with the staging team acting Chief of Maintenance.)

(5) Ascertaining that refueling pits and/or vehicles will be scheduled for use as directed by maintenance control.

(6) Maintaining the building (s) to be used by the staging team maintenance activities in a state of readiness.

(a) Building or space minimum requirements are as follows:

Maintenance Control	250 sq ft
Supply Unit (inc FAK Storage)	1500 sq ft
B-47 Flight Line Maint (A&E mock up & Field Maint shop space included)	1000 sq ft

(b) Criteria for the selection and assignment of building facilities are as follows:

1 Aircraft parking areas should be as near the major maintenance facilities (hangar & shops) as possible.

2 Flight Line Maintenance Building facilities should be as near the aircraft parking area as possible.

3 The Maintenance Control Unit should be as near or adjacent to the B-47 Flight Line activity (Bldg).

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4 The Supply Unit and FAK should be located as near as possible to the aircraft parking area. This must be a weather proof area in which Fork Lifts can be used (hangar, warehouse, etc.).

5 Field Maintenance and A&E "Packages" are to be housed with the Flight Line Activity and have been considered in the above stated requirements.

b. The Maintenance Control Communication Nets (Radio & Telephone) will be maintained in constant state of readiness.

(1) Radio communications are required between the following:
Maintenance Control
Supply Unit (FAK)
B-47 Flight Line Vehicle
Chief of Maintenance Vehicle

(2) Telephone communications are required with all base functions as follows:

Maintenance Control	2 lines	These lines must
Supply Unit	2 lines	not be "shared"
B-47 Flight Line Office	*1 line	with other base activities.

(*With one extension for use by the supervisors of the Field Maintenance and A&E Maintenance "Packages")

Refueling Unit	
Motor Pool	
Operations	
Headquarters	As required by the base.
Living Area, officer and Airmen	
Each Shop (A&E & Field Maint)	

(In addition, a minimum of at least one (1) Field telephone must be provided between each shop and the Flight Line and Maintenance Control Activities).

c. Maintain and have available for use the vehicle and ground power requirements of the staging team maintenance activities:

(1) Vehicle requirements are as follows:

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ACTIVITY	JEEP, WEAPONS CARRIER OR TRUCK-WITH RADIO COMMUNICATIONS	WEAPONS CARRIER OR TRUCK	A-2 OR COLEMAN TRACTOR
Maint Control Chief of Maint	1		
B-47 Flt Line	1	2	
Drag chute pick-up manned by base		1	
Supply (FAK	1 Fork Lift	1	

(2) Power Units: B-47 Flight: 12 C-26 (or equiv) per15 B-47 Acft.

d. Air Base Group will furnish a driver for the drag chute pick-up. Drag chutes will be delivered for repack ASAP, then back to the B-47 Flt line Maintenance activity as directed by maintenance control.

e. Security Badges (Flt Line Passes) and Drivers Licenses from the home station of the staging team must be acceptable on the staging base.

f. Orders from the home station of the staging team authorizing personnel to operate Ground Power Equipment must be acceptable to the staging base.

g. Equipment applicable to peculiar climatic conditions will be a base responsibility. The following may be used as a guide:

Ground Heaters 1 per aircraft
Blowers 1 per 3 aircraft
De-icing equipment (decontamination unit equipt for spraying isoprophyllalcohol) 1 per 10 aircraft (in order to facilitate minimum time schedule take-off).
Indoor facilities for major maintenance during cold weather.

h. Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordinative relationship between their sections (shops) and staging team specialist personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest" priority for staging team maintenance (which is necessary for successful staging team operation).

i. The base must develop a crash recovery plan, with pertinent SOP's for expeditious removal of crashed aircraft. The base must maintain adequate heavy equipment to accomplish crash removal and runway clearance of Medium Jet Recon Aircraft.

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6. FLIGHT LINE MAINTENANCE ORGANIZATION AND PERSONNEL-FIELD MAINTENANCE AND A&E MAINTENANCE "PACKAGES":

a. B-47 Flight Line Maintenance will be consolidated into one Maintenance Organization with Field and A&E Maintenance "Packages" they will be under the operational control of the Staging Team Maintenance Control Officer or NCO in each "Package". Manning will be as outlined in the Post-Strike column of the Wing Mobility Plan.

b. The Flight Line section of the staging team will be responsible for the performance of such flight line maintenance as directed by the control unit. It will also be responsible for keeping the control unit informed of current aircraft status.

c. The maintenance "Packages" are responsible for furnishing specialist support to the Flight Line organization. (Part for the "Package" may be on duty with the base shops and parachute riggers).

7. SUPPLY AND FLYAWAY KIT: RB-47 and KC-97 Fly-Away Kit will be housed together if possible. Maintenance activities should make their requirements known by a radio or phone call. The Supply Unit personnel will give the availability of the part at the time of the call. When the item becomes available it will be delivered to the Maintenance Activity by the Supply Organization. The above procedure will save time and possible wasted trips by the maintenance personnel.

8. AIRCRAFT FLYING SCHEDULE: See the operations portion of the operations order for the aircraft scheduled arrivals. (Departures will be as scheduled at the discretion of the Senior SAC Controller, or as outlined in the Operations Order).

9. AIRCRAFT PARKING PLAN AND MOORING INSTRUCTIONS: As mentioned in the prior paragraphs on Air Base Group Support Requirements, the staging base ABGp will be responsible to develop a parking plan unless one has been developed previously in coordination with the Wing Chief of Maintenance. Mooring will be accomplished IAW the applicable -.2 Technical Order.

10. AIRCRAFT REFUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing a visual inspection for fuel leaks, tire (wheel) changes,etc. will be made. If no jacking is necessary, refueling will proceed on the maintenance control schedule. Concurrently, and based upon the aircraft status, the control unit, in coordination with the Flight Line Maintenance Section, will be planning the balance of the maintenance schedule for that particular aircraft. In general the following schedule, as modified by maintenance control, will apply:

(1) Park in refueling area.
(2) Inspection for fuel leaks, wheel changes etc.
(3) Move aircraft (if necessary)
(4) Refuel.

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(5) Special Weapons un-loading if required (This is not planned however.)

(6) APC-A&E & unscheduled maintenance as directed by Maintenance Control.

(7) Preflight 4 hours prior to scheduled Take-Off time:

b. Minimum refueling facilities required are as follows:

5 Single Point Hydrants per 15 B-47 Aircraft or 10 F-6 Tanker Units with SPR capability per 15 B-47 Aircraft, and 1 F-3 Oil Truck (serviced with 1010 oil) per 15 aircraft.

11. AIRCRAFT STATUS REPORTING PROCEDURE:

a. Aircraft Commanders will communicate known major maintenance discrepancies to the staging base a minimum of one half hour prior to landing time. This information will be relayed to the staging team Maintenance Control Unit.

b. The Flight Line Maintenance Section will cause a complete status report to be made to the control unit every three hours. (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to maintenance control). The exact schedule of status reports will be as directed by Maintenance Control.

12. EQUIPMENT TYPES AND QUANTITIES TO BE DEPLOYED: Equipment as listed in the Wing Mobility Plan will be deployed to the Post-Strike base. Columns pertinent to B-47 Post-Strike team will be used, depending on the size team required by the operations order. Loading etc will be as directed by the logistics portion of the Operations Order. Items not listed, but to be deployed are as follows

a. 1 crew chief stand per aircraft (if not pre-positioned).

b. 1 Hi-Pressure air compressor for each 15 B-47 aircraft, and 1 each 20 KC-97 aircraft, (If not pre-positioned).

c. 1 set of 30 ton jacks, complet (if not pre-positioned).

13. EQUIPMENT ALLOCATION AND PREPOSITIONING: Equipment allocation and pre-positioning will be accomplished on the basis of use by the Flight Line Maintenance Section or use of the maintenance "Package".

14. EQUIPMENT MAINTENANCE AND OPERATION POLICIES, PROCEDURES AND RESPONSIBILITIES:

a. The staging team maintenance activities will have managerial responsibility over all equipment used by them (deployed or pre-positioned) including maintenance, storage, reparable turn-in etc.

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b. On cessation of staging team operations, the staging team maintenance activities are responsible to see that pre-positioned equipment is properly returned to the custodial agency in serviceable condition or that appropriate reparable turn-ins are made.

c. The using agencies are similarly responsible for deployed equipment.

d. Vehicle and ground power equipment operators from the home base will be authorized to exercise normal duties at the staging base.

e. Safety rules and regulations (MILs, TOs etc) will remain in effect and will be observed by all staging team personnel.

15. SPECIAL MAINTENANCE INSTRUCTION: Time standards for use by the staging team maintenance control will be according to those standards stated in the Pre-Strike Maintenance Plan.

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PART VI

Chapter 8
Staging Team Supply and Resupply Plan

Section I - General

Section II - Pre-Deployment Procedures and Responsibilities

Section III- Operating Procedures at Staging Base

Section IV - Resupply Action From Home Station

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Chapter 8
Staging Team Supply and Resupply Plan

Section I

General

1. PURPOSE: To outline a plan to furnish Flyaway Kits or portions thereof to staging areas designated by Operations Orders and to establish procedures for replenishment of Kit supplies consumed during staging operations.

2. SCOPE: This plan is applicable to all units of the 26th Strategic Reconnaissance Wing and those designated support activities of the 801st Air Base Group.

3. DEFINITIONS: The following definitions apply for the purposes of this plan:

(a) Pre-Strike Flyaway Kit. That portion of the 26th Wing RB-47 Flyaway Kits designed to support a fifteen (15) aircraft RB-47 operation at a designated Pre-Strike location wherein each aircraft stages three (3) times.

(b) Post-Strike Flyaway Kit. That portion of the 26th Wing RB-47 Flyaway Kits required for a one-time safety in flight from the Post Strike base.

(c) Turn-Around Flyaway Kit. A complete KC-97 Flyaway Kit required to support tanker operations at the Turn-Around base.

(d) Residual Flyaway Kit. Those portions of the 26th Wing RB-47 Flyaway Kits remaining after withdrawal of items required for Pre-Strike and Post-Strike Kits. These remaining portions will retain their original squadron identification and will normally be located at the home station unless otherwise directed. Items in this Kit will, when necessary, be utilized to replennish the Pre-Strike and Post-Strike Kits, and, to satisfy those AOCP and ANFE/ANCE requirements of aircraft engaged in deployment operations when parts are not available from base resources.

Section II

Pre-Deployment Procedures and Responsibilities

1. The Flyaway Kit Section is responsible for:

(a) Preparing and maintaining a deck of AF Form 197 (FAK spares record cards) for both Pre-Strike and Post-Strike Kits, listing each item contained in those kits. These cards will accompany the applicable Kit upon deployment.

(b) Preparation of two (2) copies each of Flyaway Kit Spares Master List (SAC Form 65 series) for both Pre-Strike Kit and Post-Strike Kit, listing items contained in those Kits. One (1) copy will accompany pertinent Kit, the remaining copy will be retained at home station for required usage.

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(c) Preparing selected Kit for movement when directed by Wing Logistics Officer.

(d) Furnishing qualified supply personnel upon deployment of Kits as designated:

Pre-Strike Kit - One (1) supply NCOIC and two (2) supply NCO's
Post-Strike Kit - One (1) supply NCO
Turn-Around Kit - Two (2) supply NCO's

(e) Insuring inclusion of applicable accounting documents, a block of control numbers for staging base operation, and, supply forms and expendable office supplies, with Kit concerned on deployment.

(f) Initiating transfer document (104C) for applicable kit to activity selected by Wing Director of Materiel at time of deployment.

2. The Base Transportation Officer, 801st Air Base Group, upon direction of Wing Logistics Officer will:

(a) Transport Kit concerned from the Flyaway Kit section to area designated.

(b) Receipt for, manifest and load Kits as required.

3. Wing Director of Materiel will select a qualified supply officer from Wing resources to act as supply Controller at the staging base. This officer will also act in the capacity of the Maintenance Control Supply Officer to insure accomplishment of applicable procedures outlined in SAC Manual 65-2.

4. The Maintenance Control Supply Officer will act as the controlling agency for all resupply requests received from the forward base. In his absence the Wing Staff Supply Officer will act in that capacity.

5. The Commanders of the tactical squadrons will each furnish one (1) airman to the Flyaway Kit section upon implementation of staging operations. These airmen will augment the personnel assigned, both for deployment and operation at the home station.

6. The Base Supply Officer will furnish three (3) additional qualified supply personnel to the Flyaway Kit section when Kit deployment to staging base is directed.

Section III

Operating Procedures at Staging Bases

1. Issue and accounting procedures prescribed in SAC Manual 65-1 will be followed in the operation of Kits at staging bases.

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2. Supply support of Maintenance operations will be accomplished as prescribed in SAC Manual 65-2.

3. Resupply of items consumed from Flyaway Kits will be as follows:

(a) The Flyaway Kit section will request replenishment from the staging station Base Supply for items consumed as indicated on the Parts Delivery Register.

(b) The Flyaway Kit section will immediately initiate resupply requests to the Home Station, ATTENTION: 26th Wing Supply Controller, for AOCP and ANFE/ANCE items not available from base resources, utilizing the fastest means available. Coordination will be effected with the forward base supply Controller prior to initiation of requests for priority items. The remaining NIS items will be consolidated each twelve (12) hours for submission to the home station and will be transmitted by the most practical means available. The following format will be used for all resupply requests:

Control No.	Stock No.	Nomenclature	Quantity	Supply Priority *

*When AOCP or ANFE items are listed, the aircraft serial number will be included in addition to the Supply Priority.

(1) When items previously requested from the home station are received either from that activity or other source, the receipt or cancellation by control number of those items will be so noted in the next resupply list submitted to the home station.

Section IV

Resupply Action from Home Station

1. The 26th Wing Supply Controller upon receipt of resupply requests will immediately forward one copy to the Flyaway Kit section for action as follows:

(a) Lists will be screened against Residual Kit listings and on those items available will immediately prepare Shipping Documents (104C) for those items to Kit concerned, aircraft serial numbers will be listed on Shipping Documents when applicable. These items, properly packed and marked for easy identification, will be delivered to the Base Transportation activity for shipment to the staging base.

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2. The Base Supply Officer is responsible for procuring those items not available in the Residual Kit either from base resources or from applicable depot and, will upon receipt prepare required items for shipment to pertinent Kit as outlined in Paragraph 13 above.

3. The current status of resupply action taken will be furnished by the Flyaway Kit section and Base Supply to the 26th Wing Supply Controller.

4. The 26th Wing Supply Controller in conjunction with the Wing Logistics Officer, will monitor resupply shipments to the staging base insuring that items flow to that location commensurate with supply priorities assigned those items.

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FEBRUARY SECRET 1955

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE AIR FORCE BASE

COLUMBUS, OHIO

MICROFILMED

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REPORT
FROM: 26th SRW
DATE: 31 Mar 55
NAME: Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 28 FEBRUARY 1955

H. R. SULLIVAN, Brig. General
Commander

CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY: T/Sgt. Curtis H. Watson

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TABLE OF CONTENTS

Title Page		i
Table of Contents		ii
Authority		iii
Foreword		
		PAGE
CHAPTER I	ORGANIZATION AND ADMINISTRATION	
	Organizational Interrelation	1
	PCS Move of 26th Air Refueling Sqdn	2
	Schedule Movement of Tanker Acft	3
	SAC Radar Recon Project	5
CHAPTER II	PERSONNEL	
	Personnel Strength	7
	SAC Manning Authorization Program	8
	26th SRWg Required Manning	9
	Major Wg Personnel Problems	10
CHAPTER III	OPERATIONS AND TRAINING	
	Tactical Operations Analysis	13
	Acft Operational Data	14
	26th SRWg Flying Operations	14
	Higher Headquarters Missions	16
	Unit Simulated Combat Mission	16
	Bombing Ranges	18
	Operation "Open Mind"	19
	Operation Order 7-55	21
	Combat Crew Training	24
	Combat Crew Status	26
	Wing Intelligence	28
	SAC Mgmt Control System USCM Scoring	29
	26th ARSq USCM Activity	30

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS (Continued)

CHAPTER IV MATERIEL PAGE

Wing Aircraft Status ---------- 32
Tactical Maintenance Summary ---------- 33
Operational and Maintenance Data ---------- 34
"K" System Operators Report ---------- 35
Wing Supply Activity ----------

APPENDIX

Roster of Key Personnel ---------- 41
Glossary ---------- 42
Bibliography ---------- 46
List of Exhibits ---------- 47

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 1 July 1954

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FOREWORD

The higher headquarters directed missions levied against the 26th Strategic Reconnaissance Wing during the period covered by this report presented problems which rendered operational planning and scheduling ineffective. These missions were: Operation "Open Mind", which was delayed for one week; Operation "Tea Pot", which after a two week delay had not been executed and Operation "Old Fogy", which was delayed for a period of 48 hours.

These delays, coupled with prevailing instrument weather conditions during this period and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary causes for deficits in programmed flying hours for this period.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 28 February 1955, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

26th Air Refueling Squadron, Medium

3rd Strategic Reconnaissance Squadron, Medium

4th Strategic Reconnaissance Squadron, Medium

10th Strategic Reconnaissance Squadron, Medium

26th Armament and Electronic Maintenance Squadron

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This period saw the receipt of instruction from Strategic Air Command and Second Air Force directing the permanent move of the 26th Air Refueling Squadron from Lockbourne Air Force Base to Westover Air Force Base, Massachusetts. Movement of the squadron will begin on 1 April 1955 and will be completed not later than 30 April 1955.[1] The Air Refueling Squadron will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base, effective 1 April 1955, with EDCAS also on 1 April.[2]

The Wing was requested to prepare a movement plan including all detailed actions incident to movement of the 26th Air Refueling Squadron. Authority for approval of this plan was delegated to the Commander of the 801st Air Division, with information copies of the plan being forwarded to Second Air Force headquarters and Headquarters Eigth Air Force and the 4050th Wing, not later than 1 April.[3]

Second Air Force Headquarters, specified that approximately 85 officers and 230 airmen, currently assigned to the 26th Air Refueling Squadron, would move with the unit. In addition, approximately three (3) officers and 208 airmen of maintenance support augmentation would move concurrently and furthermore be assigned to the 4050th Air Refueling Wing at Westover Air Force Base. It was pointed out

1. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium". Exhibit No. 2. UNCLASSIFIED.
2. Ibid.
3. Ibid.

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by Second Air Force that in the event it was necessary to obtain further detailed instructions regarding assignment or organization of the maintenance augementation, information of such nature should be requested from Headquarters Eighth Air Force, Director of Plans. There were certain specifications numerated in the requirement of maintenance personnel to accompany the Air Refueling Squadron, such as: Maintenance personnel would possess a minimum of six (6) months retainability subsequent to 1 April 1955, unless reenlistment intentions were indicated for own vacancy at the new station. In addition, for the maintenance augmentation only, 801st Air Division was delegated authority to waive Paragraph 5 k of SAC Regulation 35-19, providing that; no hardship would be imposed upon the individuals as a result of reassignment; and reassignment of individuals with longer periods of time on station would result in regression of combat readiness of other assigned units. Second Air Force also indicated that maintenance personnel who do not meet criteria as stated above would be replaced by personnel of like skills from the 91st Strategic Reconnaissance Wing.[4]

Movement of tanker aircraft would be accomplished by coordination between the Commanders of the Second and Eighth Air Force, to insure retention of the maximum possible EWP capability during

4. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.

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the squadron's move. This would also enable the aircraft to arrive at Westover Air Force Base in consonance with base facilities to receive the unit.[5]

Movement of tactical aircraft would begin on or about 19 April 1955 in equal increments over a two (2), three (3) or four (4) day period at the discretion of the unit commander. However, decision in this regard would be forwarded to Second Air Force Headquarters by electrical communication at the earliest practical date with information to Eighth Air Force and the 4050th Wing. Effective date and time of movement of Squadron command post and transfer of operational control from Second Air Force to Eighth Air Force was set at 2400 hours ZULU on date when majority of unit aircraft are scheduled to arrive at Westover Air Force Base.[6]

In reference to the squadron's equipment, Second Air Force indicated that Flyaway Kit would move in the unit's aircraft to the maximum extent possible. All UME and USE vital to combat readiness would move by unit or other military aircraft. It was pointed out, that in addition, such items of unit support equipment (USE) as necessary to support the squadron at Westover, would be furnished as determined by mutual agreement between the Commanders,

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5. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.
6. Ibid.

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Second Air Force and Eighth Air Force. Eventually, Second Air Force's Director of Materiel, will forward by separate communication, a decision concerning items of USE which will accompany the squadron.[7]

In a follow-up of the activities perfomred by the members of the 26th Wing's Radar Project, during the month of February, there were five (5) sorties flown with dual sided APQ-56 radar equipment. Some of the problems encountered during flight operations involved overloads in the radar circuits in the RT units, weak target returns, tuning difficulties and camera magazine malfunctions. Of the five sorties flown, only one was considered really successful, and it was indicated that some excellent results were obtained on this sortie.[8] It is the desire of this writer to submit documented pictures concerning this project, thereby enabling a more concise and complete indication of the working of this project.

During the month a decision was made by Wright Air Development Center and Westinghouse Electric Corporation to stop delivery of additional XA-2 components for approximately 30 days in order to concentrate the Westinghouse effort on the four aircraft completed to date. It was felt that these aircraft systems should be completely checked and modifications installed to bring them

7. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.
8. Interview, Major J. J. Scherer, Ass't Radar Proj Off, 26th SRWg by T/Sgt C. Watson, Hist Tech., 26th SRWg. Mar 1955.

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up to a consistant level of performance and reliability before proceeding with any more aircraft.[9]

Also during this period it was discovered that a remote possibility of overloading the cabling existed in the APQ-56 radar installation. This constituted a safety of flight item and the equipment was grounded. However, this situation was remedied by Westinghouse personnel through the installation of protection fuses in the power supply case. To date all systems are currently operational. This situation was cleared up in approximately one week.[10]

There was one (1) sortie flown with the XA-1 prototype model of the APQ-56. This sortie was unsuccessful. The recorder unit of the system was removed and returned to the Westinghouse Plant at Baltimore, Maryland. The unit will be completely overhauled and some improvements installed.

During this period environmental testing of the various units of the APQ-56 radar was initiated at the Westinghouse Plant in Baltimore, Maryland. However, to date no results have been published on the status of these tests.[11]

Further discussion of the Wing's Radar Project will be included in the March History of this headquarters.

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9. Interview, Major J. J. Scherer, Ass't Radar Proj Off., 26th SRWg by T/Sgt C. Watson, Hist Tech., 26th SRWg. Mar 1955.
10. Ibid.
11. Ibid.

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CHAPTER II

PERSONNEL

A total of 2,075 individuals was assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, at the end of February 1955.[1] Of this total, 420 were officers and 1,722 airmen. In comparing this month's total strength with January's, there was a decrease of three (3) officers.

The following reflects a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing during this reporting period:[2]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	428	420
AIRMEN	1,647	1,780
TOTAL	2,075	2,142

1. Weekly Mean Strenth Rpt, February 1955, prep by Stat Svs, 801st AB Gp.
2. Rpt Status of Offs and Amn, Febuary 1955,prep by 26th SRWg Pers Sect.

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It is pointed out that the total authorized figures for this period increased over those reported for the month of January 1955. During the month of January the total figure of authorized airmen was 1,628, this period saw a total authorization of 1,647 airmen. This increase was due to the new SAC Manning authorization program effecting personnel manning in the wing's maintenance squadrons.[3]

The 801st Air Division forwarded a letter to the wing indicating changes to personnel authorizations extracted from the SAC Manning Authorization Program, 31 January 1955 through 31 July 1955. This letter contained a recapitulation of all authroized overages and impending changes to Tables of Organization and Non-T/O Personnel Authorizations. These changes were posted to current tables pending receipt of the new Unit Manning Documents. The Unit Manning Document is a consolidation of all T/O and Non-T/O Personnel Authorizations. Upon full implementation of the program this document will be the official manning and reporting document. The new Unit Manning Document was not expected to reach this Wing until March 1955.[4]

The Personnel Portion of the SAC Rating System saw the following

3. Ltr, Hq 801st ADiv to Hqs 26th SRWg. Cite: BMO. 17 February 1955. Subj: "SAC Manning Authorization Program". CL: UNCLASSIFIED.
4. Ibid.

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scores obtained during this period:[5] In the officer category, there were 376 in Required Specialties for a percentage of 87, and a SAC maximum rating score of 60 percent. This period also saw an increase in the percentage of SAC maximum scores received under the item of Manning in Required Specialties for both officers and airmen.

There were 890 airmen in Required Specialties, averaging an 81.1 percent of the authorized strength figure and reflecting 50 percent of SAC maximum score. Of the 516 airmen, authorized for support, there were 439 in Required Specialties for a percentage of 85, while SAC maximum score averaged 70 percent.[6]

In the personnel portion of the Wing Commander's Remarks for February it was again indicated that no qualified airmen have been assigned to this wing in the Administrative, Personnel Air Transportation, K-System Maintenance, and Survival Training and Personnel Equipment Career Fields.[7]

In reply to this situation, as reported in the Wing's T-12 Report for the month of January, Second Air Force remarked that 801st Air Division projected body manning in the 702 sub-field is 85 percent. Also 801st Air Division has projected manning of 67

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5. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF, Cite: 26CR. Subj: "SAC Management Control System Scores". (RCS:2AF-U2) CL: SECRET. Exhibit No. 6.
6. Ibid.
7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Feb. 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.

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percent at the "5" and "7" level skill. According to Second Air Force this is comparable with command status.[8] It was also pointed out that Headquarters Second Air Force is aware that the major portion of "3" level inputs are personnel with directed duty assignment; however, the bulk of inputs from SAC are in this category. Skilled personnel are obtained through overseas returnees or reenlistees only. It was further stated that the 801st Air Division projected manning in the personnel field is 82 percent and 62 percent at the "5" and "7" levels. This situation was also expressed as comparable with command status.[9]

In addition, Second Air Force's report also pointed out that the 801st Air Division present and projected body manning was over 100 percent in the 60130/50/70 sub-field, and that the shortage of "7" level K-system personnel is command-wide.[10]

The major personnel problem outlined by the wing experienced during this period concerned the mandatory school quotas levied on this headquarters for airmen to attend Aircraft Maintenance Technician Course AA 43171, regardless of the number of eligible airmen assigned.[11]

As an illustration of this problem, Wing Personnel cited the following example and comment: Airmen in the grade of Airmen First

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8. Ltr, 2AF to Cmdr 801st ADiv. Subj: "Air Training Rpt, dated 1 March 1955. CL: SECRET. Exhibit No. 9.
9. Ibid.
10. Ibid.
11. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.

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Class and Second Class have been detailed to attend the subject course due to the retainability requirement of 24 months and the inability to have airmen sign a statement that he intends to re-enlist if permitted to attend the course. This parctice is not in the best interest of the Air Force or the airmen concerned as it results in the loss of the airmen for approximately 19 weeks to his organization and the provision of Air Force Manual 35-1 as amended, requires a grade of Staff Sergeant for the award of a "7" level PAFSC.[12]

From a recent survey by this headquarters of graduates from the Aircraft Maintenance Technician Course, it was concluded that a study should be made of the types of instruction now being conducted due to the following factor: Reciprocating and Jet Engine Mechanics are receiving both types of training. The recent conversion of the Aircraft and Engine Maintenance Career Fields which changed the Aircraft Maintenance Supervisor AFSC 43170 to Helicopter Technician.[13]

In summary, body manning of the 26th Wing was 100 percent for airmen and 96 percent for officers. Effective manning in these areas stood at 81 and 85 percent respectively, although airmen manning of this headquarters was genarally in line with

12. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 13.
13. Ibid.

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the command as expressed by higher headquarters. The most apparent shortages experienced by this wing during this period was in "7" level jet aircraft mechanics operations technicians, personnel equipment technicians, administrative and personnel specialist. In addition it appeared that the manning responsibilities of the 801st Air Division, in connection with the 70th Strategic Reconnaissance Wing, coupled with the loss of support personnel in the movement of the 26th Air Refueling Squadron may develop problems in some areas during the coming months.

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CHAPTER III

OPERATIONS AND TRAINING

During February 1955, crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 1,838 hours and 30 minutes of flying time, a slight regression from the number of hours recorded during January 1955.[1] There was a total of 281 sorties flown by the wing. Of the total sorties and hours flown, crews and aircraft of the 26th Air Refueling Squadron flew 83 sorties totaling 521 hours and 30 minutes, compared with 110 sorties and 620 hours scheduled. RB-47 aircraft of the three tactical squadrons, in addition to the two (2) returned YRB-47 aircraft, during this period flew 198 sorties totaling 1,317 hours as compared with the 308 sorties and 1,384 hours scheduled.[2]

The following is a comparison of operational data recorded

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs 801st AB Gp.
2. 26th SRWg Weekly Aircraft Requirement Record for Mo. February 1955. UNCLASSIFIED. Exhibit No. 17.

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by the 26th Strategic Reconnaissance Wing's tactical aircraft and crews during January and February 1955:[3]

	JANUARY	FEBRUARY
Number Aircraft On Hand	68	70
Number Hours Aircraft On Hand	49,276	46,421
Number Hours Aircraft In-Commission	38,693	36,685
Number Hours Aircraft Flown	1,899	1,838:30
Percentage of Time Aircraft In-Commission	78.5%	79%
Percentage of Time Aircraft Flown	4.9%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	6,506	7,640
Number of Hours Aircraft Out of Commission Awaiting Parts	2,447	1,116
Number of Landings Made	673	637

Adverse weather conditions during the month of February contributed much towards limiting the flying operation of this headquarters during this period. The higher headquarter's directed mission levied against the 26th Air Refueling Squadron during this period presented problems which rendered operational planning and scheduling ineffective. These missions were Operations "Open Mind" which was delayed for one week; Operation "Tea Pot" which after

3. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January & February 1955, prep by Stat Svs, 801st AB Gp.

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a two (2) week delay had not been executed as of the end of this period.[4]

These delays, coupled with prevailing instrument weather conditions during February and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary cause for deficits in programmed flying hours.[5]

For both reconnaissance and tanker aircraft, approximately 30 to 40 percent of assigned personnel and equipment are utilized on each of the three (3) flying days, weekly, with the object of completing 50-8, 50-19, 50-26 and 50-43 requirements by the 25th of each reporting month.

Crews and aircraft of the tactical squadrons flew a total of 126 hours and 45 minutes on missions directed by higher headquarters orders. These missions and hours consisted of the following; WADC Project Q56-700 (XQ-56 Radar) 23 hours and five (5) minutes; Headquarters SAC Operations Order 9-55 (Teapot) 87 hours and 30 minutes; Project No. 54-26-15 (Mosaic of Sedalia Air Force Base), 8 hours; and Ferrying aircraft from Boeing Aircraft Plant, Witcha, Kansas to Lockbourne, 8 hours and 10 minutes.[6]

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4. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 14.
5. Ibid.
6. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

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During February 1955, there were 41 scheduled reconnaissance sorties and 227 flying hours were cancelled and required rescheduling due to adverse weather conditions.[7]

During this period three (3) 26th Strategic Reconnaissance Wing's RB-47 aircraft were committed to Operations "Teapot", which was to be flown on 15 February 1955 and again on 18 February 1955. Two (2) practice missions were also ordered in advance of this date. The practice missions were flown satisfactorily, but as of 2 March 1955, the first flight of "Teapot" had not taken place. The crews and aircraft were still standing by on alert status.[8]

Final mission report of this mission will be included in the Wing's March history.

The 26th Strategic Reconnaissance Wing was directed by higher headquarters to participate in a Unit Simulated Combat Mission beginning on 23 February 1955.[9] However, due to adverse weather conditions Second Air Force Headquarters postponed dispatching of the first increment until 25 February 1955. The first increment saw ten aircraft of the wing dispatched on schedule, however, the 44th Air Refueling Squadron, which was to have furnished refueling support for this increment, furnished only five (5) tankers for air refueling, thereby resulting in five (5) of the wing's RB-47

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7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
8. Ibid.
9. 26th SRWg Operations Order 13-55, dated 10 February 1955. CL: SECRET. Exhibit No. 16.

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aircraft being forced to return to home base and abandon the mission. The second and third increments were dispatched without incident, however, weather in the target areas and refueling areas seriously hampered the effectiveness of the mission.[10]

It was pointed out in the Wing Commander's Air Training Report that the length of each sortie on a USCM of this type causes a widening gap between the amount of flying time expended and the amount of training accomplished. This Unit Simulated Combat Mission, as ordered to be flown at the end of the month and in the middle of the training quarter made it extremely difficult to effect accurate and logical planning for the quarter. It was then suggested in the Wing Commander's report that wherever possible in the future, the USCM be ordered at the beginning of the training quarter, so that better planning for quarterly training requirements can be made.[11]

In summary, the combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. In addition, the mission delays and cancellations which were beyond the Wing operational control were the primary cause for deficits in accomplishing the monthly

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10. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
11. Ibid.

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allocated flying hours. Total wing score in accordance with SAC Management Control System under the USCM item was 52.0.[12]

The requirement for additional bombing ranges presented a problem area during this period. It was pointed out that it is imperative that additional bombing ranges be made available if the desired night photography capability of the wing is to be achieved and maintained.[13]

As of the end of this period, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather conditions at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to the weather conditions over the target area.[14]

This situation has resulted in one which is imparative that additional bombing ranges be made available if the desired night photography capability is to be achieved and maintained. The 801st Air Division is contacting Langely Field and Rapid City (28th SRW) for further information on the availability of their ranges.

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12. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF. Cite: 26CR. Subj: "SAC Management Control System Scores (RCS:2AF-U2) CL: SECRET Exhibit No. 6.
13. 26th SRWg Cmdr's Remarks to Part V of Air Training Rpt for the Mo. of February 1955. (RCS:3-BAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
14. Ibid.

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As pointed out in the preceding discussion of this report, higher headquarters directed missions levied against the 26th Air Refueling Squadron during February rendered operational planning and scheduling ineffective. Operations "Open Mind" was delayed one week. Operations "Teapot" after a two (2) week delay had not yet been executed and Operation "Old Fogy" was delayed for a period of 48 hours.[15]

The standby of the 26th Air Refueling Squadron to support the 301st Bomb Wing (Operation "Open Mind") necessitated stand down from flying training of 12 crews. These 12 crews were alternated six (6) and six (6) on 24 hour alert until the mission was flown. On 1 February 1955 and until the mission was flown, the air refueling squadron reported 19 combat ready crews. Three (3) of these crews had not participated in mass day air refueling. Thus, they could not be used for 24 hour alert due to a restrictive teletype from Second Air Force prohibiting crews from participating in mass night air refueling until such time as they had been checked out in mass day air refueling. One Combat ready aircraft commander was DNIF (Duty Not Involving Flying) during this period thus making his crew unavailable for alert duty or

15. 26th ARSq, Sqdn Cmdr's Remarks, Part III Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). Exhibit No. 15.

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flying training. One aircraft commander was TDY at Squadron Officer Course and Aircraft Command Staff School, making his crew unavailable for alert duty or flying training duty. One crew was on delay en-route from Loring Air Force Base, Maine, PCS. One crew was TDY to Ramey Air Force Base, as directed by Headquarters Second Air Force. Therefore, only 12 ready crews were available for the alert and only three (3) crews were available for flying training. In that all available instructor crews were used on the alert, no 50-19 training for non-combat ready crews could be flown.[16] Training losses for the 26th Air Refueling Squadron during this period was estimated as follows: 18 - refueling; 6 missions of pilot proficiency; 6 sorties of 51-19 training; 18 - rendezvous; 9 - navigation legs; and 110 - flying hours.

By authority of a telephone message from Second Air Force control room wing, KC-97 aircraft was grounded effective 26 February 1955, this restriction was not lifted until 1 March 1955. Estimated traning loss as the result of this restriction was; 4 - refueling; 4 - rendezvous; 2 sorties of 51-19 training; 1 - long range cruise and 38 - flying hours.[17]

During the month an average of 3.6 non-ready reconnaissance crews

16. 26th ARSq, Sqdn Cmdr's Remarks, Part III Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). Exhibit No. 15.
17. 26th SRWg Cmdr's Remarks, Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

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were available for training and accomplished 32 hours of flying training hours as intergral crews. In addition, 64 hours and 50 minutes of flying time which were reflected in the 5X total time were accomplished by non-ready personnel on air refueling checkouts field checks and 51-19 upgrading missions.

Due to Higher Headquarters commitments, 148 flying hours were lost by tanker crews and aircraft, thereby resulting in insufficient flying hours remaining to complete 50-8 training and to give non-ready crews their alloted 30 hours per month. There were 45 hours and 15 minutes spent in training non-combat ready individuals and partial crews. Integrity of the instructor crew was maintained during this type training.[18]

During February 1955, the 26th Strategic Reconnaissance Wing submitted through the 801st Air Division a final mission report on Second Air Force Operations Order 7-55 performed by the 26th Air Refueling Squadron. Included in this report were psychological, and physiological analysis of the wing's Flight Surgeon.[19]

The 26th Air Refueling Squadron's mission was to launch KC-97 aircraft from Lockbourne Air Force Base to refuel bombardment air-

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18. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 15.
19. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report of 2nd AF Operations Order 7-55 (Open Mind)" CL: SECRET. Exhibit No. 5.

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craft participating in an exercise to test SAC's quick strike capability.

The squadron provided six (6) aircraft and crews to support air refueling of six (6) B-47 aircraft of the 301st Bombardment Wing. Crews and aircraft were on continuous 24 hour alert beginning at 0001 Zebra hour, 1 Bebruary 1955. Missions were flown according to briefing, and in accordance with pilot flimsies.[20] During this mission there were only 12 combat ready crews qualified in night mass air refueling available for the alert. This required each crew to be on alert for 24 hours and off for 24 hours. Both aircraft and crews were rotated at 1230 hours daily. Rotation at this time afforded daylight hours for all preflights, correction of malfunctions during normal duty hours and maximum base supply support.[21]

During the alert period severe weather conditions were encountered. Lower than average temperatures, snow and freezing rain made runway, ramp and taxy lanes extremely hazardous. The airfield was closed on four occassions while efforts were made to make the runway safe for operations. None of the aircraft were hangered and wing covers and isopropyl proved ineffective upon the

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20. 26th SRWg Operations Order No. 7-55, dated 1 February 1955. CL: SECRET. Exhibit No. 9.
21. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Specital Report to 2nd AF Operations Order 7-55, (Open Mind)". CL: SECRET. Exhibit No. 5.

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conditions encountered. Without inside heat storage it would have been impossible to dispatch the aircraft within four (4) hours after periods of freezing precipitation.[22]

The alert had a definit effect on the Wing 50-8 training accomplishments. Only three (3) ready crews were available for 50-8 flying training during this period. Therefore, none of the non-ready crews undergoing 51-19 training could be flown as all instructor personnel were on alert crews. Although aircraft were available for flying, this limited crew availability greatly curtailed accomplishments. This period saw the wing's B-47s as well as the KC-97s lose 24 scheduled electronic rendezvous, 24 wet hookups and 24 dry hookups.[23]

In summary, refueling area "Frank" was considered satisfactory. However, difficulty was encountered making initial radion contact with the receivers on the frequency assigned. It was recommended that secondary frequencies be assigned.

Noted comments made by the Materiel portions of this final mission report revealed; that no aircraft malfunctions were encountered which could be attributed to the KC-97s being on ground alert and not flying. In view of this, the maintenance of aircraft

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22. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report to 2AF Operations Order 7-55, (Open Mind)". CL: SECRET. Exhibit No. 5.
23. Ibid.

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on alert for a six (6) day period was consider the optimum. This length of time would not generate additional calendar inspections.[24]

It was pointed out that if the Air Refueling and Maintenance Squadrons were at T/O strength in maintenance personnel, a normal flying training program could be supported in conjunction with an alert of this nature. However, the limiting factors would be combat ready crews and aircraft. It was stated that six (6) KC-97s could be maintained on alert with no reduction in flying training if the aircraft were increased from 21 to 24. From the aircrew standpoint, this could be supported for an indefinite period if 24 of the 30 authorized crew assigned were in combat ready status.[25]

In respect to combat crew training it was recommended by this wing that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of Wing Combat Crew Training. At present there are two such rating systems in use; the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second is prepared by the SAC Training Division.[26]

However, insofar as combat crew training is concerned, the

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24. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report to2AF Operations Order 7-55. (Open Mind). CL: SECRET. Exhibit No. 5.
25. Ibid.
26. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955 (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

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major variance between these two rating methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.[27]

It was pointed out that the SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administration problems. An example of such a problem was as follows: A Squadron Standardization Board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew is responsible for accomplishing two-thirds of the squadron standardization board crew requirement. For the third month of the quarter this crew is responsible for one-third of the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

It is realized by the Wing that the intent of both rating systems is to measure the Wing's effectiveness in reaching and

27. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

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maintaining prescribed and implied goals. However, it was indicated that a standardized rating system would better serve the Wing Commander and higher echelons, in making a valid appraisal of wing capability.[28]

In regards to this discussion and comments, 801st Air Division concurred fully with the 26th Wing. The Division stated that the requirements for a single operations scoring system by Headquarters SAC for determining and rating effectiveness of wing and combat crews is definitely desirable.[29]

During the month of February 1955, three (3) RB-47 ready combat crews were regressed to non-combat ready crew status due to personnel being transferred and new personnel assigned. This made a total of 40 combat ready and 11 non-combat ready crews assigned to the wing. There were no changes in KC-97F crews for this period. However, KC-97F crews regressed one (1) combat ready crew to non-combat ready status due to crew proficiency, thereby making a total of ten (10) combat ready and four (4) non-combat ready KC-97G crews.[30]

In the Wing Commander's Air Training Report for the month of January 1955, two pertinent questions pertaining to Combat Ready Crews were forwarded to higher headquarters. These questions were:

28. 26th SRWg Cmdr's Remarks Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
29. 801st ADiv Cmdr's Remarks Part VI of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.
30. 26th SRWg Cmdr's and 26th ARSq Cmdr's Remarks to Part V & III of Air Tng Rpt for the Mo. of February 1955. CL: CONFIDENTIAL. Exhibits NO. 13 & 15.

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"Can a non-combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivalent training?" and secondly; "Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?"[31]

In reply to these questions, Headquarters Second Air Force stated that they did not believe it would be to the wing commander's advantage to form a non-combat ready crew prior to entry of Aircraft Commader, pilot or observer into CCTS for equivalent training. Second Air Force cited, paragraph 5e, SAC Regulation 55-10, dated 11 January 1955, which specified that persons will be carried on non-ready crews; (1) "Whose background and qualifications indicate the ability, with unit supervision and training, to fly training missions in assigned aircraft", or (2) "Who are selected for OJT which is, of course, locally conducted training".

This paragraph was interpreted by Second Air Force to apply to individuals who will be trained locally by the unit or in available MTDs. Therefore, Second Air Force interpreted the intent of SAC Regulation 55-10 to require a unit commander to man crews only with persons who have completed formal training courses not normally con-

31. Ltr fr Cmdr 2AF to Cmdr 801st ADiv. Subj: "Air Training Report ATTN: Cmdr 26th SRWg" CL: SECRET. Exhibit No. 9.

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ducted locally. However, it was pointed out, that should a commander determine to conduct training locally in lieu of formal ATRC courses, these individuals would be reported on crews at the completion of locally conducted courses. BC school is not included in this problem since non-ready crew members are not required to be BC graduates. Second Air Force indicated that if the interpretation of this directive is correct, unit commanders in many instances will be relieved of requirement for flying certain non-ready crews erroneously manned with persons who are not ready to begin their local air training. Confirmation of cited interpretation has been requested from Headquarters SAC by Second Air Force.[32]

The tenor of activity presented in the Wing's Intelligence Section during January 1955 continued throughout this period. Target study and EWP (Emergency War Planning) briefings continued to be the most important aspect of the program. Additional emphasis was also added due to the performance of a Wing USCM.

Target study continued on a rapid scale but slightly reduced over the preceding month's crash program. Of the 42 combat ready crews assigned to the EWP, only 33 were available for target study. In addition, all 33 crews successfully briefed the Wing Commander on their assigned sorties. One thing that was learned from the crash program

32. Ltr fr Cmdr 2AF to Cmdr 801st ADiv. Subj: "Air Training Report ATTN: Cmdr 26th SRWg". CL: SECRET. Exhibit No. 9.

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on target study was that a crew needs a minimum of four (4) hours mission planning and six (6) hours of target study before they can be considered ready to brief on their assigned mission.[33]

In a message from headquarters Second Air Force informal information was received as directed from SAC Headquarters stating that all activity accomplished during the USCM will be recorded as record.[34] This message pointed out that declaration of activity as practiced would result in loss of effectiveness points in scoring of SAC Management Control System. It was cited that deviation from specification in serpal and radar photograph runs as specified by 50-8 and SAC Manual 200-3 in order to develop profile of EWP during the USCM is allowed for scoring purposes.[35] As an example; Guns which do not have pictures of IP, since IP is point designated by coordinates over water, will not result in the loss of the run. Evaluation runs will be made by the 801st Reconnaissance Technical Squadron and may conform with the specifications as dictated by the available facilities and USCM operations order. In addition, K-38 daylight camera may be substituted on daylight missions for K-37 night camera as requirement for effectiveness of equipment over target. Other equipment which must be in order over target in order

33. History, 26th SRWg D/Intell Section for the Mo. of February 1955, File 26th SRWg History Sect.
34. TWX, fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. 18 February 1955. Subj: "USCM Activity". CL: UNCLASSIFIED. Exhibit No. 10.
35. Ibid.

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to rate sorties as effective, are O-15 radar camera and Q-13 radar. This message was in confirmation of a conversation between Colonel Beerli of 801st Air Division Operations and Major Greenberg, Headquarters, Second Air Force Operations.[36]

During this period the 26th Air Refueling Squadron was subject to a USCM penetration and simulated bombing of aircraft and buildings, in addition to maintenance facilities. The penetration began on 4 February and continued to 1800 hours 24 February 1955.[37]

Prior to the USCM, the 26th Air Refueling Squadron was engaged in an EWP Mission which required six (6) combat crews on duty 24 hours a day. This period saw the air refueling squadron security regress slightly from their previous stands against outside penetration and simulated bombing activities. One of the major factors which prevented the 26th Air Refueling Squadron from maintaining an efficient security force during the USCM, was the lack of co-ordination between other sections from whom the squadron's guard were drawn and the security section. The constant changing in the flight scheduling and men on the flights; black training; men sent to MTD; personnel TDY; and other operational requirements, hampered and required changes in the scheduling of guards. Often one change in a

36. TWX, fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. 18 February 1955. Subject: "USCM Activity". CL: UNCLASSIFIED. Exhibit No. 10.
37. Ltr, fr 26th ARSq Security Officer to Cmdr 26th ARSq, dated 28 February 1955. Subj: "Unit Security Report Pertaining to the Unit Simulated Combat Mission". Exhibit No. 4.

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flight would deprive the security section of half the guards on one shift, with the result of no personnel available to replace the losses.[38]

In view of the facts obtained during this USCM, knowledge gained shall undoubtly be of great value in forming future security SOP's, and an entirely new security setup.

38. Ltr, fr 26th ARSq Security Officer to Cmdr 26th ARSq, dated 28 February 1955. Subj: "Unit Security Report Pertaining to the Unit Simulated Combat Mission". Exhibit No. 4.

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CHAPTER IV

MATERIEL

The end of February 1955 saw a total of 70 tactical type aircraft in the possession of the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio. There were three (3) RB-47E aircraft gained from Boeing Airplane Company, Wichita, Kansas, making a total of 50 RB-47E aircraft assigned and on hand. In addition, the two (2) YRB-47 aircraft assigned to this wing returned during the month from Dobbins Air Force Base after undergoing modifications. Of the eleven (11) KC-97F and eleven (11) KC-97G aircraft assigned, four (4) of the KC-97Gs were undergoing modification at Oklahoma City Air Materiel Area during this month.[1]

During February, tactical aircraft were on hand for 46,421

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs, 801st AB Gp.

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hours and were maintained in-commission 36,658 hours.[2] This resulted in a monthly aircraft in-commission rate of 79 percent and a monthly rate of time aircraft were flown of 5 percent. Aircraft possessed in January were on hand for 49,276 hours and were maintained in-commission 38,693 hours, for a monthly in-commission rate of 78.5 percent and a monthly percentage of time aircraft were flown of 4.9 percent.[3]

Total figures this month indicated a regression of 2,855 hours for the number of hours aircraft were on hand. There was a decrease of 35 hours for the number of hours aircraft were maintained in-commission in comparison to those figures reported for these items during the month of January 1955. An increase of approximately one (1) percent was reflected in both the percentage of time aircraft were in-commission and time aircraft were flown, over the percentages reported for the month of January 1955.[4]

Total figures shown in the statistical comparison of operational and maintenance data recorded by crews and aircraft of the 26th Strategic Reconnaissance during this period reflect higher headquarters directed missions levied against the wing during this period. The delays in mission performance presented problems which

2. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Sbs, 801st AB Gp.
3. Ibid.
4. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February & January 1955, prep by Stat Svs, 801st AB Gp.

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rendered operational planning and scheduling ineffective, in addition adverse weather conditions were accountable for a great loss of operational flying during this period. These two factors greatly reduce the amount of planned training accomplished and were primary causes for the deficits in programmed flying hours.

The following is a statistical comparison of KC-97G/F and RB-47E including the return of two (2) YRB-47 aircraft, operational and maintenance data as recorded during the months of January and February 1955:[5]

KC-97G/F

	JANUARY	FEBRUARY
Number of Aircraft On Hand	21	18
Number Hours Aircraft On Hand	15,418	12,657
Number of Hours Aircraft In-Commission	12,136	10,345
Number of Hours Aircraft Flown	590	522
Percentage of Time Aircraft In-Commission	78%	81.7%
Percentage of Time Aircraft Flown	4%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	2,106	1,828
Number of Hours Aircraft Out of Commission Awaiting Parts	918	547
Number of Landings Made	228	114

5. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January & February 1955, prep by Stat Svs, 801st AB Gp.

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RB/YRB-47

	JANUARY	FEBRUARY
Number of Aircraft On Hand	47	52
Number Hours Aircraft On Hand	33,858	33,764
Number of Hours Aircraft In-Commission	26,557	26,340
Number of Hours Aircraft Flown	1,309	1,317
Percentage of Time Aircraft In-Commission	78%	78%
Percentage of Time Flown	4%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	4,440	5,930
Number of Hours Aircraft Out of Commission Awaiting Parts	1,529	569
Number of Landings Made	445	518

During February an analysis of "K" System operators report covering the period of 21 January through 21 February 1955 was submitted to the Commander, 26th A&E Maintenance Squadron. This report was compliled by Captain Clifford V. Morris, Analysis Officer for the A&E Squadron.[6]

In a study of 164 missions performed, 56 missions were good; 66 were satisfactory; and 42 were unsatisfactory. "K" System effectiveness for the period covered by this analysis was approxi-

6. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955. CL: CONFIDENTIAL. Exhibit No. 7.

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mately 74 percent.[7]

An analysis of "K" System unsatisfactory missions revealed that observer personnel were not critical enough in accepting sets after serious or major malfunctions. It was indicated that power is the basic cause of many "K" malfunctions, yet mechanics were not critical enough in insuring that aircraft power trouble was corrected. There was also noted an apparent lack of inquiry by "K" debriefers in ferriting out power troubles when observer and pilot are debriefed. The majority of unsatisfactory missions continued to be credited to a few aircraft. Most of the unsatisfactory missions were due to recurring similar malfunctions which were corrected only after two or more unsatisfactory missions had occurred.[8]

In summary, Captain Morris's report outlined three recommendations; (1) That "K" System debriefers be instructed and supervised to insure that they place particular emphasis on interrogation of observers and pilots to discover any possible indications of aircraft power trouble. (2) That "K" System supervisors insure that in all cases where aircraft power trouble is indicated that power difficulties are corrected and the "K" System is checked on air-

7. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.
8. Ibid.

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craft power with engines being run if necessary. (3) For each aircraft which had a major or serious malfunction on the last mission, the "K" System supervisor and mechanic must make sure that they have found the cause of the trouble, and to be sure that corrective action actually eliminates the malfunction. Furthermore, it was stated that if the "K" supervisor and mechanic can not assure themselves that the malfunction has been corrected then the OIC of the flight line should be notified and a test hop should be scheduled with the regular crew, if possible, together with a competent "K" mechanic. If the set looks good in the air after two hours, then the crew at their discretion could go on with a regular training mission. However, if trouble develops with the "K" set then the aircraft should return to the station for further "K" maintenance.[9]

The final two recommendations indicated that since one of the most frequent associated difficulties with most "K" major malfunctions is wavy range marks, every effort should be made to obtain the 20 Line Balance Networks returned to Motorola for modification (at Chicago) and to complete the T.O.C. on polar converters and SN-57s for the wavy range marker fix. The final recommendation stated the "K" system supervisors should make

9. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.

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every effort to obtain priority for ground power on those aircraft which require extensive ground trouble shooting maintenance. If they can not get satisfactory results the OIC Flight Line A&E should be contacted in order to bring this to the personal attention of the Chief of Maintenance.[10]

Comparison-wise, there were 121 "K" System Missions during the period of 21 December 1954 to 21 January 1955. Thirty-nine were rated as "major malfunctions". Of the thirty-nine, three were ground aborts; seventeen were "major" malfunctions occuring before target.[11] This writer will follow more closely the trend set by the A&E Squadron maintenance for further discussion in the wing's forthcoming history.

The Wing Supply Section continued to report the shortage of vacuum gage and 1000 Amp rectifiers. In addition, the shortage of five (5) towing vehicles previously reported on a Supply Difficulty Letter dated 25 June 1954, continued to hamper the maintenance effectiveness of the wing.[12]

In reply to the above supply shortages reported on the Wing T12 for January 1955, Headquarters Second Air Force indicated that a

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10. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.
11. Ltr to Cmdr 26th A&E from 26th A&E Analysis Off. 9 February 1955. Subj: "Operational Effectiveness Report for Period 21 Dec 1954 thru 21 January 1955 for the 26th A&E Maint Sq" CL: CONFIDENTIAL Exhibit No. 8.
12. 26th SRWg Cmdr's Remarks to Part V of the Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No.13.

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command wide shortage exists on Rectifier S/N 81000-628000. Furthermore, Headquarters AMC, USAF and SAC were attempting to provide 1000 Amp Rectifiers for all B-47 Wings. The latest information available indicated that Headquarters USAF will authorized procurement of a commercial type rectifier pending availability of the stock listed item. Upon the receipt of further information this headquarters would be advised.[13]

In relation to the shortage of gage S/N 7CAD-352675, Second Air Force's reply that no request to supply assistance was at their headquarters. It was recommended by Second Air Force that the Base Supply Officer submit a current letter and indicate any recent follow-up action he has taken to the depot.[14]

Second Air Force stated that 4000 pound DBP, warehouse tractors are still short in supply. Their records indicated three (3) tugs were due on requisition 50D-54-16 and 11 on requisition 50D-55-3. There were 10 tractors originally requested on requisition 50D-54-16. Information obtained on the latest supply difficulty letter submitted by AF-56-SO on 10 November 1954 indicated that firm action was taken to supply seven (7) of the vehicles on which five (5) were substitute items. Mallory Air Force Depot requested authority

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13. Ltr, to 801st ADiv Cmdr from 2AF Cmdr. Subj: "Air Training Report" dated 1 March 1955. CL: SECRET. Exhibit No. 9.
14. Ibid.

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from Headquarters AMC on 6 January 1955 to release the other three (3) from Account "T". However, Second Air Force had not received the final decision. The eleven (11) tractors requested on requisition 50D-55-3 were placed on back order at Mallory Air Force Depot with an estimated delivery date of December 1955. Second Air Force recommended that a supply difficulty letter be submitted on this requisition if the Base Supply Officer has not received a firm shipping date on the tractors.[15]

As a matter of information, Second Air Force commented on a message received from Headquarters AMC to Mallory Air Force Depot which indicated Tactical Air Command is receiving 25 to 30 new type servicing and towing tractors a week. These vehicles will replace the 4000 pound tugs within TAC for towing aircraft. Headquarters AMC directed Mallory Air Force Depot to use excesses of 4000 pound tugs generated in TAC by supply of the new towing vehicles to fill requirements of other commands.[16]

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15. Ltr, to 801st ADiv Cmdr fr Cmdr 2AF. Subj: "Air Training Report", dtd 1 March 1955. CL: SECRET Exhibit No. 9.
16. Ibid.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF FEBRUARY 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director Of Personnel	SAMSON, GEORGE D.	Major
Director Of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director Of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wing	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director Of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation.

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission to the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

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Abbreviations Used in Aircraft Operations (Continued)

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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BIBLIOGRAPHY

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Comptroller File, 26th SR Wing

8O1st Air Base Group Statistical Service Office

Regulation File, 26th SR Wing

Staff Section Files, 26th SR Wing

TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Personnel, 26th SR Wing

History, Dirctor of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observation of the Historian.

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LIST OF EXHIBITS

1. Ltr, Hq 801st ADiv to Hqs 26th SRWg. Cite: BMO. 17 February 1955. Subj: "SAC Manning Authorization Program". CL: UNCLASSIFIED.

2. Ltrs fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DPLMA. 21 February 1955. Subj: "Movement Order 26th ARSq." CL: UNCLASSIFIED.

3. DD Form, fr Cmdr 26th SRWg to DDM. Subj: "Responsibility for Supporting Transient Aircraft", dated 1 March 1955 UNCLASSIFIED.

4. Ltr fr 26th ARS Security Off to Cmdr 26th ARSq, dtd 28 February 1955. Subj: "Unit Security Rpt Pertaining to the Unit Simulated Combat Mission".

5. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report of 2AF Operations Order 7-55 (Open Mind) CL: SECRET.

6. Ltr fr Cmdr 801st ADiv to Cmdr 2AF. Subj: "SAC Management Control System Scores (RCS:2AF-U2) CL: SECRET.

7. DD Form fr 26th A&E Maint Supv to Cmdr 26th A&E. Subj: ""K" System Analysis for Period 21 Jan thru 20 Feb 1955, dated 22 February 1955. CL: CONFIDENTIAL.

8. Ltr fr 26th A&E Analysis Office to Cmdr 26th A&E Sq. Subj: "Operational Effectiveness Report for Period 21 December 1954 thru 21 January 1955 for the 26th A&E Maint Sq". CL: CONFIDENTIAL.

9. Ltr fo 801st ADiv fr 2AF. Subj: "Air Training Report", dated 1 March 1955. CL: SECRET.

10. TWX fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. Dated 18 February 1955. Subj: "USCM Activity". UNCLASSIFIED.

11. 26th SRWg Operations Order No. 7-55, dated 1 February 1955. CL: SECRET.

12. 801st ADiv Cmdr's Remarks to Part VI of Air Tng Report for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL.

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LIST OF EXHIBITS (Continued)

13. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL.

14. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL.

15. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL.

16. 26th SRWg Operations Order No. 13-55, dated 10 February 1955. CL: SECRET.

17. Amendment No. 1 to 26th SRWg Operations Order No. 13-55, dated 18 & 24 February 1955. CL: SECRET.

18. 26th Strategic Reconnaissance Wing's Weekly Aircraft Requirement Records for the Month of February 1955.

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C O P Y

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

BMO 17 FEB 1955

SUBJECT: SAC Manning Authorization Program (MAP)

TO: See Distribution

1. The attached changes to personnel authorizations have been extracted from the SAC Manning Authorization Program 31 January 1955 - 31 July 1955 and are forwarded for action indicated.

2. This is a recapitulation of all authorized overages and impending changes to Tables of Organization (T/O) and Non-T/O Personnel Authorizations. These changes will be posted to current tables pending receipt of the new Unit Manning Documents (UMD's).

3. The Unit Manning Document is a consolidation of all T/O and Non-T/O Personnel Authorizations and will be the official manning and reporting document when the program has been fully implemented. The new UMD's are expected during the month of February 1955.

BY ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
Adjutant

1 Incl
Extract of MAP

DISTRIBUTION:

1 DDP
1 Comdr 91SRW
1 Comdr 26 SRW
1 Base Pers
1 Stat Serv
1 EA Unit Concerned

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C O P Y

SAC MANNING AUTHORIZATION PROGRAM AS OF 31 JANUARY 1955

1. Hq 91st & 26th Strat Recon Wings

a. Ref Cmt #1, DF D/Opr, 9 Mar 54, fol adjustment will be made in Line 2, Code D1701, Part II, T/O 1-1047P, 1 Jan 54:

Delete: 1244 3 Add: 1525B 3

b. Ref Cmt #1, DF D/Opr, 9 Mar 54, one AFSC 1416 may be manned by one AFSC 1524 in Operations and Training Function.

c. Make the following adjustment in Code C1635, Personnel Function:

Delete: 7324 1 Capt Add: 73000 1 WO

2. 91st & 26th Periodic Maint Sq

a. Ref ltr this hq, DPLMD, 13 Jul 54 "Adjusted Authorizations for Jet Engine Mechanics", make fol adjustments in T/O's:

T/O (1 Jan 54)	Add			Delete		
1-7171P	43131E	10	A/2C	43230	16	A/2C
	43151E	10	A/1C	43250	17	A/1C
	43151E	10	S/Sgt	43250	17	S/Sgt

b. Make the following adjustment in Code E1821, Maintenance Supervision Function:

Delete: 4344 1 Capt Add: 43100 1 WO

3. 91st & 26th Field Maint Sq

a. Ref ltr this hq, DPLMD, 13 July 54 "Adjusted Authorizations for Jet Engine Mechanics", make fol adjustments in T/O's:

T/O (1 Jan 54)	Add		
1-7169P	43230	6	A/2C
	43250	7	A/1C
	43250	7	S/Sgt

b. Pending publication of 1 Jul 54 T/O add fol auth coverage to Field Maint Sq:

47134	3	A/2C
47135	3	A/2C
47154	3	A/1C
47155	3	A/1C
47155	3	S/Sgt
47171	3	T/Sgt

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C O P Y

SAC MANNING AUTH PROG 31 JAN 55

c. Pending publication of 1 Jul 54 T/O add fol auth overage to Field Maint Sq:

47154 1 A/1C

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Hq SAC, Offutt AFB, Nebr, DPLWA, Subject: Movement Order, 26th Air Refueling Squadron, Medium

DPLC (21 Feb 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
18 MAR 1955
TO: Commander, 801st Air Division, Lockbourne Air Force Base , Ohio

1. Forwarded for necessary action is one copy of basic letter, Subject: Movement Order, 26th Air Refueling Squadron, Medium.

2. References. This indorsement confirms previous instructions contained in messages from this headquarters, DPLC 1750 dated 9 March 1955 and DPLC 3345 dated 16 March 1955.

3. Date of Movement. Movement of aircraft will begin on or about 19 April 1955 in equal increments over a 2, 3 or 4-day period at the discretion of unit commander. Decision in this regard should be forwarded to this headquarters by electrical communication at the earliest practicable date with information to Eight Air Force and the 4050th Wing. Effective date and time of movement of unit command post and transfer of operational control from Second Air Force to Eight Air Force is 2400 hours ZULU on date when majority of unit aircraft are scheduled to arrive at Westover Air Force Base.

4. Movement Plan. It is requested that the 26th Strategic Reconnaissance Wing prepare a movement plan which will include all detailed actions incident to movement of the 26th Air Refueling Squadron. Authority for approval of this plan is delegated to the Commander, 801st Air Division. Information copies should be forwarded to this headquarters, Headquarters Eight Air Force and the 4050th Wing not later than 1 April.

5. Assignment and EDCSA. The 26th Air Refueling Squadron will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base, effective 1 April 1955, with EDCSA also on 1 April.

6. Direct Communications. This headquarters and Headquarters Eight Air Force should be information addressees on all direct communications with Westover units concerning coordinations of this move.

7. Records and Administration Organizational records will accompany the 26th Air Refueling Squadron. The Unit Postal Officer will comply with Paragraph 4, b, (8) of 2AF Regulation 182-2 and Paragraph 17 c, Section IV, of AFM 182-3

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DPLC, Subject: Movement Order, 26th Air Refueling Squadron, Medium

8. Personnel

a. Approximately 85 officers and 230 airmen currently assigned to the 26th Air Refueling Squadron will move with this unit. Approximately 3 officers and 200 airmen of maintenance support augmentation will move concurrently and will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base. In event that it is necessary to obtain further detailed instructions regarding assignment or organization of the maintenance augmentation, this information should be requested from Headquarters Eight Air Force, Attention: Director of Plans. Movement of augmentation personnel should be charged to the appropriation listed in the movement order for the 26th Air Refueling Squadron.

b. Maintenance augmentation personnel will possess a minimum of six months retainability subsequent to 1 April 1955 unless reenlistment intentions are indicated for own vacancy at new station.

c. For the maintenance augmentation only, your headquarters is delegated authority to waive Paragraph 5 k of SAC Regulation 35-19, provided that:

(1) No hardship will be imposed upo the individuals as a result of reassignment.

(2) Reassignment of individuals with longer periods of time on station would result in regression of combat readiness of other assigned units.

d. Maintenance augmentation personnel who do not meet criteria stated above will be replaced by personnel of like skills from the 91st Strategic Reconnaissance Wing.

9. Equipment. Flyaway Kit will move in unit aircraft to the maximum extent possible. UME and USE vital to combat reddiness will move by unit or other military aircraft. The Director of Materiel, this headquarters, will forward by separate communication a decision concerning items of USE which will accompany the unit.

10. Airlift Support. Requirement for airlift support should be submitted in accordance with SAC Regulation 76-1.

BY ORDER OF THE COMMANDER:

s/ W. M. Vandebogart
t/A. M. VANDEBOGART
Lt Colonel, USAF
Chief, Programs & Plans Div
Directorate of Plans

cy to : Comdr SAC, Attn: D/Plans
Comdr 8AF, Attn: D/Plans

"A TRUE COPY".
Charles G. Wright
CHARLES G. WRIGHT
Major, USAF

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

DPLMA 21 February 1955

SUBJECT: Movement Order, 26TH AIR REFUELING SQUADRON, Medium

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. It is desired that you take the necessary action to move the 26TH Air Refueling Squadron, Medium, at current authorization, from Lockbourne Air Force Base, Ohio, to Westover Air Force Base, Massachusetts. Movement will commence on 1 April 1955, and will be completed not later than 30 April 1955.

2. This is PERMANENT change of station.

3. Equipment. a. The unit will move with all authorized unit mission equipment (UME) authorized in the UME column of the unit's current UAL. In addition, such items of unit support equipment (USE), as necessary to support this unit at Westover Air Force Base, will be furnished as determined by mutual agreement between the Commanders, Second and Eighth Air Forces.

b. Movement of tactical aircraft will be accomplished by coordination between the Commanders, Second and Eight Air Forces, to insure retention of the maximum possible EWP capability during the unit's move and that aircraft arrivals at Westover Air Force Base are in consonance with base facilities to receive the unit.

4. Methods of movement. a. Movement will be made in accordance with the applicable provisions of AFRs 75-2, as amended, 75-19, 75-20 and 75-38.

b. Movement will be accomplished by commercial or military carrier. Military aircraft may be used.

c. TPA is authorized.

5. Departure and arrival dates of the unit will be reported by means of the AFOSCR (RCS: AF-01 (SAC-1)). Attention is directed to paragraph 11c, AFR 75-20, 10 Nov 54.

6. Cite PCS open allotment accounting Classification 5753500 048-201 P532-99 S99-999 for all PCS cost from Lockbourne Air Force Base, Ohio, in accrodance with the provisions of AFM 172-1, as amended, except that transportation costs of organizational equipment and impedimenta are chargeable to maintenance and operation funds, Project 458

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DEIMA
Subj: Movement Order, 26TH Air Refueling Squadron, Medium

7. Authority: Message, Headquarters USAF, AFOOP-OC-C 42244, 10 February 1955.

BY ORDER OF THE COMMANDER:

s/ Glenn P. Nell
t/ GLENN P. NELL
Colonel, USAF
Adjutant

DISTRIBUTION:
30 - HEDUSAF, AAO (ATTN: PUB DIV), WASHDC
2 - HEDUSAF, DIR OF Operations, DCS/O, WashDC
2 - ACOFS, G-3, GSUSA (ATTN: Chief, OGG & MG DIV, WASHDC
2 - ACOFS, G-4, GSUSA (Chief, MOV BR. SERGRU, WASHDC
2- COMAMC (ATTN, MCMSW02), Wright Patterson AFB, Ohio
5 - COMATS
5 - COMDR, ATLANTIC DIV, MATS
25 - COMDR, 26TH ARSFS, Lockbourne, AFB
5 - COMDR, 801ST AIR DIV, Lockbourne, AFB
5 - COMDR. 26TH STRATRECOMWG, Medium, Lockbourne AFB
2 - Mil Air Div, Hq Sixth Army , Room 112, BLDG 38, Presidio of SFMAN
2 - COMDR - Topeka AF STA, Topeka Kans
5 - COMDR - Wilkins AF STA, Shelby ,Ohio
2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC
36 - HEDSAC
1 - Chief of Staff
8 - Director of Plans
5 - Director of Operations
5 - Director of Personnel
5 - Director of Comptroller
1 - Office of Information
1 - Judge Advocate
5 - Surgeon
1 - Director of Intelligence
2 - Inspector General
1 - Operations Analysis
3 - Adjutant

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DDM

Responsibility for Supporting Transient Aircraft
Comdr, 26th SRW
1 Mar 55
Col Gribble/sjd/213

1. Reference Comment 1 and 2 relative to responsibility for supporting transient aircraft, the 26th Wing recommends the following procedures:

a. That the over-all requirement for support of transient aircraft specialist support to Base Flight aircraft, and A&E support to ground trainers be considered as a package requirement.

b. To resolve the maintenance requirements for the above listed operations, it is suggested that a team, composed of 801st Operations Squadron, 91st and 26th Wing Directors of Materiel and/or Chiefs of Maintenance, be appointed to prepare SOP's to cover this function. (In this connection the responsibility of the 801st Operations Squadron and their capability personnel-wise in supporting first and second echelon on transient aircraft (other than specialist systems) should be closely scrutinized, Similarly, the capability for first echelon maintenance of trainers should be closely scrutinized.)

c. That the wing having responsibility for functions listed should have functional control of the maintenance section of the 801st Operations Squadron, i.e. similar to Chief of Maintenance control of Field Maintenance and Periodic Maintenance personnel.

d. The responsible wing would assign Operations Squadron personnel to specialized training for upgrading, ect., as required.

e. That all civilians presently authorized the 91st SR Wing be assigned the wing having the above primary maintenance responsibilities.

f. That the primary wing be authorized to borrow maintenance support personnel from the other wing on an "as required" basis, for support of transient aircraft maintenance.

2. Under the above conditions the 26th Strategic Reconnaissance Wing would hva e no objections to assuming the responsibility for support of transient aircraft maintenance, trainer maintenance, and specialist support to Base Flight aircraft.

s/ Alan F. Adams
t/ ALAN F. ADAMS
Colonel, USAF
Commander

" A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
MAJOR., USAF

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91 DM

Responsibility for Supporting Transient Aircraft

Director of Materiel
801st Air Division

Commander
91st Strat Recon Wing

16 February 1955

1. Reference our conversation this date reguarding Field Maintenance and Armament and Electronics support of transient aircraft, the following is suggested:

a. That specialist requirements to support Field Maintenance and Armament and Electronics work orders on transient aircraft be divided equally between the 91st and 26th Strategic Reconnaissance Wings.

b. That this responsibility be assigned to each wing alternately for a specific 90 day period.

c. In view of the fact that the 26th Wing is losing their air refueling squadron and specialist support for reciprocating type engines, that the 91st Wing continue to support all base flight and transient work orders for reciprocating engine change, conditioning, and build-up.

2. If this proposal is acceptable, it is suggested that the 91st retain their full responsibilties) for transient support through the end of March, and the 26th assume this responsibility for a six months period beginning 1 April. The 91st will assume full responsinility 1 October until the end of this calendar year. This arrangement would be necessary because of known 91st Wing commitments during the period 1 April through 30 September.

s/ Charles M. Eisenhart
t/ CHARLES M. EISENHART
Colonel, USAF
Commander

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Comdr, 26th SRW

Responsibility for Supporting Transient Aircraft
DM
23 Feb 55
Col Kimmel, gs/ 7404 #2

1. Your attention is invited to Comment #1 with the following recommendation regarding the above subject, "Responsibility for Supporting Transient Aircraft".

2. The parent organization is assigned the responsibility of performing maintenance on transient aircraft at each SAC station without the assistance of additional personnel. Therefore, recommend concurrence in the 91st Wing Commander's proposal to rotate this work load on a calendar time basis. This periodic adjustment is responsibility for maintaining transient aircraft will insure an equitable distribution of work load requirements between the 91st and 26th Wings.

s/Robert E. Kimmel
t/ROBERT E. KIMMEL
Colonel, USAF
Director of Materiel

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26TH AIR DIVISION (M)
26TH AIR REFUELING SQUADRON (M)
Lockbourne Air Force Base
Columbus 17, Ohio

28 February 1955

SUBJECT: Unit Security Report Pertaining to the Unit Simulated Combat Mission.

TO: Commander
26th Air Refueling Squadron
Lockbourne Air Force Base, Ohio

1. The following unit security report pertains to the period of time the 26th Air Refueling Squadron was subject to penetration and simulated bombing of aircraft, buildings, and maintenance facilities. The 26th Air Refueling Squadron became subject to penetrations begining the 4th of February, 1955, and continued to 1800 hours 24 February, 1955.

2. Prior to the U.S.C.M. the 26th Air Refueling Squadron was engaged in an E.W.P. Mission, and necessitated six combat crews on duty twenty-four hours a day. With the shortage of personnel subject to guard duty, and a guard shift necessary during the entire E.W.P., our personnel on guard duty during the proceeding U.S.C.M. did not possess the attitude necessary to effect an efficient security force. One of the main factorrs that promoted the inefficiency of our guard personnel was the extremely cold weather, and constant rain and snow storms.

3. On 20 February 1955, at 0215, guards of the 26th Air Refueling Squadron apprehended a penetrator on the flight line. Subsequent inspection of all aircraft disclosed the penetrator had placed ten simulated bombs on ten aircraft, which were declared as"bombed" according to the U.S.C.M. ground rules. The ground rules had been changed without notification to the 26th Air Refueling Squadron. However, seven of ten bombs had been removed from aircraft before Central Security notified the Officer of the Guard of the aircraft bombed as divulged from the penetrator. At the time of the penetration and simulated bombings, according to the U.S.C.M. ground rules supposedly in use, the seven aircraft from which the bombs had been removed would have been saved and usable for the mission.

4. Poor lighting was another of the factors that contributed to a great extent to the vulnerability of the 26th Air Refueling Squadron. The south-west corner and the north-east corner of our area were entirely unlighted, as welll as the dividing line between the 4th Strategic Reconnaissance Squadron area and our area. To enforce the security necessary in the unlighted areas, many more guards would have been required than available.

42

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5. Probably the biggest factor that prevented the 26th Air Refueling Squadron from maintaining an efficient security force during the W.S.C.M. was the lack of co-ordination between other sections, from whom our guard personnel were drawn, and the security section. Constant changes in the scheduling of flights and the men of the flights, block training, sending men to M.T.D., personnel TDY, and many other operational requirements, constantly hampered and required changes in guard scheduling. Often one change in a flight would deprive the security section of half the guards on one shift, with the result that no personnel were available to replace the losses.

6. The knowledge gained from the W.S.C.M. shall undoubtly be of great value in forming future security SOP's, and an entirely new security force setup.

s/ Paul M. Reagan
t/PAUL M. REAGAN
1/Lt USAF
Security Officer

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Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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HEADQUARTERS
701st AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SECRET
AUTH: 701ST AIR DIV
NAME:
DATE: 1[illegible] Feb 5[illegible]

DO

16 February 1955

SUBJECT: Special Report of 2AF Operations Order 7-55 (Open Mind)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Forwarded herewith are the Special Reports of the 26th and 91st Strategic Reconnaissance Wings as required in Second Air Force Operations Order 7-55 (Open Mind). Included with the report from each Wing is the psychological, physiological analysis of the Flight Surgeon for that Wing.

2. Concur with the conclusions and recommendations of the Wing reports.

FOR THE COMMANDER:

t/LAWRENCE A. GILMORE
1st Lt, USAF
Asst Adj

2 Incls
1. Ltr fr 9100, O.O. 7-55 dtd 14 Feb, w/2 incls (dup)
2. Ltr fr 91st Wg Surgeon dtd 11 Feb w/2 Inds (dup)
3. Ltr fr 26th Wg Msn Rpt. dtd 16 Feb, w/3 Incls (dup)

IF INCLOSURES NO. 1, 2 and 3 ARE WITHDRAWN OR NOT ATTACHED, THIS DOCUMENT IS DOWNGRADED TO UNCLASSIFIED _____

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CHARLES A. WRIGHT
Major, USAF

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SECRET
AUTH: DIR 26th SRW
DATE 16 Feb 55
NAME s/Wright

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

16 February 1955

26DO

SUBJECT: Final Mission Report on 2AF Operations Order 7-55.

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

Attached is the final mission report for the 26th Air Refueling Squadron as required by 2nd Air Force Operations Order 7-55.

FOR THE COMMANDER:

t/CHARLES A. WRIGHT
Major, USAF
Adjutant

3 Incl:
1. Operations Comments
2. Material Comments
3. Medical Comments

If Inclosures 1, 2, & 3 ARE WITHDRAWN OR NOT ATTACHED THIS DOCUMENT MAY BE DOWNGRADED TO UNCLASSIFIED

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OPERATIONS CONTINUED ON 2AF OPORD 7-55

1. Only 12 combat ready crews qualified in night mass air refueling were available for the alert. This required each crew to be on alert for 24 hours and off for 24 hours. Both aircraft and crews were rotated at 1230 hours daily. Rotation at this time afforded daylight hours for all preflights, correction of malfunctions during normal duty hours and maximum base supply support.

2. Alert operational SOP's are included as Attachement 1 to this inclosure.

3. During the alert period severe weather conditions were encountered. Lower than average temperatures, snow and freezing rain made runway, ramp and taxy lanes extremely hazardous. The airfield was close on four occasions while efforts were made to make the runway safe for operations. No aircraft were hangered and wing covers and isopropyl proved ineffective in the conditions encountered. Without inside, heated storage it would have been impossible to dispatch the aircraft within 4 hours after periods of freezing precipitation.

4. The alert had a definite effect on the Wing 50-8 training accomplishments. Only 3 ready crews were available for 50-8 flying training during this period. None of the nonready crews undergoing 51-19 training could be flown because all instructor personnel were on alert crews. Although aircraft were available for flying, this limited crew availability greatly curtailed accomplishments. The Wing B-47's as well as the KC-97's lost 24 scheduled electronic rendezvous, 24 wet hookups and 24 dry hookups.

5. Refueling area "Frank" is considered satifactory.

6. Difficulty was en countered making initial radion contact with the receivers on the frequency assigned. It is recommended that secondary frequencies be assigned.

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Incl 3

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ATTACHMENT 1 to ENCLOSURE 31, OPERATIONS ORDER 7-[illegible]

ALERT INSTRUCTIONS FOR CREWS

1. GENERAL - Six (6) crews of this org will be on standby alert in building P-835 from 1230 hours each day until 1230 hours the following. With the exception of meals, those crew member will not leave the building for any other purpose than meals or to go to assigned aircraft without specific permission of Flight Leader. Normally permission will be given for emergency reasons only.

As soon as each new alert crew comes on duty, they will have a weather briefing, draw their personnel equipment, proceed to the aircraft assigned and accomplish their preflight up to start engines. All descrepancies discovered at preflight will be closely coordinated with the crew chiefs and Maintenance to insure timely repair. Personnel equipment will be left in the aircraft in position until relieved the next day. All aircraft will be de-iced and heated on a continuing basis as frequently as necessary to insure no carb ice or frozen instruments on scramble. Engine run ups will be conducted as determined necessary by the individual aircraft commander to check out his assigned aircraft. Tail covers are optional also but if used, will be removed by crews prior to engine run-up.

Bedding will be initially drawn by crews and kept in lockers until time for turn in every third day. The following rules will apply to the sleeping area for the crews: NO SMOKING IN BED: LIGHTS OUT BY 2200 each evening, those desiring to stay up late will utilize the navigation room or other parts of the building but will remain relatively quiet for the benefit of those sleeping. Duty Officers will awaken crews at 0600 and Flight Leader will insure that all crews get up, clean up room and are ready to depart for mess at 0630 when bus arrives.

2. MESSING - Transportation will be provided for alll crews going to and from unit mess. Crews will depart at 1700 and return by 1740 in the evening, and will depart at 0630 in the morning and return by 0710. Officer personnel will follow the same schedule and are cleared to eat in the officers Open Mess in flight clothes. Flight Leaders will moniter all departures to insure that crews come and go together within the prescribed time. Officers may use their own transportation however, Non-coms and Airmen will utilize the bus provided to go to the airmens and NCO mess.

3. ALERT INSTRUCTIONS - Upon receipt of call from FARINA CONTROL that Open-Wind is in operation, Duty Officer will authenticate the call, note time of H hour (This will probably be in ZULU time and must be converted to local time by subtracting 5 hours) and proceed to awaken flight leaders and crews immediately. Duty Officer will then make calls to CO, Ops Officer, Eng Officer ect. notifying them. Time of receipt of call will be included in remarks section of Duty Officers report.

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4. PRE-TAKE OFF MEETING - Flight Leader upon receipt of alert will immediately dispatch the crews to the aircraft with exception of the AC's and Pilots and Navigators. They will remove wing covers and start heaters as required.

Flight Leaders will then:

a) Advise crews of H hour and fix Taxi and take off times.
b) Have form 5s signed by AC's and turn over to Duty officer for dispatch to Base Opns.
c) Make last minute check with the Base Weather Station for winds aloft and weather in refueling area, advise crews and then scramble.

NOTE: Follow procedures as set fourth in specialized briefing for engine start, taxi and take-off.

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MAINTENANCE STATUS ON 21F ECORD 7-55

1. The following maintenance alert personnel by organization were required each day.

a. Air Refueling Squadron

8 - 431X1B

b. Field Maintenance Squadron

2 - 42250
3 - 42370
3 - 42152
1 - 42151
1 - 431X1B

c. Armament and Electronics Squadron

3 - 30150
3 - 30151
2 - 42250
2 - 64151

d. Maintenance Control

2 - 43171 on weekends only.

2. Overtime hours expended by the above personnel in supporting the alert are as follows:

a. Air Refueling Squadron - 1056 hours

b. Field Maintenance Squadron - 1383 hours, of which 86 hours were expended in direct support work.

c. Armament and Electronics Squadron - 150½ hours of which 3 hours were expended in direct support work.

d. Maintenance Control - 48 hours.

3. The following parts were required on alert aircraft to correct discrepancies:

1 Generator 42A6-A28A9584-1
1 Inverter G3-4224-546-2
1 Fuel Selector Valve 03-2-4831-5-245-2M4N
1 Boom Hoist Motor MT9-3911-252
1 Hydraulic Pump PE- 36-3909-20Z2
2 Boom Seals 1AFT-6-45877
1 Control Assembly 1A7W-40683-2
1 Junction Box-139 1660-212919391

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4. The WT presently authorizes 10 F-4 type aircraft ground heaters. Under the weather conditions encountered this is far from adequate. At least 24 ground heaters of the BW8200- and conduct flying training simultaneously.

5. Two calendar postflights were generated by alert aircraft. A total of 80 manhours were expended completing these.

6. No aircraft malfunctions were encountered that could be attributed to the KC-97's being on ground alert and not flying. In light of this, the maintenance of aircraft on alert for a 6 day period is considered the optimum. This length of time should not generate additional calendar inspections.

7. If the Air Refueling and Maintenance Squadrons were at T/O strength in maintenance personnel, a normal flying training program could be supported in conjunction with an alert of this nature. The limiting factors are combat ready crews and aircraft. Six KC-97's could be maintained on alert with no reduction in flying training if the aircraft assigned were increased from 21 to 24. From the aircrew standpoint this could be supported for an indefinite period if 24 of the 30 authorized crew assigned and in a combat ready status.

8. There are no recommendations for procedural changes.

9. No safety hazards were encountered.

10. There is no requirement for continuous application of power to AGE components and aircraft instruments in the KC-97.

11. Assuming that the present T/O is adequate to support 1,000 flying hours per month the reduced KC-97 flying hour capability would be:

a. 5 aircraft on alert - 752 hours.

b. 10 aircraft on alert - 517 hours.

c. 15 aircraft on alert - 282 hours.

12. With a 50 percent reduction in flying time and one-third of the KC-97's on alert there would be no required additions of maintenance personnel to the T/O. The desired maintenance alert

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crew would be:

8 - 431510
2 - 42250
2 - 42350
2 - 42152
1 - 42151
1 - 30150

13. With no reduction in present SO-8 training requirements, and with no additional personnel, a maximum of 3 aircraft could be maintained on alert if the full authorization of 21 aircraft were available.

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MEDICAL COMMENTS ON OPORD 7-56

1. The purpose of this study was to observe aircrew and maintenance personnel while they were under the stress of being alerted 24 hours on and 24 hours off duty. All medical and psychological reactions as it relates to their ability to function as an integral unit were noted.

2. The aircrews were housed in the squadron operations building while on alert. Double deck bunks were set up in the briefing room and this close proximity lead to boredom and superficial complaining. During the daylight hours the crews were busy preflighting and maintaining their aircraft. When not so occupied they entertained themselves playing cards, holding "bull sessions" and reading magazines. They were found to be alert and responsive at all times.

3. Aircrews were transported to base mess halls for meals. Food was adequate and this posed no problem.

4. Inthe crew sleeping quarters lights were turned out and no smoking allowed after 22000 hours. Most men were able to get adequate sleep.

5. The Air Refueling Squadron has a very high espirit de corps and most complaints would not have come up if:

a. The alert had not been right at home. Had this occurred at a TDY location they would not have minded in the least.

b. The alert had come at a time when they were not concerned about their dependents and the future. They were in the process of making plan to move the entire squadron to another base ath this time.

6. The maintenance personnel seemed to take the alert without difficulty although a few instances of error was seen. One airman was seen walking very close to a turning props, but it is doubtful that this can be attributed to the alert period.

7. Only 6 men involved in the alert reported to sick call. All had minor colds except one who was placed in quarters for 1 day for "flu syndrome".

8. These observations show that no serious medical or psychological abnormalities arose during this alert plan as executed.

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AUTH: DIR 5148.07M
Date: 14 March 1958
WOT s/ Lansing M. Myers Jr. Col

HEADQUARTERS
60ist AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

26TR

SUBJECT: SAC Management Control System Scores
(RCS: 2AF-M2) (Unclassified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

In accordance with Second Air Force Manuals 170-1 and 170-1T, February 1955, the predicted scores for the 26th Strategic Reconnaissance Wing (") as of 28 February are inclosed. (Unclassified)

FOR THE COMMANDER:

2 Incls:
1. 2AW-M2 Rpt.
2. MMM Rpt (Feb).

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Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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SAC MANAGEMENT CONTROL SYSTEM SCORES (RCS: 2AF-U2)

A. PERSONNEL

1. Manning in Required Specialties

	Authorized	IRS	%IRS	% of Max. Score
Officers:	428	376	87	60
Amn Spec	1097	890	81.1	50
Amn Supt:	516	439	85	70

(Unclassified)

2. AWOL Rate:

	December	January	February	Total	% of Max. Score
No. of AWOLs	0	1	3	4	
Mean Strength	2209	2170	2177	6456	100

(Unclassified)

3. Ground Safety:

	December	January	February	Total	% of Max. Score
Mil. Lost time acdt.	2	3	7	12	
Mil. Man days exposed.	68479	67270	60956	196705	
Civ. Lost time acdt.	0	0	0	0	
Civ. Man hours exposed.	344	330	304	984	
Gov't vehicle mileage exposed.	10903	15671	20743	47317	
Gov't vehicle acdt.	0	0	0	0	
Ground Safety Index:				6.1	
Acdt. Cost Index:					
Acdt Cost	450	1206	64920	66576	
Mean Strength	2209	2170	2177	6556	
Acdt. Cost Index:				10.1	55

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4. Reenlistment Rate:

	Discharges	Reenlistments	Rate	% of Max. Score
December	19	7		
January	58	11		
February	29	7		
Total	106	25	23.5	20

(Unclassified)

5. MTD Utilization:

	December	January	February	Average	% of Max
R/RB-47 Mech	1080	2240	1198	1506	43

(Unclassified)

B. MATERIEL

1. Flying Hours Delivered as a percent of Required:

	Utilized	Required	% of Max. Score
January	1903	1983	
February	1840	2630	
Total	3743	4613	81.1

(Unclassified)

2. Reports of Survey:

	No. of Surveys	$ Cost	Civ Strength	Mil Strength	Avg $Cost	Rate Per 100	Max % of Max
December	7	653.37	3	2175	93.33		
January	5	197.64	3	2147	39.52		
February	3	132.37	3	2201	44.12		
Total	15	983.38	9	6523	65.55	2.29	90

(Unclassified)

C. UNIT SIMULATED COMBAT MISSION

Percent of score obtained = 52%. Detailed analysis attached as inclosure #2.

(Secret)

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D. FLYING SAFETY:

	No. of Accdents	Hours Flown	Accident Rate	% of Max. Score
December	0	1320		
January	0	1899		
February	0	1840		
Total	0	5059	0	100 (Unclassified)

E. PHYSICAL CONDITIONING:

	No. of Combat Crew Personnel assigned	No. of Combat Crew Pers. compl. cum. hrs rqmt.	% of Crew completed	% of Max. score
February	407	218	53.5	10

(Unclassified)

F. OPERATIONS:

1. Crews being reported on:

Reconnaissance			Tankers	
Category #1:	CR for January & February	- 25	#1 - CR for January & February	- 17
Category #2:	S/L for part or all of January & February	- 11	#2 - C/R crew T42 replaced T29 IAW SAC Reg 50-5. T29 accomplishments not rpt	- 1
Category #3:	Sq SB all or part of January & February	- 3	#3 - Wg & Sq SR crew during January & February	- 1
Category #4	Wg SB for Jan & Feb	- 1		
Category #5	NCR for Jan & Feb	- 4	#4 - NCR for Jan & Feb	- 2
	Total:	44	Total:	21
Total no. of crews being rptd on:		43	Total no. of crews being rpt on:	20

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26 SRW, Tab 222: 247-49 Ret (Concld)

2. Reconnaissance - Training Minimums - 140 Points

a. Aerial Photo - day - 30 points:

Large Scale Reqd.	Accomp.	Accept.	Short	Pri-Vet Reqd.	Accomp.	Accept.	Short	Low Altitude Reqd	Accomp	Accept	Short
182	202	260	14	103	82	68	35	103	107	105	23

Totals: Reqd: 388 : Accomp: 471 Accepted: 433; Short: 72.
Reqd: 388 - Short: 72 = Creditable Performance: 316
Percentage Score = 316 divided by 388 = 81.4%

(Secret)

b. Aerial Photo - Night - 20 Points

U.A. Act Photo Fl. Reqd	Acc	Acpt	Shrt	Sim Photo Fl. Reqd	Acc	Acpt	Shrt	RBS Photo Fl. Reqd	Acc	Acpt	Shrt	L.A. Act Photo Fl. Reqd	Acc	Acpt	Shrt	Sim. Photo Runs Rqd	acc	acp	shrt
137	13	12	124	339	219	208	131	78	66	61	24	N/A				139	114	109	46

Totals: Reqd: 693; Accomp: 412; Accept: 390: Short: 325.
Reqd: 693 - Short: 325 = Creditable Performance: 368
Percentage score = 368 divided by 693 = 53.1%

(Secret)

c. Radar Reconnaissance - 20 points.

J.F. Target Radar Scope Photo Runs Reqd	Accomp	Accepted	Short
303	268	258	61

Reqd: 303 - Short: 61 = Creditable Performance: 242
Percentage Score: = 242 divided by 303 = 79.8%

(Secret)

d. Navigation - 20 Points

Night Celestial Reqd	Accomp	Short	Day Celestial Reqd	Accomp	Short	Grid Reqd	Accomp	Short
128	65	64	125	87	41	111	58	55

Totals: Reqd : 364; Short: 160; Accomp: 210.
Reqd: 364 - Short: 160 = Creditable Performance: = 204
Percentage Score : 204 divided by 364 = 56%

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e. Flight Engineering - 10 Points.

Long Range Missions		
reqd	Accomp	Short
100	99	19

Reqd: 100 - Short: 19 = Creditable Performance = 81

Percentage Score = 81 divided by 100 = 81%

(SECRET)

f. Air Refueling & Radar Rendevous - 15 Points.

Wet Hookups								Dry Hookups				Radar Rendezvous			
Reqd	Accom	Acpt	Short	Rad.	Drk.	Int.	Ext.	Reqd	Acc	Acpt	Shrt	Reqd	Accom	Acpt	Short
153	89n	89	136	26	72	13	78	153	90	90	64	153	106	106	50

Totals: Reqd: 459; Accomp: 285; Accepted: 285; Short: 250.

Reqd: 459 - Short; 250 = Creditable Performance = 209

Percentage Score: 209 divided by 459 = 45.5%

	Required:	Accomplished:	Short:
Radio Silence:	78	72	6
Darkness:	78	26	52
Internal Wt;	114	78	36
External Wt:	39	13	26

(Secret)

g. Gunnery - 10 Points.

Max. Load			Fighter attacks		
Required	Accomplished	Short	Required	Accomplished	Short
78	52	26	39	42	19

Total: Required: 117; Accomplished: 94; Short: 45.

Required; 117 - Short; 45 = Creditable Performance = 72%

Percentage Score: 72 divided by 117 = 61.5%

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Hq 26 SRW, Feb RCS: 2AF-U2 Rpt (cont'd)

h.

h. Miscellaneous - 15 Points.

Pilot Prof Miss			A/bourne Radar			Depress Fly Hrs Stan. Brd Ck						Emerg. Drill Proc.		
Redq	Acc	Short	Reqd	Acc	Short	Redq	Acc	Short	Reqd	Acc	Short	Redq	Accomp	Short
39	30	14	100	134	16	114	158	13	43	37	6	43	183	3

Totals: Reqd: 339; Accomp: 542; Short; 52.

Required; 339 - Short; 52 - Creditable Performance - 287

Percentage Score: 287 divided by 339 - 84.6%

(Secret)

i. Flying Time - 10 Points.

Non Combat Ready Crews			Selected & Lead Crews		
Reqd	Accomp	Short	Reqd	Accomp	Short
300	84	216	780	733	109

Totals; Required: 1080; Accomplished; 817; Short; 325.

Require: 1080 - Short; 325 - Creditable Performance 755.

Percentage Score; - 755 divided by 1080 - 69.9%

(Secret)

j.

Major Category	Max. Score Points	Computed % Score
Reconnaissance Crews:		
Aerial Photo - day	30	81.4
Aerial Photo - Night	20	53.1
Radar Reconnaissance	20	79.8
Navigation	20	56.0
Flight Engineering	10	81.0
Air Refuel & Radar Rend.	15	45.5
Gunnery	10	61.5
Miscellaneous	15	84.6
Flying Time	10	69.9
Total:	150	

$$\frac{(30\times81.4)+(20\times53.1)+(20\times79.8)+(20\times56.0)+(10\times81.0)+(15\times45.5)+(10\times61.5)+(15\times84.6)+(10\times69.9)}{150}$$

$$= \frac{2442 + 1062 + 1596 + 1120 + 810 + 682.5 + 615 + 1269 + 699}{150} = \frac{10295.5}{150} = 68.6\%$$

* 68.6% = Wing Average for Reconnaissance Crews

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2. Tankers - Training Minimums - 50 Points

a. Wet Hookups & Radar Rendezvous - 15 Points.

Total Wet Hookups						RENDEZVOUS			
Reqd	Accomp	Accept	Short	Rad.	Dark.	Reqd	Accomp	Accept	Short
144	69	69	75	60	30	162	90	90	72

Totals: Required: 306; Accomplished: 159; Accepted: 159; Short: 147;
Required: 306 - Short; 147 = Creditable Performance : 159
Percentage score: = 159 divided by 306 = 51.9%

(Secret)

b. Navigation - 10 Points

Night Celestial			Day Celestial			Grid			Radar		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short	Redq	Accomp	Short
72	35	37	72	48	25	18	18	4	36	36	5

Totals; Required; 198; Accomplished: 137; Short: 71.
Required; 198 - Short; 71 = Creditable Performance: 127
Percentage score; = 127 divided by 198 = 64.1%

(Secret)

c. Flight Engineering - 5 points

No. of 8 hour Missions			Supervised Missions		
Reqd	Accomp	Short	Reqd	Accomp	Short
54	22	32	18	10	8

Totals: Required: 72; Accomplished: 32; Short: 40
Required: 72 - Short; 40 = Creditable Performance: = 32
Percentage Score: 32 divided by 72 = 44.4%

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Hq 26 SRW, Feb RCS: 2AF-U2 Rpt (cont'd)

d. Miscellaneous - 10 Points

Pilot Prof Miss.			Radar App.			Stand Bdd Ck			Emerg Proc. Drill			Cargo		
Reqd	Accm	Short	Reqd	Accom	Short	Reqd	Acc	Short	Reqd	Accomp	Short	Reqd	Accomp	Short
54	11	43	54	50	10	20	18	2	20	78	2	18	3	16

Passenger			Precomputations			Emergency Prc. Drill. Pass.		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accomp	Short
18	8	12	108	64	46	54	47	15

Totals: RequiredL 346; Accomplished: 279; Short; 146

Redq: 346 - Short; 146 - Creditable Performance; 200

Percentgge Score; 200 divided by 346 = 57.8%

(Secret)

e. Flying Hours - 10 Points

Non Combat Ready Crews

Reqd	Accomp	Short
180	17	163

Required; 180 - Short; 163 - Creditable Performance 17

Percentage score - 17 divided by 180 = 9.4%

(Secret)

f.

Major Category	Max. Score Points	Computed % Score
Tankers:		
Wet hookups & Radar Rend.	15	51.9
Navigation	10	64.1
Flight Engineering	5	n44.4
Miscellaneous	10	57.8
Flying Hours	10	9.4
	50	

$$\frac{(15x51.9)+(10x64.1)+(5x44.4)+(10x57.8)+(10x9.4)}{50} = \frac{778.5 + 641 + 222 + 578 + 94}{50}$$

= 2313.5 divided by 50 = 46.2% Wing average for Tanker.

$$\frac{(150 \times .68) + (50 \times .46)}{200} = \frac{102 + 23}{200} = \frac{125}{200} = 62.5 = \text{Overall Wing Average}$$

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3. Flying Hour Utilization - January and February - 100 Points.

January Flying hours: RB-47 - 1308:40 less Test Hop - 10:30 - 1298:10
KC-97 - 590:35 less Test Hop - 3:10 - 587:25
February Flying Hours; RB-47 - 1317:45 less Test Hop - 20:35 - 1297:10
KC-97 - 521;30 less Test Hop - 7:15 - 514:15

Total RB-47 time for January and February - 1298:10 ' 1297:10 - 2595:20
Total KC-97 time for January and February - 587:25 ' 514:15 - 1101:40

RB-47 Crews	Hrs Per Unit	No of Units	Total hours
Night Celestial	2.00	65	130:00
Day Celestial	1.50	88	132:00
Grid Leg	1.50	59	88:30
Gunnery Full Load	1.00	54	54:00
Pilot Proficiency	3.00	31	93:00
Wet Hookups	.50	92	46:00
Dry Hookups	.25	94	23:30
Radar Rendezvous	.50	109	54:30
Large Scale	.75	285	213:45
Low Alt. Day	.50	109	54:30
Actual Photo Flash High Alt.	.50	13	6:30
Actual Photo Flash Low Alt.	.50	N/A	- -
Sim. Photo Flash High Alt.	.42	219	91:58
Sim. Photo Flash Low Alt.	.42	116	48:43
RBS Photo Flash	.50	68	34:00
IP Target Radar	.42	272	114:14
		Total	1185:10

Repetitive Requirements (15% of sub total:		177:93
Take-off and Landing	1.00 (403-31)=372	-372:00
Effective Flying hours =		1735:03

$$\frac{\text{Training Flying Hours Equivalent}}{\text{Total T-12 Flying Time}} \times 100 = \frac{1735}{2595} = 66.8\%$$

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Flying Hour Utilization - January and February - 100 Points (Cont'd)

KC-97 Crews	Hrs Per Unit	No. of Units	Total Hours
Night Celestial	2.00	36	72.00
Day Celestial	1.50	49	73:30
Radar	2.00	38	76:00
Grid	3.00	18	54:00
Pilot Proficiency	3.00	11	33:00
Wet-Hookups	.50	70	35:00
Dry Hookups	.25	N/A2	- - -
Radar Rendezvous	.50	92	46:00
		Total:	389:30
Repetitive Requirements 10% of Effective Flying hours)			38:57
Take-off and Landing	1.00(199-11)-188		188:00
			616:27

$$\frac{\text{Training Flying Hours Equivalent x 100}}{\text{Total T-12 Flying Time}} = \frac{616}{1102} = 55.8\%$$

$$\frac{\text{RB-47 Eff F/H plus KC-97 Eff F/H}}{\text{RB-47 Total T-12 F/H plus KC-97 Total T-12 F/H}} = \frac{1735 \text{ ' } 616}{2594 \text{ ' } 1102} = \frac{2351}{3696} = 63.6\% \text{ Wing Average}$$

Total points = 100 time 63.6% = 63.6 points.

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4. Probation Status, Select and Lead Crews - 50 points

	Number of Select & Lead Crews	Number Not on Probation for Proficiency
December:	4	4
January:	13	13
February:	13	12
Total:	30	29

Percent eff probation for proficiency = 29 divided by 30 times 100 = 96.6% = 90 Max score %

50 points times 90% = 45 points.

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AUTH: CNDR 26th SIN
DATE: 14 March 1955

NAME: s/Lansing M Myers, Lt.Col

FULL SIMULATED COMBAT MISSION

FEBRUARY 1955

TABLE I

LINE	ITEM	PHOTO RECONNAISSANCE X +2	X+3	X+4	Total	TANKER X+1	X+2	X+3	Total	
		10	10	9	29	10	11	8	30	
1.	Aircraft Required.	10	10	9	29	10	11	8	29	
2.	Aircraft Airborne.	5	4 3/4	4 3/4	14½	10	11	8	29	
3.	Aircraft Operational	5	0	0	5	10	11	8	29	
4.	Acft. Completed mission as briefed.				6				0	
5.	Navigation, Number of Legs				6				-	
6.	Number Acceptable				22				0	
7.	Flight Engineering, No. Missions				17				-	
8.	No. Acceptable.				11				21	
9.	Number of Wet Hookups Attempted.				11				21	
10.	Number Successful.				19				-	
11.	Aerial Photo, Number Runs.				16				-	
12.	Number Acceptable.				20				-	
13.	Radar Photography.				20				-	
14.	Number Acceptable.				75				14	
15.	Combat Reporting, No. Rpts Reqd.				73				14 (Assumed)	
16.	Number Reports Received. (Assumed)				-				-	
17.	Number Correct.				-				-	
18.	SOP Conformance.				57				37	
19.	Number on Time.				16				7	
20.	Number Late.				39½				24.2	
21.	Total Minutes Late.				19				21	
22.	Strike, Total.				3				21	
23.	Strike Through Distance Specified.				0				17	
24.	Number of Aircraft Sabotaged.				-				5	
25.	Total Cpr. of Sabotage Acft.				3				2	
26.	Number of Flyaway Kits.				3				2	
27.	Number Flyaway Kits Sabotaged.									

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TABLE II

ITEM	Computation from Table I Line Numbers	Performance Measure		Percentage Score		Maximum Points Score		Actual Point Score	
		MOON	HAWK	MOON	HAWK	MOON	HAWK	MOON	HAWK
	Acft. Operational.	80.0	96.3	-	-	15	25	7.5	21.1
	Acft. Compl. Mission.	17.2	96.3	-	-	25	15	2.8	14.4
	Crew Proficiency								
	Navigation	100.0		-	-	10	10	10.0	10.0
	Flt. Engrg	77.3		-	-	10	10	7.7	10.0
	Met Hookups	100.0	100.0	-	-	10	30	30.0	30.0
	Aerial Photo	81.2	-	-	-	10	-	8.4	-
	Radar Photo	100.0	-	-	-	10	-	10.0	-
	Combat Reporting.								
	Accuracy	-	-	40.0	40.0				
	Conform SOP	-	-	20.0	20.0				
	Reports on Time	79.6	100	15.9	20.0				
	Avg Time Late	88.0	82.7	8.0	8.3				
	No. Exer. Dist. Stas	15.8	100.	1.6	10.0				
PERCENTAGE	Percentage Score			87.5	98.3				
	Less Pts not rec'd			85.1	98.3	10	10	8.5	9.8
	TOTAL SCORE							76.4	88.4
	Less Sabotaged Aircraft							76.4	78.7
	Less Sabotaged FAK							51.4	53.7

TOTAL WING SCORE: $\frac{(45 \times 51.4)}{45} + \frac{(20 \times 53.7)}{20} = \frac{3387.0}{65} = 52.0$

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FILE NO.

SUBJECT "K" System Analysis for Period 21 Jan thru 20 Feb 55

TO Commanding Officer
26th A&E Maint Sqdn

FROM Maint Supv
26th A&E Maint Sqdn

DATE 22 February 1955

COMMENT NO. 1

CC TO: Maint Supv
CIC Flight Line
CIC Field Maintenance

1. An analysis of "K" system operators reports for period 21 January thru 20 February 1955 shows:

a. Total Missions - 164
b. Good Missions - 56
c. Fair or Satifactory Missions - 66
d. Poor or Unsatisfactory Missions - 42
e. "K" system effectiveness for this period is 74% approximately.

2. An analysis of causes of "K" system unsatisfactory missions is as follows:

a. Observers not critical enough in accepting sets after serious or major malfunctions.
b. Aircraft power is basic cause of many "K" malfunctions, yet mechanics are not critical enough in insuring that aircraft power trouble is corrected. There is also an apparent lack of inquiring by "K" debriefers in ferriting out power troubles when observer and pilot are debriefed.
c. A few aircraft continue to account for the majority of Unsatisfactory Missions. Most of unsatisfactory missions are due to recurring similar malfunctions which are corrected only after two or more unsatisfactory missions have occurred.

3. Recommendations:

a. That "K" system debriefers be instructed and supervised to insure that they place particular emphasis on interrogation of observers and pilots to discover any possible indications of aircraft power trouble.
b. That "K" system supervisors insure that in all cases where aircraft power trouble is indicated that power difficulties are corrected and that "K" system is checked on aircraft power with engines being run if necessary.

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EXS

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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FILE NO.

SUBJECT
"KY" System Analysis for Period 21 Jan thru 20 Feb 55 Cont-

TO | FROM | DATE | COMMENT NO. 1

c. For each aircraft which had a major or serious malfunction on the last mission, the "KY" system supervisor and mechanic must make sure they have found the cause of the trouble, then to be sure that what was done to correct the cause, actually eliminates the malfunction. If the "KY" supervisor and mechanic can not assure themselves that the malfunction has been corrected then the OIC of the flight line should be notified and a test hop should be scheduled with the regular crew, if possible, together with a competent "KY" mechanic. If the set looks good in the air after two hours, then the crew at their discretion could go on with a regular training mission. If trouble develops with the K set then the aircraft should return for further "KY" maintenance.

d. Since one of the most frequent associated difficulties with most "KY" major malfunctions is wavy range marks, every effort should b e made to obtain the 20 Line Balance Networks return to Motorola for modification (at Chicago) and to complete the T.O.C. on polar converters and SN-57's for the wavy range marker fix.

e. "KY" system supervisors should make every effort to obtain priority for ground power on those aircraft which require extensive ground trouble shooting and maintenance. If they can not get satisfactory results the OIC Flight Line A&E should be contacted in order to bring this to the personal attention of the Chief of Maintenance.

s/ C.V.M.
t/ CLIFFORD V. MORRIS
Captain, USAF
Analysis Officer

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Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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2.

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26TH ARMAMENT-ELECTRONICS MAINTENANCE SQUADRON
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

26AE 9 February 1955

SUBJECT: Operational Effectiveness Report for Period 21 December 1954 thru 21 January 1955 for the 26th AME Maintenance Squadron

TO: Commander
26th AME Maintenance Squadron
26th Strategic Reconnaissance Wing (m)
Lockbourne Air Force Base
Columbus 17, Ohio

1. The following report is an analysis of the squadron effectiveness as determined from reports of malfunctions encountered during missions involving equipment maintained by this squadron:

a. Gunnery Systems: The majority of difficulty encountered in firing of ammunition during gunnery missions was due to gun charger malfunctions. Five of eight malfunctions which caused gun stoppages were due to chargers. We have just received a letter from Warne-Robins Air Force Base in answer to one of our Unsatisfactory Reports stating that all gun chargersswill be re-worked at the depot in approximately 90 days. This program should reduce or eliminate our difficulty with gun chargers. Although antenna control amplifiers did cause only one gun stoppage, there were a total of fifteen malfunctions attributed to antenna control amplifiers which would have rendered the gunnerysystem useless for combat. The correction for this situation is a depot re-work program for the antenna control amplifiers at WarnersRobins Air Force Base. To date, we have not received a schedule for re-work of our aircraft. The overall gunnery fire-out percentage for the 26th Strategic Reconnaissance Wing is 81%. The 3rd Squadron fired 80%; the 4th Squadron fired 71% and the 10th Squadron fired 87%. Analysis of the difference in firing percentages between squadrons indicates that these differences were due to materiel failure of chargers.

b. Bomb-Navugation Systems: There were a total of 121 "K" System Missions during the period concerned. Thirty-nine (39) were rated as "major" malfunctions. Of the thirty-nine, three were ground aborts, seventeen were "major" malfunction,occuring before target and were reported on the SAC-E29 Report, as K System Flight aborts. Only four A & E aborts were reported for the Wing on the SAC-W15 Report, however, this is believed to present a false picture as only those Form 1908s which had "abort" circled by Tactical Squadron Operations Officers were considered as aborts for this report. Three aircraft, Numbers 851; 725; and 724

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flew a total of nine "KW" System missions, all of which were "major" malfunctions. Aircraft Numbers: 709; 699; and 712 each had two "major malfunctions out of three missions flown. These six aircraft accounted for approximately 40% of all "major" malfunctions. Analysis reveals that for the most part, the reason for the "major" malfunctions was failure of maintenance personnel to find the cause of the malfunction until several missions had been flown with similar recurring difficulties. Analysis of "KW" System Malfunction Reports reveals that the following units are giving the majority of trouble in the order listed: RT 124's (28 malfunctions). ID 218's (12 malfunctions). SN 47's (11 malfunctions) SN 57's (7 malfunctions) and MD 152's (6 malfunctions). Of the 28 malfunctions attributed to RT 124's twelve were due to three types of tubes failing and sixteen (16) were due to need for maintenance adjustments indicators, ID 218, broke down to six materiel failuures and six maintenance adjustments. The SN 47's had a total of eight materiel failures, mostly tube failures, and three maintenance adjustments. Of the seven malfunctions of SN 57's, six were maintenance adjustments, and one was materiel failure. Four of the six MD 152 malfunctions were due to materiel failure. Investigation of the reasons for aircraft flying several missions before outstanding malfunction occuring during previous missions were corrected have been determined to be:

(1) Malfunctions which occur during flight, particularly at altitude, can not be duplicated during ground operation.

(2) The shortage of ground power equipment dose not allow maintenance personnel sufficient time to perform adequate ground operational and maintenance check to discover and isolate the cause of such malfunctions.

(3) Both Wing Maintenance and Squadron operations personnel are reluctant to fly the aircraft on test hops for the purpose of detecting and isolating "KW" System malfunctions. They prefer to take a chance that the malfunction may have been corrected by a unit change ect. and fly the aircraft on a regularly scheduled mission.

c. Radio and Auxiliary-Radar: The radion sets giving most difficulties were ARC-27 (37 malfunctions), AIC-10 (15 malfunctions) and APM-14 (7 malfunctions). Of the 37 malfunctions of the ARC-27 Radios thirty-three were due to tube failures, 18 of the tube failures were type 6J4 tubes. An answer to one of our UR's on type 6J4 tubes states

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that all tubes of this type to be used in ARC-27 should, in addition to being checked on the tube tester, be given a resistance check between pin 4 (filament) and pin 5 (grid) prior to use. The resistance should read infinite, if this reading is not obtained the tube is defective TO # 16-35RT173-102 to be issued in about sixty days will direct the use of ruggedized tube 6J4 in place of the present 6J6 tube. Other common tube failure of the ARC-27 were 12AT7 (5 failures) and 6AQ5 (4 failures). Answers to our MR's state that tubes type 12AT7WA and 6AG5WA should be used as they becomes available in USAF stock. Malfunctions of the AIC-10 interphone were due primarily to tube failures. (9 failures) of which eight (8) failures were type 5718 tubes. An answer to one of our MR's states that a program is being conducted to improve these sub miniature tubes and that an improved sub minature tube 5718A is now being used in production and is available for replacements of tubes which fail in service. Malunctions of the ARN-14 Glide path receiver were due to miscellaneous materiel failures from which no trends could be setablished as the failures were about evenly divided between R252B, R340, R501 and no one type of failure was dominant. Malfunction of Auxiliary radar equipment were principally confined to Rendezvous radar particularly the APN-12 and APN-76 equipment. Most of the malfunctions (10 malfunctions) occured on APN-12 equipment. Five of the ten malfunctions were corrected by maintenance adjustments and five were miscellaneous maiteriel failures. Although a few in-flight malfunctions were reported on APN-76 equipment (unable to make contact with tanker) no malfunction could be found when APN-76's were later checked on the ground. It is believed that that the APN-76 Ground Station with a special frequency on ARC-27 Radio for intercommunication between ground station and aircraft will facilitate both pre-flight and in-flight checks, and maintenance test of APN-12 and APN-76 equipment. The Ground Station complete with ARC-27 radio intercommunication is expected to be in operation in the near future as only a control box for the ARC-27 is needed for operation.

d. Autopilot and N-1 Compass Systems: Malfunction of A-12D autopilot were relatively few (12 malfunctions) and were largely confined to tubes failures in the B-6. (formerly B-18), amplifier. Tubes which failed most frequently were type 12B7 and 6AQ5.. Malfunctions of the N-1 Compass System were relatively few (4 malfunctions) and were confined to tube failures of the N-1 Compass Amplifier. Tubes which failed most frequently were type 12AT7.

e. Camera System: Most Camera System malfunctions were caused by intervalometer (7 malfunctions) and LA-12 magazines and associated LA-13 amplifiers (7 malfunction). There were a few miscellaneous malfunctions of O-15 Camera (4 malfunctions) and A-8B magazines (3 malfunctions). The cause of intervalometer malfunctions in all cases was dirty

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Subj: Operational Effectiveness Rept for Pd 21 Dec 54 - 21 Jan 55 for 26th AAE Maint Sq. 9 Feb 55 (Cont'd)

or pitted intervalometer breaker points. Of the seven malfunctions of LA-12 ,magazines, five malfunctions were due to failure of the magazine, amplifier and control to remain in proper synchronization, resulting in improper time tolerances when set up with the control. Corrective action for out of synchroniation, was adjustment of magazines and amplifiers in the field shop as matched pairs together with its C-4 control. Malfunctions of other camera equipment were due to miscellaneous material failures and a few instances of maintenance personnel error which were isolated cases and not significant as trends.

DISTRIBUTION:
1- Maintenance Supervisor
1 - OIC, Flight Line
1 - OIC Field Shops
1 - OIC, Periodic Section

s/ C. V. N.
C/CLIFFORD V. NORRIS
Captain, USAF
Analysis Officer

" A TRUE COPY "

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE LA.

CRSO 1 MAR 1955

SUBJECT: Air Training Report, RCS: SAC-112

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio
ATTN: 26th Strategic Reconnaissance Wing

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported dificiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

1 Incl
Rept of Staff Act
(2 copies)

t/M.D. REEDER
Lt Colonel, USAF
Deputy Director of Comptorller

A TRUE COPY"

Charles A. Wright
Charles A. Wright
Major., USAF

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 26th Strategic Reconnaissance Wing SAC-712 dated January 1955

ITEM FROM SAC-712 AND STAFF ACTION:

Para 2 a:

1. Voltmeter, S/N 7CAC-9366160. No shortage exists for this item in 26th SRW. Only one of this item is authorized per wing, in the Field Maintenance Squadron (ROL 28-00-71). Current E-21 Report indicates 3 each on hand. My message DN3H1 3267, 16 February 1955, instructed overage be returned to Base Supply for redistribution to other units of this command.

2. Gage, S/N 7CAD-352675. No record of request to supply assistance at this headquarters. It will be noted supply difficulty letter referred to in E-12 Report is approximately 12 months old. Recommend Base Supply Officer submit a current letter and indicate any recent follow-up action he has taken to depot.

3. Rectifier, S/N 8100-628000. A command wide shortage exists on this item. Headquarters AMC, USAF and SAC are attempting to provide 1000 Amp Rectifiers for all B-47 Wings. Latest information available indicates Headquarters USAF will authorize procurement of a commercial type pending availability of the stock listed item. The 26th SRW will be advised when further information is received.

Para 2 b:

1. Tractor, S/N 5015-640055.

a. Tractor, Warehouse, 4000 pound DBP, is still in short supply. Our records indicate 3 tugs are due in on requisition 50D-54-16 and 11 on 50D-55-3. Ten (10) tractors were originally requested on requisition 50D-54-16. Info obtained on latest supply difficulty letter submitted by AF-56-80 on 10 November 1954 indicates firm action was taken to supply 7 of the vehicles on which five (5) were substitute items. Mallory Air Force Depot requested authority from Headquarters AFMC on 6 January 1955 to release the other 3 from Account "T". We are not in receipt of final decision. The 11 tractors requested on requisition 50D-55-3 were placed on back order at Mallory Air Force Depot with an estimated delivery date of December 1954. Recommend a supply difficulty be submitted on this requisition if the Base Supply Officer is not in receipt of firm shipping data.

b. Records, this headquarters, indicate Lockbourne Air Force Base letter, dated 25 June 1954, was a request for assistance for one(1) towing tractor on Lockbourne requisition 50D-54-12, which was processed through command channels to AMC. Information shipping documents from AF 66E, McKees Rocks, Pennsylvania, Vehicle Storage Area, indicates item shipped 20 August 1954, Registration Number M5051.

c. As a matter of information, we are in receipt of a message from Headquarters AMC to Mallory AF Depot that indicates Tactical Air Command is receiving

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RECORD OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 24th SRW, Cont'd

25- 30 new type servicing and towing tractor a week. These vehicles will replace the 4000 pound tugs within TAC for towing aircraft. Headquarters AMC directed Mallory AF Depot to use excesses of 4000 pound tugs generated in TAC by supply of the new towing vehicles to fill requirements of other commands.

Directorate Staff Agency	Signed	Date
D/Materiel	s/Robert E. McCrary t/ROBERT E. McCRERY Colonel USAF Director of Materiel	23 Feb 1955

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th SRW SAC-T2 dated January 1955

ITEMS FROM SAC-T12 AND STAFF ACTION:

PART V. Para 9. C (1) 801st AD's projected body manning in 702 sub-field is 85%. Also 801st AD has projected manning of 67% at 5-and 7-level skill. This is comparable with command status. This headquarters is aware that the major portion of 3-level inputs are personnel with directed duty assignment; however, the bulk of inputs from SAC are in this category. Skilled personnel are obtained through overseas returnees or reenlistees only. 801st AD projected body manning in personnel field is 82% and 62% at 5- and 7-level. This is comparable with command status.

Para 9 c (2) 801st AD's present and projected body manning is over 100% in 60130/50/70 sub-field.

Para 9 c (3) The shortage of 7-level N-Systems personnel is command-wide This headquarters has no available resources for skilled personnel. Inputs are apprentice level only.

Para 9 c (4) Inasmuch as no specific AFSC's are cited, definite comments cannot be made; however in 47 field, 801st AD's present and projected status is over 100%.

Para 9 c (5) Reference comments to SAC T-12 Report for month of December 1954.

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Directorate Staff Agency	Signed	Date
D/Personnel	s/ S.P.Jordan	24 Feb 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 26th Strategic Reconnaissance Wing SAC-712 dated January 1955

ITEM FROM SAC-712 AND STAFF ACTION:

Paragraphs:

9e(2) "Clarification is needed on certain phases of the Combat Crew Program in order to establish a more effective control as to administration, formation and required training."

99e(3) "Some pertainent questions pertaining to Combat Ready Crews are as follows:

(a) "Can a non combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivalent training?

(b) "Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?"

Staff Action: We do not believe it to be to the wing commander's advantage to form a non-ready crew prior to entry of Aircraft Commander, pilot, or observer into CCTS for equivalent training. Paragraph 5e, SAC Regulation 55-10, dated 11 January 1955, specified that persons will be carried on non-ready crews: (1) "Whose background and qualifications indicate the ability, with unit supervision and training, to fly training missions in assigned aircraft", or (2) "Who are selected for CJM", which is, of course, locally conducted training. This paragraph is interpreted to apply to individuals who will be trained locally by the unit or in available MTDs. Therefore, we interpret the intent of SAC Regulation 55-10 to require unit commander to man crews only with persons who have completed formal training courses not normally conducted locally. However, should a commander determine to conduct training locally in lieu of formal ATRC courses, these individuals would be reported on crews at the completion of locally conducted courses. BC school is not included in this problem, since non-ready crew members are not required to be BC graduates. If the interpretation of this directive is correct, unit commanders in many instances will be relieved of requirement for flying certain non-ready crews erroneously manned with persons who are not ready to begin their local air training. We have requested a confirmation of this interpretation from Headquarters SAC.

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

Directorate Staff Agency Director of Operations	Signed s/Everett W. Holstrom t/EVERETT W. HOLSTROM, Colonel, USAF Director of Operations	Date 25 Feb 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 26th Strategic Reconnaissance Wing SAC-712 dated January 1955

ITEM FROM SAC-712, AND STAFF ACTION:

Paragraph 9e(1). "It is recommended that a study be made of existing regulations and directives pertaining to Combat Ready Crews for incorporatio into a single publication."

Staff Action: Agree in principle with recommendation. It has been Headquarter's SAC policy to consolidate regulations where-ver possible. The limiting factor in consolidation is bulki-ness of a regulation and the unwieldness of administrating changes. A study will be conducted at this headquarters. You will be advised of the findings.

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Directorate Staff Agency
Director of Operations

Signed
s/Everett W. Holstrom
t/EVERETT W. HOLSTROM, Colonel, USAF
Director of Operations

Date
25 Feb 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 26th Strategic Reconnaissance Wing SAC-712 dated January 1955

ITEMS FROM SAC-712 AND STAFF ACTION:

Paragraphs:

2. "It is recommended that provisions be established for utilizing training pool crew individuals as substitute crew members without a standardization flight check for each flight with the following provisions:

a. "Crew is fully qualified in accordance with SAC Regulation 51-19.

b. "Was a current standboard check.

c. "Was premission ground check.

d. "Was flown within the last thirty days.

3. "This would increase the flying time for training pool crew members; in addition, it will give the Wing Commander a qualified substitute crew member for last minute crew losses due to NNUFs, etc."

Staff Action: Agree with commander's proposal. Have recommended that SAC adopt same.

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	Signed	Date
Directorate Staff Agency		
Director of Operations	s/Everett W. Holstrom t/EVERETT W. HOLSTROM, Colonel, USAF Director of Operations	25 Feb 55

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RLA 53
PP JEDBO
DE JWFXL 256
P 182300Z
FM COMAF 2 BARKSDALE AFB LA
TO JEDBO/COMADIVI6001 LOCKBOURNE AFB OHIO
BMO ZEN/COMBECONTROM 2 BARKSDALE AFB LA
BT
/UNCLASSIFIED/ TOTO 3896 SUBJ: USCM ACTIVITY. UNOFFICIAL INFORMATION RECEIVED FROM HQ SAC STATED THAT ALL ACTIVITY ACCOMP DURING USCM WILL BE RECORDED AS RECORD. DECLARATION OF ACTIVITY AS PRACTICE WOULD RESULT IN LOSS OF EFFECTIVENESS POINTS IN SCORING OF SAC MANAGEMENT CONTROL SYSTEM. DEVIATION FROM SPECIFICATIONS IN CEREAL AND RADAR PHOTOGRAPHY RUNS AS SPECIFIED BY HQ-8 WITH SAC MANUAL 200-3 IN ORDER TO DEVELOP PROFILE OF EMP DURING USCM IS ALLOWED FOR SCORING PURPOSES. FOR EXAMPLE: RUNS WHICH DO NOT HAVE PICTURE OF IP SINCE IP IS POINT DESIGNATED BY COORDINATES OVER WATER WILL NOT RESULT IN THE LOSS OF THE RUN. EVALUATION OF RUNS WILL BE

PAGE TWO JWFXL 256
MADE BY YOUR RECON TECHNICAL SQ AND MAY CONFORM WITH THE SPECIFICATIONS AS DICTATED BY THE AVAILABLE FACILITIES AND USCM INTEGRATIONS ORDER. K-38 DAYLIGHT CAMERA MAY BE USED SUBSTITUTED ON DAYLIGHT MISSIONS FOR K-37 NIGHT CAMERA AS REQUIREMENT FOR EFFECTIVENESS OF EQUIPMENT OVER TGT. OTHER EQUIPMENT WHICH MUST BE IN ORDER OVER TGT IN ORDER TO RATE SORTIE AS EFFECTIVE ARE O-15 RADAR CAMERA AND O-31 RADAR.
THIS MSG IS IN CONFIRMATION OF CONVERSATION BETWEEN COL BERRIL OF YOUR HQS AND MAJ GRANBERG, 2AF. SO CONTACT PERTAINING TO THIS MATTER WASHLY COL BRIMBERRY, TNG DIV:
XT
18/2351Z FEB JWFXL

" A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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AUTH: COMDR 26SRW
DATE: 1 Feb 55
INIT: Hall

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
1 February 1955

OPERATIONS ORDER

SERIAL NO. 7-55

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS: See par 3.

1. GENERAL SITUATION: Omitted.

2. MISSION: The 26th AREFS will launch KC-97 aircraft from Lockbourne AFB to refuel bombardment aircraft participating in an exercise to test SAC's quick strike capability.

3. TASKS FOR SUBORDINATE UNIT:

a. 26th Air Refueling Squadron:

(1) Provide 6 KC-97 aircraft and crews to support air refueling of 6 B-47 aircraft of the 301st Bombardment Wing. Crews and aircraft will be on continuous 24-hour alert commencing 0001Z, 1 Feb 55.

(2) Mission will be flown as briefed, and in accordance with pilot's flimsies.

x. General Instructions:

(1) X-Day will occur subsequent to 0001Z, 1 Feb 55, but not later than 15 Feb 55.

(2) The unclassified nickname for this exercise is OPEN MIND.

(3) An execution order will be issued by Second Air Force, and will specify an H-Hour upon which timing control will be based

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7-55
1 Feb 55

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(4) Weather minima: as briefed.

(5) Fuel reserve: as briefed.

(6) Route and Tactics: as briefed, and in accordance with pilot's flimsy.

(7) Each crew will carry its assigned EWP Combat Mission Folder. Crew members will be responsible for proper safeguarding and destruction of all classified materials aboard the aircraft in case of emergency, such as crash-landing, bailout, stranded in foreign areas, etc. Necessary precautions will be taken at all times to preclude the compromise of classified materials.

(8) No PIO release will be made from this headquarters.

(9) Reports:

(a) In accordance with SAC Manual 55-8, 1 Sep 54.

(b) Following reports will be submitted in accordance with SAC Manual 55-8D as revised Sep 54, and 2AF Supplementary Reporting Instructions, Dec 54:

Distribution A: T-2, T-10, M-11, M-18, T-15, T-17, T-21, T-22, T-23, T-81. Reports required by par 5c, SAC Manual 55-8G, Sep 54.

Distribution B: M-1, T-27.

Distribution C: T-71.

(c) Comdr 7AD and SAC OBOE will be included as addressee on all mission reports.

(d) Comdr 26AREFS is responsible for all special reports incident to the mission.

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4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications:

(1) Normal

(2) HF position reports will be submitted in accordance with procedure ALFA, SAC Manual 55-8G.

(3) All other communications matters as briefed, and in accordance with Communications Flimsy.

ADAMS
Colonel
Commanding

DISTRIBUTION:

COMDR 26SRW 1 cy
COMDR 26AREFS 1 cy
Historian 26SRW 5 cys

OFFICIAL

Robert T Hall Jr
ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

26SRW OPORD
7-55
1 Feb 55

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

26TH STRATEGIC RECONNAISSANCE WING (M)
Division Commander's Remarks
Part VI of
Air Training Report for Month of ~~January~~ FEBRUARY 1955
RCS: 3-SAC-M12

1. Concur with the remarks of the Wing Commander.

2. Reference Wing Commander's Remarks paragraph 16a, the shortage of available photo-flash bombing ranges is retarding the development of photo-flash capability of the Lockbourne reconnaissance crews. The 801st Air Division is contacting Langely Field and Rapid City (28th SRW) for futher information on the availability of their ranges.

3. The requirement for a single operations scoring system by Headquarters SAC for determining and rating effectiveness of Wing and combat crews is definitely desirable. The presence of two systems has a deterring effect on both systems. Concur with paragraph 16d of the Wing Commanders Remarks.

4. Reference is made to SAC message DOOPF 8251, dated 1 February 1955, Subject: Mid-Air Collisions. This headquarters is coordinating to the maximum the operations of both reconnaissance wings; however, this dose not preclude other Air Divisions, Air Forces, or other USAF agencies from colliding with Lockbourne aircraft. A central controlling agency comparable to CAA is the only type of control that can guarantee any degree of safety. The present Air Division requirement for preventing mid-air collision is ineffective.

5. Reference SAC Regulation 50-6, Subject: Specifications and Standards of Acceptability for Evaluation of Aerial Photography, dated 26 April 1954, paragraphy 6e(2), the RB-47 configuration precludes the crews from creating any intentional malfunctions: therefore, it is recommended that any camera malfunction verified by the A&E Section of the wings or reconnaissance technical organization, not be credited against a crew. The above mentioned provisions of this regulation retard the accomplishment of training when a crew suspects a malfunction but cannot definitely ascertain a discrepancy due to the configuration of the aircraft. The amendment as recommended above would increase the crews desire to accomplished the maximum amount of realistic training as would be accomplished under actual EWP conditions.

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6. Despite numerical overages is certain occupational areas, the critical shortage of personnel at the supervisory and technician levels continues to be the limiting factor in obtaining maximum results from assigned personnel. Personnel assigned in these areas can eventually be trained and upgraded into these positions. However, the mandatory grade requirements, OJT periods, formal training and testing required, incident to upgrading, cause this to be a long range program and does not keep pace with withdrawals.

7. The shortage of personnel in critical AFSC's (Administrative, Personnel, Air Transportantion, K-System Maintenance, and Survival Training and Personal Equipment) has been made known to higher headquarters, but the 801st Air Division continues to lose personnel with critical specialties on overseas and ZI assignments. This undesirable situation will be amplified under the transfer of personnel to the 70th Strategic Reconnaissance Wing Cadre.

s/Lewis P. Ensign
t/LEWIS P. ENSIGN
Colonel, USAF
Commander

"A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	WADC Project Q56-700 (XQ-56 Radar)	23:05 Hours
b.	SAC Ops Order 9-55 (Teapot)	87:30 Hours
c.	Project #54-26-15 (Mosaic of Sedalia AFB)	8:00 Hours
d.	Ferrying Aircraft	8:10 Hours
	TOTAL	126:45 Hours

2. Weather or local conditions which effect training: Forty one (41) scheduled sorties and two hundred and twenty seven (227) flying hours were cancelled and required rescheduling due to adverse local weather conditions.

3. Restrictive Directive: None

4. Combat crew member gains and losses:

a. Crew members gained: 3 Aircraft Commanders
1 Pilot

b. Crew members lost: 3 Aircraft Commanders: Transferred to AOB School

5. Crew member changes:

3 Aircraft Commanders
5 Pilots

6. New crews:

N59 Formed effective 14 Feb 55
N88 Formed effective 20 Feb 55

7. Crew status changes:

R46: Disbanded, 14 Feb 55. Loss of Aircraft Commander and formation of new crew.

R76: Disbanded, 20 Feb 55. Loss of Aircraft Commander and formation of new crew.

R71: To N71, 1 Feb 55. Aircraft Commander replaced.

8. Standardization crews:

Wing Standardization Board Crew:	R37
3rd SRS Standardization Board Crew:	L07
4th SRS Standardization Board Crew:	L40
10th SRS Standardization Board Crew:	R68

9. Additional materiel and personnel problems:

a. Materiel shortages in the Periodic Maintenance and A&E Maintenance Squadrons are hampering maintenance operations. These shortages are as follows:

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S/N	ITEM	QUANTITY	S/D LTR SUBMITTED
7CAD-352675	Gage, Vacuum	1 Ea	5 March 1954
8100-629550	Rectifier, 1000 Amp	1 Ea	4 February 1955
8100-628000	Rectifier, 1000 Amp	1 Ea	24 June 1954

b. The shortages of five (5) each towing vehicles S/N 5015-640055 reported on Supply Difficulty Letter 25 June 1954 continue to hamper the maintenance effectiveness of the wing.

c. Personnel Training Problems:

(1) Mandatory school quotas have been levied on this organization for attendance of airmen to Aircraft Maintenance Technician Course AA 43171, regardless of the number of eligible airmen assigned.

(2) Airmen in the grade of Airman First Class and Second Class have been detailed to attend subject course due to the retainability requirement of 24 months and the inability to have airmen sign a statement that he intends to reenlist if permitted to attend the course.

(3) This practice is not in the best interest of the Air Force or the airmen concerned as it results in the loss of the airmen for approximately 19 weeks to his organization and the provisions of AFM 35-1 as amended requires a grade of Staff Sergeant for award of a "7" level PAFSC.

(4) A recent survey by this headquarters of graduates of the Aircraft Maintenance Technician Course indicates that a study should be made of the types of instruction now being conducted due to the following factors.

(a) Reciprocating and Jet Engine Mechanics are receiving both types of training.

(b) The recent conversion of the Aircraft and Engine Maintenance Career Fields which changed the Aircraft Maintenance Supervisor AFSC 43170 to Helicopter Technician.

d. Since the period of last report no qualified airmen have been assigned in the Administrative, Personnel Air Transportation, K System Maintenance, and Survival Training and Personnel Equipment Career Fields.

10. SAC Minimum Training Requirements not accomplished: Not Applicable.

11. Noncombat Ready Crews capable of deploying: Three (3) crews.

12. Noncombat Ready Crew Training: Not Applicable.

13. Flying Time differences: Rescinded.

14. Field Training Operations: Not Applicable.

15. Special Training Month Remarks: Not Applicable.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

16. Comments or Recommendations of the Wing Commander:

a. The lack of available photoflash bombing ranges for accomplishing night photography is retarding the development of this capability and is seriously restricting this phase of combat crew training.

To date, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to weather over target.

It is imperative that additional bombing ranges be made available if the desired night photography capability is to be achieved and maintained.

b. Three 26th Strategic Reconnaissance Wing RB-47 aircraft were committed to Operation "Teapot", which was to be flown on 15 February 1955 and again on 18 February 1955. Two practice missions were also ordered in advance of this date. The practice missions were flown satisfactorily but as of 2 March 1955 the first flight of "Teapot" has not taken place. The crews and aircraft are still standing by on alert status.

This Wing was ordered to participate in a USCM to commence on 23 February 1955. Due to adverse weather conditions Second Air Force Headquarters postponed dispatching of the first increment until 25 February 1955. Ten aircraft of the first increment were dispatched on schedule, however the 44th Air Refueling Squadron which was to have furnished refueling support for this increment failed to put but five tankers in the air resulting in five RB-47's being forced to return to home base and abandon the mission. The second and third increments were dispatched without incident, however, weather in the target areas and refueling areas seriously hampered the effectiveness of the mission.

The length of each sortie on a USCM of this type causes a widening gap between the amount of flying time expended and the amount of training accomplished. This USCM, ordered to be flown at the end of the month and in the middle of the training quarter, made it extremely difficult to effect accurate and logical planning for the quarter. It is suggested that wherever possible in the future, the USCM be ordered at the beginning of the training quarter so that better planning for quarterly training requirements can be made.

The combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. The mission delays and cancellations which were beyond the Wing operational control were the primary cause for deficits in accomplishing the monthly allocated flying hours.

c. During the month an average of 3.6 non-ready crews were available for training and accomplished 32:00 flying training hours as integral crews. In addition, 64:50 flying hours which are reflected in the 5X total time were accomplished by non-ready personnel on air refueling checkouts, field checks and 51-19 upgrading missions.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

d. It is recommended that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of Wing combat crew training. Presently, there are two such rating systems in use, the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second prepared by the SAC Training Division.

Insofar as combat crew training is concerned, the major variance between these two rating methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.

The SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administration problems. An example follows: A Squadron Sdandardization Board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew was responsible for accomplishing two thirds of the squadron standardization board crew requirement. For the third month of the quarter this crew is responsible for one third the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

It is realized that the intent of both rating systems is to measure the Wing effectiveness in reaching and maintaining prescribed and implied goals. However, a standardized rating system would better serve the Wing Commander, and it is believed higher echelons, in making a valid appraisal of Wing capability.

Alan F. Adams
ALAN F. ADAMS
Colonel USAF
Commanding

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part IV of
Air Training Report for Month of February 1955
(RCS: 4-SAC-T12)

The higher headquarters directed missions levied against the 26 ARS during the period presented problems which rendered operational planning and scheduling ineffective. These missions were Operation "Open Mind" which was delayed for one week; Operation "Tea Pot", which after a two week delay has not been executed, and Operation "Old Fogy" which was delayed for 48 hours.

These delays, coupled with prevailing instrument weather conditions during the period and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary cause for deficits in programmed flying hours.

Alan F. Adams
ALAN F. ADAMS
Colonel, USAF
Commanding

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26TH AIR REFUELING SQUADRON (M) CONFIDENTIAL
SQUADRON COMMANDERS REMARKS
PART III
AIR TRAINING REPORT FOR MONTH OF FEBRUARY 1955
(RCS: 4-SAC-T12)

a. Hours flown on missions ordered by Higher Headquarters:
1. Standby for AR support of 301st Bomb Wing (Operation Open Mind) Necessitated stand down from flying training of 12 crews. These 12 crews alternated 6 and 6 on 24 hour alert until the mission was flown. On 1 Feb and until this mission was flown, this squadron reported 19 Combat Ready crews. Three of these crews had not participated in mass day Air Refueling. Thus they could not be used for 24 hour alert due to a restrictive teletype from 2AF prohibiting crews from participating in Night mass Air Refueling until they have been checked out in Mass day Air Refueling. One Combat Ready Aircraft Commander was DNIF during this period thus making his crew unavailable for alert duty or flying training. One Aircraft Commander was TDY at SOC, AC & SS, making his crew unavailable for alert or flying training duty. One crew was on delay enroute to Loring AFB, PCS. One crew was TDY to Ramey, ordered by 2AF. Thus only 12 ready crews were available for the alert and only 3 crews were available for flying training. No 51-19 training for non combat ready crews could be flown because all available instructor crews were being used on alert. Training losses for this period are estimated as follows.

Refueling - 18	Rendezvous - 18
Pilot Prof- 6 Missions	Navigation Legs - 9
51-19 Training - 6 Sorties	Flying Hours - 110

b. Weather and Local conditions: Freezing rain and other adverse weather conditions caused a continuing delay of Higher Headquarters Ordered Missions (Operation Open Mind).

c. Restrictive Directives: KC-97 aircraft were grounded effective 26 Feb. Authority Telephone message from 2AF Control room.

Estimated Loss Of Training	
Refuelings	4
Rendezvous	4
51-19 Training	2 Sorties
L/R Cruise	1
Flying Hours	38

This restriction was lifted 1 March.

d. Combat Crew member gains and losses.:
1. Crew members gained
a. One Flight Engineer
2. Crew Members lost:
a. One Flight Engineer

e. Crew member changes:
One Navigator
One Flight Engineer
Two Radio Operators

f. New crews: T42 formed 1 Feb 55, replacing T29 which was deleted IAW SAC Regulation 50-5.

g. Crew Status Changes: T30 to M30 1 Feb 55. Crew failed Standboard check and subsequent recheck.

h. Standardization Crews: T03 is 26th SRW Standboard Crew (KC-97).

i. Additional material and Personnel problems: None

. SAC Minimum Training requirements Not Accomplished: Relief from SAC training minimums is requested for T32 and T33. Aircraft commander of T33 was DNIF seven weeks. Aircraft commander of T32 has been TDY at SOC since 1 Jan 55. Some Training with staff aircraft commanders has been accomplished, but completion of minimum does not appear probable.

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k. Non-Combat Ready Crews capable of deploying: Crew M37

l. Non Combat Ready Crew Training: Because of the loss of 148 flying hours due to Higher Headquarters commitments, insufficient flying hours remained to complete 50-8 training and give non-ready crews 30 hours per month.

m. Flying time Differences: Rescinded

n. Special Training Month Remarks: Not Applicable

o. Comments and Recommendations of the Squadron Commander: 45:15 hours were spent in training NCR individuals and partial crews. Integrity of the Instructor crew was maintained during all this type training.

Jacob A Hutchison
JACOB A HUTCHISON
Lt.Col, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
14 February 1955

ERRATA SHEET

Reference paragraph 1, Appendix 1 to Annex A:

1. Change target "Griffon" to "Griffin AF".

2. Add following targets:

Target	Coordinates	Ref.No.
Clayton AF	36-27N 103-10W	E313
Culberson Co. AF	31-03N 103-47W	E314
Clovis Municipal AF	34-23N 103-18W	E315
Maverick Co. AF	28-52N 100-32W	E316

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

TABLE OF CONTENTS

BASIC ORDER

ANNEX A - Intelligence

ANNEX B - Air Operations

APPENDIX 1 - Target Task Force Assignments

APPENDIX 2 - Common and TTF Route Plans

APPENDIX 3 - Air Refueling

APPENDIX 4 - Flight Plans

APPENDIX 5 - Timing Schedule

ANNEX C - Communications

ANNEX D - Security

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AUTH: COMDR 26SRW
DATE: 10 Feb 55
INIT: Hall

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS

3rd Strategic Reconnaissance Squadron	Maj H M Hennington
4th Strategic Reconnaissance Squadron	Maj W H Edwards
10th Strategic Reconnaissance Squadron	Maj L I Sunderland
26th Air Refueling Squadron	Lt Col J A Hutchison
26th Field Maintenance Squadron	Maj J H Atkins, Jr
26th Armament and Electronics Squadron	Maj J A Nicholson
26th Periodic Maintenance Squadron	Maj K S Knowlton

1. GENERAL SITUATION: Reconnaissance of certain targets lying in the simulated enemy territory of the SOUTHERN UNITED STATES is basic to intelligent scheduling of future bombardment strikes. RB-47 aircraft of the 26th Strat Recon Wing will accomplish reconnaissance of the selected targets, employing pre-target refueling.

a. Intelligence: See Annex A.

b. Friendly Forces:

(1) MATS:

(a) Provides search and rescue facilities and services over applicable portions of routes outlined herein.

(b) Provides normal AACS communications services and facilities.

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(2) NEAC:

(a) Provides necessary base facilities and services at GOOSE BAY and HARMON.

(b) Provides search and rescue facilities and services over applicable portions of routes outlined herein.

(3) EADF and CADF:

(a) Provides maximum feasible fighter interception.

(b) All fighter intercepts will be conducted in accordance with current directives.

(c) No fighter intercepts will be accomplished in designated air refueling areas.

(4) 801st Air Division:

(a) Provides necessary base support.

(b) Provides air refueling support in the MUD BATH AREA.

(c) Provides a minimum of two KC-97 aircraft, each loaded with at least 35,000 lbs of transferrable fuel on standby status at LOCKBOURNE. Crews will be available and prepared for takeoff on minimum notice.

(5) 6th Air Division: Provides necessary control facilities and services for use of AVON PARK RANGE.

(6) 806th Air Division: Supervises preparation for tasks assigned 44th AREFS.

(7) 2nd Reconnaissance Technical Squadron: Perform tasks as directed in 2AF OPORD 13-55.

(8) 26th Air Weather Squadron: Provides weather services as required.

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(9) 44th Air Refueling Squadron: Provides air refueling support in the MAKEUP AREA.

(10) 320th Air Refueling Squadron: Provides air refueling support in the MAKEUP AREA.

(11) 801st Reconnaissance Technical Squadron: Perform tasks as directed in 2AF OPORD 13-55.

2. MISSION: The 3rd, 4th and 10th Strat Recon Squadrons of the 26th Strat Recon Wing (M) will execute a Unit Simulated Combat Mission, utilizing tanker support from the 26th AREFS, 44th AREFS, 91st AREFS and 320th AREFS.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARE
UNION	3	1
VICTOR	3	1
WHISKEY	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARE
UNION	4	1
VICTOR	4	1
WHISKEY	4	1

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(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARES
UNION	3	1
VICTOR	3	1
WHISKEY	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

d. 26th Air Refueling Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	STANDBY ALERT
UNION	10	2
VICTOR	10	2
WHISKEY	12	2

(2) Provide aircraft for standby alert as directed by Commander 801st Air Division.

(3) Provide security as outlined in Security Annex D.

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e. 26th Field Maintenance Squadron:

26th Armament and Electronics Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialists and/or maintenance support as required to accomplish this mission.

(2) Provide security as outlined in Security Annex D.

x. General Instructions:

(1) X-Day is 23 February 1955. All times are ZULU.

(2) Master H-Hour for each day of operations is 0800Z. (See Annex B)

(3) Execution orders will be dispatched by Headquarters Second Air Force to reach this wing not later than four hours prior to scheduled departure times for certain aircraft movements. Specific movements which will not be accomplished prior to receipt of such execution orders are:

(a) Departure of each strike increment from LOCKBOURNE.

(b) Launching of tanker sorties for planned refueling support of RB-47 strike or redeployment increments.

(4) The assigned nickname for this operation is "OLD FOGY".

(5) Contents of this order remain classified; however, routes, aircraft movements and messages pertaining thereto may be treated as UNCLASSIFIED solely for clearance purposes and other necessary coordination with ARTCC's, OATCC's, FIR's, DOT, etc.

(6) All participating pilots will be thoroughly briefed on instrument approach and landing procedures for destinations and alternates.

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(7) Weather Minima:

(a) RB-47 aircraft:

1. ZI bases: Local regualtions or AFR 60-16, whichever is higher.

2. Missed air refueling alternates must have alternate minima prescribed in AFR 60-16.

(b) KC-97 aircraft:

1. As prescribed in AFR 60-16.

(8) Fuel Minima:

(a) RB-47 aircraft:

1. Minimum fuel reserve of 12,000 lbs over destinations.

2. Aircraft will arrive in specified air refueling areas with sufficient fuel to attempt transfer and proceed to missed air refueling alternate with 12,000 lbs reserve over such alternate.

3. RB-47 crews will be briefed to proceed to missed air refueling alternates in the event destination cannot be reached with specified minimum reserves after air refueling is completed. Aircraft commanders will consider available fuel, existing and/or forecast weather conditions for route and terminal, and minimum reserve requirements when deciding to continue mission or abort to alternate.

(b) KC-97 aircraft:

1. Fuel reserves will be in accordance with AFR 60-16.

(9) Clean RB-47 configuration will be used.

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(10) Pre-target aborts:

(a) Non-effective strike aircraft may be re-scheduled for launching against missed targets or an entirely different set of targets at discretion of the Commander, 801st Air Division.

(b) Re-scheduling of above sorties will depend upon tanker support capability in the MAKEUP and MUD BATH areas, and the ability to obtain necessary clearance where aircraft is not launched as part of an increment.

(c) No re-scheduled aircraft will be launched after the last aircraft of last planned increment has departed LOCKBOURNE. Any aircraft so re-scheduled will be considered an addition to the minimum sortie requirement for the next planned increment and will be so reported for USCM purposes.

(d) Re-scheduled aircraft will consequently enter into USCM scoring computations twice, or more often if again re-scheduled.

(e) Timing for re-scheduled sorties is at discretion of Commander 801st Air Division.

(11) Tactics as per SAC Manual 55-3, and as outlined in Annex B.

(12) Airborne spares are not authorized.

(13) Cruise Control:

(a) Fuel load as required.

(b) Air refueling: See Appendix 3, Annex B.

(c) Minimum fuel reserves: See par 3x(8).

(d) External tanks: Not authorized for RB-47 aircraft.

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(e) Altitudes:

1. Optimum altitude, mach .74, except during air refueling and during employment of maximum altitude tactics. Specified altitudes may be assigned to various Target Task Forces in areas where timing does not completely eliminate the possibility of conflict between Target Task Forces.

2. Maximum altitude tactics will be employed over simulated enemy territory within the limitations imposed by fuel reserve requirements.

(14) Reconnaissance:

(a) Cameras:

1. As required to accomplish mission commensurate with equipment availability.

2. Camera operation will be in accordance with SAC Reconnaissance Tactical Doctrine and applicable SAC directives.

(b) Photography:

1. Aerial photography will be evaluated for acceptance in accordance with applicable SAC Regulations.

2. Radar photography will be evaluated for acceptance in accordance with provisions of SACR 95-1, as amended.

(c) Weather reconnaissance will be accomplished to the maximum extent possible on all missions.

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(d) Film:

1. All reconnaissance film and logs will be forwarded to 801st Recon Tech Sq for processing and evaluation as soon as possible after the landing of each aircraft.

2. Crews will be critiqued as soon as evaluation of film is completed.

(e) Photoflash Bombs:

1. Aircraft scheduled for night aerial reconnaissance of AVON PARK DELTA will carry three M-120 photoflash bombs.

2. Release of M-120 photoflash at AVON PARK DELTA will be in accordance with 2AFR 50-10 and existing 26SRW Operations Memos and SOP's.

3. Overflight of populated areas will be avoided while carrying M-120 photoflash bombs. Runs against targets prior to bomb drops will be broken off at a point short of overflying the populated area.

(f) Targets:

1. Targets and target materials are listed in Intelligence Annex A.

2. Target assignments, designation of Target Task Forces and scheduling of Target Task Forces by unit and increment is covered in Annex B and appropriate appendices.

3. Target Task Force priorities are listed in Appendix 1, Annex B.

4. Targets of opportunity will be reconnoitered enroute.

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(g) Crew Assignment and Target Study:

1. Each crew scheduled to participate will be assigned a specific Target Task Force route and targets as a primary assignment.

2. Crews will accomplish maximum target study within the limitations of available material.

(15) Navigation and Timing:

(a) Routes:

1. For Common Routes and individual Target Task Force Routes see Appendix 2, Annex B.

2. Minor deviations from designated routes are authorized to avoid Danger Areas and Air Space Restricted Areas.

3. Navigational procedures will be in accordance with SAC Manual 50-38.

(b) Timing:

1. X-Day is 23 February 1955.

2. Master H-Hour is 0800Z. Each day of operations will contain its own master H-Hour. Execution orders dispatching specific increments will specify date of H-Hour, e.g., "Dispatch Union Increment based on Master H-Hour 0800, X-Day".

3. H-HOUR CONTROL POINTS (HHCP's) are designated in Appendix 2, Annex B.

4. Relative HHCP times for each Target Task Force are specified in Appendix 1, Annex B.

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5. Planned takeoff times will be adjusted on the basis of latest available meteorological data to make good the specified HHCP times. If adjusted takeoff time is made good, aircraft will normally adhere to briefed flight plans as closely as possible. To preclude excessive early or late arrivals at MUD BATH air refueling areas, crews will be briefed to adjust flight plans enroute as indicated below. No adjustments on the basis of experienced meteorological conditions will be made on any legs not indicated below; such other legs will be flown as planned. Enroute adjustments may be in the form of dog legs and/or airspeed adjustments within the limits of mach .72 to mach .76.

a. RB-47 aircraft, on the basis of a positive fix in the CAPE HARRISON area, will adjust between CAPE HARRISON and the MUD BATH area to arrive at rendezvous point as near as possible to planned time.

6. For planning, coordination and pre-mission reporting purposes, increments are scheduled for launching as follows:

a. UNION INCREMENT: based on Master H-Hour X-Day/0800Z.

b. VICTOR INCREMENT: based on Master H-Hour X plus 1/0800Z.

c. WHISKEY INCREMENT: based on Master H-Hour X plus 2/0800Z.

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(16) Gunnery:

(a) Combat load (700 rounds).

(b) Adequate precautions will be taken to prevent accidental discharge.

(c) Fire out will be as directed by Wing Commander.

(17) Cabin Pressurization:

(a) Combat position over enemy territory.

(18) Maximum 50-8 will be accomplished.

(19) Mission will be flown in accordance with Sup IV, par 6, SACR 50-8.

(20) Enemy territory: All of the United States, south of a line connecting 40-00N 105-00W and 33-00N 75-00W.

(21) No press release will be made by units involved unless authorized release is furnished by higher headquarters.

(22) Direct communication for purpose of coordinating supporting units is authorized.

(23) Flying safety will take precedence over mission accomplishments. Since each aircraft and flight crew is a unit of combat potential, it is the responsibility of operating and supervisory personnel to maintain flying safety standards in order that the striking force will not be reduced through losses by avoidable accidents.

(24) Security: See Annex D.

(a) Squadron Commanders will insure that adequate security is maintained on all aircraft and classified material.

(26) Reports: See Annex A.

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(27) Copies of this order not required for record purposes may be destroyed 30 days after completion of the operation, in accordance with applicable directives.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Normal.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) Greenwich Civil Times will be used.

(2) See Communications Annex C.

ADAMS
Colonel
Commander

ANNEXES:

A - Intelligence
B - Air Operations
Appendix 1 - Target Task Force Assignments
Appendix 2 - Common & TTF Route Plans
Appendix 3 - Air Refueling
Appendix 4 - Flight Plans
Appendix 5 - Timing Schedule
C - Communications
D - Security

DISTRIBUTION:

Comdr SAC	1 cy	26DMM	1 cy
Comdr 2AF	2 cys	26DOC	1 cy
Comdr 801AD	1 cy	26DOI	1 cy
Comdr 806AD	1 cy	26DOFS	1 cy
Comdr 801ABG	1 cy	Comdr 3SRS	5 cys
Comdr 44AREFS	1 cy	Comdr 4SRS	5 cys
Comdr 320AREFS	1 cy	Comdr 10SRS	5 cys
Comdr 91AREFS	1 cy	Comdr 26AREFS	5 cys
Comdr 801ReconTec Sq	1 cy	Comdr 26FMSq	1 cy
Comdr 26Wea Sq, Det 5	1 cy	Comdr 26A&ESq	1 cy
Comdr 26SRW	1 cy	Comdr 26PMSq	1 cy
26DO	5 cys	Historian 26SRW	5 cys
26DM	1 cy		

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OFFICIAL:

Robert T. Hall Jr.
ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) During the year 1954, the Soviet Union stepped up its global efforts toward extension of Communist power and disruption of the unity and alliances of the free world. During the current period, Soviet policy has remained clearly in focus with adoption of a pattern of provoking internal revolution supported by the threat of armed intervention from without. Should the weapons of the "Cold War" and peripheral conflicts fail to accomplish the eventual aims of the Soviets, the continual development of modern weapons of war could enable the Soviets to initiate a "Hot War". The conflicts between the Chinese Communists and Chinese Nationalists in Formosa Straits contains the potentiality of expanding into widespread warfare in the Far East.

(2) In the event of hostilities, the success of a retaliatory mission by our forces will be directly affected by the quality of intelligence available that will enable our forces to locate, evaluate and destroy Soviet targets.

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(3) For the purpose of this mission, simulated enemy territory will be designated as follows:

(a) All of the United States South of a line connecting 40-00N 105-00W and 33-00N 75-00W.

(4) The early warning net will be established by swinging radii of 130 nautical miles from all radar sites, and picket ships where applicable, as listed in the Radar Order of Battle Section, SAC Brief 158.

b. Enemy Order of Battle:

(1) Air Order of Battle

(a) SAC Intelligence Brief 158, dated 4 December 1954.

(b) The Air Defense Forces (USAF) will simulate an aggressive fighter force against the 26th Strategic Reconnaissance Wing penetrations and will attempt to make day or night interception.

(2) Radar Order of Battle

(a) SAC Intelligence Brief 158, dated 4 December 1954.

(b) All EW and GCI radar will be assumed to be TOKEN sets.

(3) Anti-Aircraft Order of Battle

(a) Omitted.

c. Capabilities of Enemy Forces:

(1) Radar

(a) Refer to Second Air Force Fighter-Radar Reaction Guide, dated 20 November 1954, and AIS 2-22, dated 1 September 1953, as amended.

(2) Aircraft

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(a) Refer to appropriate aircraft performance handbooks.

(3) Anti-Aircraft Artillery

(a) Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. Fighter-Radar Reaction Forecast

(1) The 26th Strategic Reconnaissance Wing will prepare Fighter-Radar Reaction Forecasts based on order of battle information contained in SAC Intelligence Brief 158. (Use Token ranges)

(2) Reaction forecast will be accomplished as directed in Second Air Force Fighter-Radar Reaction Guide, 30 November 1954. Special attention is directed to paragraph 8d(3)(d). These forecasts will be submitted to Headquarters Second Air Force not later than 20 February 1955.

b. Essential Elements of Information

(1) Did attacking fighters fly collision courses?

(2) Did any of the fighters appear to be AI equipped?

(3) Did the fighters show any evidence of afterburners?

(4) Was any jamming encountered along the route?

(5) On commencing the attack, did the enemy fighters release their wing tanks?

3. INTELLIGENCE ACTIVITIES:

a. Target and Target Materials

(1) Target assignments are listed in Appendix 1 to this Annex.

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b. Survival Intelligence

(1) General

(a) Crew members will be briefed on the best possible evasion route from the target area. Routes should be designated in accordance with routes to and from the target area within simulated territory.

(2) Equipment

(a) Special Equipment

1. Sustenance Kit, Type E-1 or E-2, when available, will be issued to combat crew members prior to each simulated combat mission.

2. Simulated appropriate blood chits. These chits will be numbered and picked up at interrogation to determine the number of chits that may be recovered.

3. Crew members will be aprised of other available aids, such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally.

4. URC/4 radio will be distributed on the basis of one per crew member, when available.

(3) Forced Landings

(a) Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel

(a) Guide for the conduct of SAC personnel in the event

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of capture will be as outlined in Volume I, Section VI, BIPG.

(5) Measures for Handling Captured Documents

(a) Omitted.

c. Reports and Distribution

(1) Refer to Appendix 2 of this Annex.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 1

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET LIST

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 1

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET LIST

1. PRE-STRIKE LOCATION RECONNAISSANCE:

Ref No.	Target	Coordinates	
E291	Andrews County	32-21N	102-32W
E292	Bruton AF	30-53N	100-49W
E293	Dora AF	33-56N	103-19W
E294	Fitzgerald	31-42N	83-15W
E295	Gillespie County	30-15N	98-55W
E296	Griffen	37-25N	102-18W
E297	Hobbs #1	32-58N	103-07W
E298	Kimble County	30-31N	99-46W
E299	Levelland	33-34N	102-23W
E300	Littlefield	33-54N	102-20W
E301	Lubbock	33-35N	101-51W
E302	Marathon	30-12N	103-14W
E303	McCamey	31-07N	102-14W

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Ref No.	Target	Coordinates	
E304	McKellar	35-36N	88-55W
E305	Moore	33-08N	104-24W
E306	Pecos County	30-54N	102-55W
E307	Quitman Brooks	30-50N	83-36W
E308	Ripley	34-44N	88-59W
E309	Ryan	30-25N	104-20W
E310	Scurry County	32-42N	100-57W
E311	Starkville	33-26N	88-51W
E312	Tupelo	34-16N	88-46W

2. PRE-STRIKE ANALYSIS RECONNAISSANCE:

*E286	* Avon Park	27/37/48N	81/14/18W
E287	Earl Fields (MEM)	36-46N	90-19W
E288	Gideon	36-27N	89-54W
E289	Jonesboro	35-50N	90-38W
E290	Steele	36-06N	89-52W

* Night photo flash

3. SEARCH RECONNAISSANCE:

E211	Borger	An area 12 NM wide, with center line extending from 35-29N 101-47W to 35-50N 100-59W
E223	Etter	An area 20 NM wide, with center line extending from 36-14N 101-25W to 35-48N 102-35W
E284	Hobbs	Area within a 5 NM radius of: 32-42N 103-07W
E285	San Angelo	Area within a 6 NM radius of: 31-28N 100-26W

App 1, Annex A
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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 2

TO

ANNEX A

OPERATIONS ORDER

SERIAL NO. 13-55

INTERROGATION AND REPORTING PROCEDURES

1. Reports will be submitted in accordance with SAC Manuals 55-8, September 1954; 55-8B, 55-8C, 55-8D, as revised, September 1954; 55-8G, September 1954; and Second Air Force Supplementary Reporting Instructions, dated December 1954.

2. STRIKE MISSIONS:

a. Distribution A:

R-3, R-11, R-16, R-17, R-21, R-22, R-23, M-36, R-81 and reports required by paragraph 6a(1), SAC Manual 55-8.

b. Distribution B:

M-1, R-27, R-72, R-80

3. AIR REFUELING MISSIONS:

a. Distribution A:

T-2, T-10, M-11, M-18, T-15, T-17, T-21, T-22, T-23, T-81 and reports required by paragraph 5c, SAC Manual 55-8G.

b. Distribution B:

M-1, T-27

4. 801 ST RECONNAISSANCE TECHNICAL SQUADRON:

a. Distribution A:

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R-51 and RT-53

5. SPECIAL INSTRUCTIONS:

a. Addresses listed below are in addition to those required by distribution indicated in paragraph 2 thru 4 above.

(1) Address R-3 Reports to Commanders of tanker forces supporting the mission.

(2) R-11, M-11 and M-18 Reports submitted will be addressed Red Grange.

(3) R-51 and R-80 Reports will be addressed to 2nd Reconnaissance Technical Squadron, Barksdale Air Force Base, Louisiana.

b. The mission X day and the increment name will be included in paragraph 1 of all reports.

c. Negative R-51 reports will be submitted Distribution A when no positive information is obtained.

d. M-1 reports will include in paragraph 1 the time the report is being submitted, i.e. This is the 12 hour report.

e. Target task forces will be identified and reported using the color code assigned to each individual route.

f. Tanker task forces will be identified and reported using the code word assigned to their respective refueling area. M-11 report will be submitted using five digit true tail number for tanker and receiver.

g. Line numbers will be reported in all applicable paragraphs of T-2, T-10 and T-15 reports.

h. M-11 reports will include in addition to required refueling information the number of pounds of fuel aboard the receiver at final disconnect.

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i. Aircraft serial number will be reported in remarks paragraph of initial R-16 report.

j. Remarks paragraph of pertinent R-16 report will include the name of the ground station to which the R-11 report was submitted. Reasons for non-submission of R-11 report will also be included in this paragraph, when applicable.

k. Paragraph 4a of T-15 report will indicate the serial number of the aircraft refueled. Paragraph 4c will indicate the number of pounds of fuel transferred to each receiver.

l. The pre-mission reports (R-3/T-2) will be prepared by the Wing Operations Section in sufficient time to be dispatched by the Combat Reports Officer not later than 30 hours prior to the take-off of the first mission aircraft. One report will be prepared for each 24 hour period of operation. Reference paragraph 5a(1) and 5g, above.

m. The Wing Weather Officer will screen all POMARs and SACMAR forms in the Control Room and supervise the preparation of the weather report (R/T-21).

n. The Director of Material will insure timely flow of pertinent maintenance information to the Combat Reports Team for preparation of the Aircraft and Crew Status Report (R/T-22). These reports are due within 2 hours subsequent to landing of each RB-47 and KC-97 aircraft each day of the operation.

o. The Wing Commander's Report (R-27) will be prepared by the Wing Operations Officer and coordinated with the Wing Commander in sufficient time to be dispatched by the Combat Reports Officer not later than 48 hours after the last mission aircraft has landed. This report will incorporate pertinent air refueling data as out-

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lined in SAC Manual 55-8B.

p. The Route Overlay Report (R-72) will be prepared by the Wing Plans Section with pertinent information being supplied by concerned staff agencies.

q. The Simulated Combat Operations Summary Report (R-81) will be prepared through the joint efforts of Wing Plans Section, the Control Room, and the Combat Reports Officer.

r. SAC Form 326 will be prepared by the Wing ECM Officer, if applicable.

s. Simulated Hot News Reports will not be submitted on this exercise.

6. Interrogation of returning aircrew personnel will take place in each respective squadron briefing room.

a. Aircrew personnel will proceed from the aircraft parking area directly to the interrogation area as expeditiously as possible.

b. Any specialized de-briefing will not take place until the intelligence interrogation has been completed.

c. All flimsys and other allied materials will be turned in to the interrogators, and the squadron representatives in the case of pertinent training accomplishment forms.

7. The Combat Reporting Team will be emplaced in the Wing Control Room prior to departure of each mission increment aircraft and will remain on duty until completion of all reports required for the period. A change of personnel will be made for each mission increment. The Combat Reports Officer of the final mission increment will be responsible for insuring all final mission reports are dispatched with the established time limits, i.e. R-27,R-81.

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ANNEX B

OPERATIONS ORDER

SERIAL NO. 13-55

AIR OPERATIONS

1. GENERAL:

a. This annex and appendices contain routes, tactics and target information.

b. Target task force assignments, see Appendix 1, this Annex.

c. Common and TTF route plans, see Appendix 2, this Annex.

d. Air refueling, as required, will be accomplished as specified in Appendix 3, this Annex.

e. Flight plans, see Appendix 4, this Annex.

f. Timing schedule, see Appendix 5, this Annex.

g. All flights will be made under IFR.

h. All danger areas will be avoided.

i. No RB-47 airborne spares are authorized.

2. OPERATIONAL CONCEPTS:

a. Maximum 50-8 training will be accomplished.

b. Mission will be flown in accordance with Supplement IV, par 6, SACR 50-8.

3. FORCES:

a. 10 RB-47 aircraft on X-Day will fly routes BRAVO 1 thru 10.

b. 10 RB-47 aircraft on X-Day plus 1 will fly routes BRAVO 1 thru 10.

c. 12 RB-47 aircraft on X-Day plus 2 will fly routes ALFA 1 thru 12.

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4. TAKE-OFF AND ROUTE TACTICS:

a. All RB-47 takeoffs will be at 20-minute intervals.

b. Takeoff times will be adjusted to make HHCP good.

c. Rendezvous times will be adjusted to make HHCP good.

d. Four hours prior to scheduled takeoff of RB-47's, a message will be dispatched to Task Force Commanders giving latest revised timing schedules based on latest forecast winds.

e. Aerial refueling will be accomplished single ship 1 to 1 basis.

f. Aerial refueling will be accomplished in accordance with SAC Manual 55-5.

g. After air refueling at MUD BATH refueling area, aircraft will have a minimum of 76,500 lbs fuel on board to complete mission flying mach .74 for remainder of mission to arrive over Lockbourne with minimum of 12,000 lbs fuel reserve.

h. All altitudes will be flown at optimum altitude, mach .74, except where max altitude tactics are specified.

i. Weather encountered enroute, prior to refueling, will be dealt with in accordance with Section D, SAC Manual 55-5.

5. REPORTING PROCEDURES:

a. For all reporting procedures, see Annex C.

b. For rendezvous communications, see Appendix 3, this Annex.

6. ABORT PROCEDURES:

a. Spare aircraft will be available for ground aborting aircraft. Squadrons furnishing spare aircraft will have check list completed up to start engines.

b. Ground and air aborts will be in accordance with current T.O. 1B-47(R)E-1, 31 Mar 54, and existing Wing SOP's.

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APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET TASK FORCE ASSIGNMENTS

1. GENERAL:

a. General concept of this operation is based on the launching of three seperate reconnaissance strike increments by the 26th SRW.

b. 26th SRW.is responsible for coverage of targets in the southern United States.

c. Increments: 26th SRW: Two night reconnaissance strike increments and one day reconnaissance strike increment.

d. Force: Each target task force indicated below comprises one RB-47 aircraft.

e. Priorities:

(1) Target task forces are listed below in descending order of priority within each increment. Task forces will be dropped from the bottom of the list when insufficient aircraft are available for any given increment.

(2) Each increment list is a self-contained priority system.

f. Specific targets assigned to each target task force are indicated in Appendix 2 to this Annex, with effectiveness target shown by *.

2. 3RD STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS

Target Task Force	H-HOP Time

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a. Union Increment (Night)

FARINA GREEN	H + 14:00
FARINA BLUE	14:20
FARINA YELLOW	14:40

b. Victor Increment (Night)

FARINA YELLOW	H + 16:20
FARINA GREEN	16:40
FARINA BROWN	17:00

c. Whiskey Increment (Day)

FARINA LIME	H + 10:40
FARINA WALNUT	11:00
FARINA SLATE	11:20
FARINA PURPLE	11:40

4TH STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS:

a. Union Increment (Night)

FARINA GRAY	H + 15:00
FARINA IVORY	15:20
FARINA CREAM	15:40
FARINA BROWN	16:00

b. Victor Increment (Night)

FARINA ORANGE	H + 14:00
FARINA RED	14:20
FARINA GRAY	14:40
FARINA IVORY	15:00

c. Whiskey Increment (Day)

FARINA ROSE	H 09:20
FARINA PINTO	09:40

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FARINA BRASS	10:00
FARINA CARDINAL	10:20

4. 10TH STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS:

a. Union Increment (Night)

FARINA TAN	H + 16:20
FARINA RED	16:40
FARINA ORANGE	17:00

b. Victor Increment (Night)

FARINA CREAM	H + 15:20
FARINA TAN	15:40
FARINA BLUE	16:00

c. Whiskey Increment (Day)

FARINA CHERRY	H + 08:00
FARINA BLACK	08:20
FARINA PINK	08:40
FARINA WHITE	09:00

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APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 13-55

COMMON AND TTF ROUTE PLANS

1. 26TH STRATEGIC RECONNAISSANCE WING:

a. Common Route Plan Alfa:

Depart: LOCKBOURNE

46-09N 66-47W

48-00N 66-40W

Makeup Area Rendezvous

52-00N 55-16W

56-30N 51-00W

54-46N 58-28W

50-25N 73-52W

47-00N 76-30W

45-03N 79-18W

Mud Bath Area Rendezvous

43-13N 86-15W

40-04N 95-36W

40-12N 100-37W (H-HCP)

37-58N 100-53W

b. Common Route Plan Bravo:

Depart: LOCKBOURNE

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46-09N 66-47W

48-00N 66-40W

Makeup Area Rendezvous

52-00N 55-16W

56-30N 51-00W

54-46N 58-28W

50-25N 73-52W

47-00N 76-30W

45-03N 79-18W

Mud Bath Area Rendezvous

43-13N 86-15W

38-57N 92-18W (H-HCP)

35-45N 95-23W

31-19N 95-28W

26-00N 84-00W

25-52N 81-42W

26-44N 80-44W (IP)

* AVON PARK DELTA (M-120 TGT) E286

c. Target Task Force Route Plans:

(1) FARINA RED:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

30-11N 82-38W (IP)

QUITMAN-BROOKS CO. AF (TGT) E307

31-54N 85-09W

33-12N 87-23W

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37-00N 90-20W

LOCKBOURNE

(2) FARINA ORANGE:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

30-50N 83-17W (IP)

FITZGERALD AF (TGT) E294

31-54N 85-09W

33-12N 87-23W

37-00N 90-20W

LOCKBOURNE

(3) FARINA GREEN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W (IP)

STARKVILLE AF (TGT) E311

37-00N 90-20W

LOCKBOURNE

(4) FARINA BLUE:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

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33-42N 87-50W (IP)

RIPLEY AF (TGT) E308

37-00N 90-20W

LOCKBOURNE

(5) FARINA YELLOW:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W (IP)

TUPELO AF (TGT) E312

37-00N 90-20W

LOCKBOURNE

(6) FARINA GRAY:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

34-31N 88-38W (IP)

McKELLAR AF (TGT) E304

37-00N 90-20W

LOCKBOURNE

(7) FARINA IVORY:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

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31-54N 85-09W

33-12N 87-23W

35-03N 89-39W (IP)

JONESBORO AF (TGT) E289

37-00N 90-20W

LOCKBOURNE

(8) FARINA CREAM

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

35-03N 89-39W (IP)

STEELE AF (TGT) E290

37-00N 90-20W

LOCKBOURNE

App 2
Annex B
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(9) FARINA TAN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

35-36N 89-16W (IP)

GIDEON AF (TGT) E288

37-00N 90-20W

LOCKBOURNE

(10) FARINA BROWN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

35-54N 89-39W (IP)

EARL FIELDS MAEMORIAL AF (TGT) E287

37-00N 90-20W

LOCKBOURNE

(11) FARINA PURPLE:

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Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W (IP)

37-25N 102-37W (TGT)

CLAYTON AF

33-38N 102-45W

31-54N 103-56W (IP)

*CULBERSON COUNTY AF (TGT)

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(12) FARINA SLATE:

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W (IP)

GRIFFIN AF (TGT) E296

33-38N 102-45W

31-26N 103-30W (IP)

*RYAN AF (TGT) E309

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(13) FARINA PINTO:

Depart: LOCKBOURNE

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via: Common Route Alfa

to: 37-58N 100-53W

35-32N 102-26W (IP)

CLOVIS MUNICIPAL AF (TGT)

31-26N 103-30W (IP)

*MARATHON AF (TGT) E302

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(14) FARINA BRASS

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W (IP)

DORA AF (TGT) E293

31-52N 103-07W (IP)

* McCAMEY AF (TGT) E303

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(15) FARINA CARDINAL

Depart: LOCKBOURNE

via: Common Route Alfa

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to: 37-58N 100-53W

HOBES (SEARCH) E284

31-52N 103-07W (IP)

* PECOS COUNTY AF (TGT) E306

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(16) FARINA WALNUT

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

*ETTER (SEARCH) E223

34-11N 103-20W (IP)

MOORE AF (TGT) E305

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(17) FARINA LIME:

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

*BORGER (SEARCH) E211

33-55N 102-20W (IP)

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HOBBS #1 AF (TGT) E297

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(18) FARINA ROSE

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

33-11N 102-16W (IP)

ANDREWS COUNTY AF (TGT) E291

30-42N 101-12W

29-44N 100-49W (IP)

*MAVERICK COUNTY AF (TGT)

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(19) FARINA PINK

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W (IP)

LITTLEFIELD AF (TGT) E300

*SAN ANGELO (SEARCH) E285

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30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(20) FARINA WHITE

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W	(IP)
LEVELLAND AF	(TGT) E299
31-50N 101-00W	(IP)
*BRUTON AF	(TGT) E292
30-40N 98-25W	
30-41N 96-23W	
41-16N 91-42W	
43-02N 83-42W	
LOCKBOURNE	

(21) FARINA BLACK

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-59N 101-55W	(IP)
LUBBOCK AF	(TGT) E301
31-45N 99-57W	(IP)
*KIMBLE COUNTY AF	(TGT) E298
30-41N 96-23W	

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41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(22) FARINA CHERRY

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-01N 100-49W (IP)

SCURRY COUNTY AF (TGT) E311

31-08N 99-20W (IP)

*GILLESPIE COUNTY AF (TGT) E295

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

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APPENDIX 3

ANNEX B

AIR REFUELING

1. GENERAL:

a. Air refueling will be accomplished over designated orbit points by the Lockbourne Task Force and the Goose-Harmon Task Force on X-Day, X+1 and X+2.

b. Rendezvous orbit point code names:

(1) Goose-Harmon task force orbit point code name: MAKE UP.

(2) Lockbourne task force orbit point code name: MUD BATH.

c. Air Refueling:

(1) Goose-Harmon tanker force will supply following number of tankers in the MAKE UP area on dates indicated:

X-Day	10 tankers
X+1	10 tankers
X+2	12 tankers

(2) Lockbourne tanker force will supply following number of tankers in the MUD BATH area on dates indicated:

X-Day	10 tankers
X+1	10 tankers
X+2	12 tankers

(3) Sufficient tankers will be scheduled to provide a spare at the orbit point from 30 minutes prior to the first scheduled air refueling until the last scheduled RB-47 of the increment has been refueled.

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(4) Tanker routes to and from air refueling areas will be direct avoiding danger areas.

(5) Tankers will arrive at orbit point at least thirty minutes prior to planned arrival of receivers.

d. Refueling areas and general instructions:

(1) Rendezvous point and course: (Goose-Harmon task force)

(a) Rendezvous point MAKE UP: 50-48N 58-51W.

(b) Refueling track: 060 degrees.

(c) Refueling altitude: 16,000 feet.

(2) Rendezvous point and course: (Lockbourne task force)

(a) Rendezvous point MUD BATH: 44-04N 82-58W.

(b) Refueling track 250 degrees. Alternate refueling area 43-08N 86-12W Muskegon Omni. True course 250 degrees.

(c) Refueling altitude: 16,000 feet.

(d) Tanker spares: Each tanker arriving over the orbit point will act as spare for the preceding tanker.

e. Weather Reconnaissance:

(1) The tanker task force commanders will conduct necessary weather reconnaissance as per SAC Manual 55-1, and will arrive in the refueling areas at least two hours prior to planned arrival of first receivers.

f. Refueling rendezvous communications:

(1) Three sets of voice/electronic communications frequency/settings will be used in each refueling area as follows:

(a) In the MAKE UP and MUD BATH areas:

1. Initial condition: UHF frequency, 311.0 mcs; APN-12/76, tanker transmits 3, receives 6; APN-11 code, 1-3.

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2. Primary condition: UHF frequency, 266.2 mcs; APN-12/76, tanker transmits 4, receives 7; APN-11 code, 2.

3. Alternate condition: UHF frequency 279.8 mcs; APN-12/76, tanker transmits 5, receives 8; APN-11 code, 1-2-1.

4. Back-up voice HF for MAKE UP area: 4724.5 kcs; for MUD BATH area; 4270 kcs.

(3) Air/air voice call signs:

(a) Receivers - target task force designator, e.g. "FARINA BLUE", "FARINA WHITE".

(b) Tankers - refueling area designator, e.g. "MAKE UP, MUDBATH".

2. AIR REFUELING TACTICS:

a. Air refueling will be in accordance with SAC Tactical Doctrine and as specified below.

b. Each tanker will have capability of off-loading 55,000 lbs of fuel. Aircraft will refuel on 1 to 1 basis.

c. APN-11 will be used last 10 minutes prior to ETA for assist in final course corrections.

d. Tanker aircraft will take off and fly direct to designated orbit point avoiding danger areas so as to arrive over the orbit point thirty minutes prior to the arrival of the first receivers.

e. Top tanker aircraft will orbit to the left in a racetrack pattern, at 16,000 feet pressure altitude. Each succeeding tanker will be stacked down at 1000 foot intervals and orbit to the left. As top tanker departs orbit point, each succeeding tanker moves up 1000 feet. Rendezvous equipment will be turned on at this time.

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f. As soon as radio contact has been established between tanker and receiver, the tanker will give the refueling altitude in the event weather precludes using 16,000 feet. At this time the receiver will give his ETA to the orbit point.

g. Rendezvous procedures:

(a) Each tanker in the stack will be operating radio and rendezvous equipment in the initial condition.

(b) At maximum possible range, receiver aircraft will establish contact with the top tanker by transmitting his voice call to the appropriate tanker. Top tanker and receiver will then switch to settings and frequencies as outlined for primary condition in applicable refueling area. If voice contact is not established on the new UHF frequency within a 2-minute period, tanker and receiver will return to initial contact frequency for further contact.

(c) Top tanker will temporarily return to initial contact frequency (UHF) when departing orbit point and advise next tanker that he is clear to move to refueling altitude.

(d) Each succeeding tanker will select primary or alternate conditions to minimize possibilities of interference with preceding tanker/receiver pair.

(2) Final receiver ETA will be furnished to the tanker early enough to permit tanker to complete an orbit pattern and depart orbit point to arrive at rendezvous point on receiver ETA. Tankers will return to specified refueling track over rendezvous point whether rendezvous has been completed or not. Electronic rendezvous

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equipment will be used to a maximum extent during the final stages of rendezvous in an effort to effect rendezvous at, or near vicinity of rendezvous point. In event of UHF and HF radio failure and no contact has been established within 12 minutes prior to the receivers ETA, the tanker will proceed to the rendezvous point and hold in a left hand holding pattern; when visual contact has been established, the tanker will proceed on the prescribed air refueling track. If visual contact has not been established after 15 minutes, the tanker will proceed as directed by the tanker task force commander.

i. The receiver will close with the tanker in a stern chase rendezvous after decelleration to refueling airspeed. When visual contact has been established the tanker will lower the boom and descend 500 ft so as to pick up refueling speed. Rendezvous equipment will be turned off prior to tanker/receiver contact.

j. Average true airspeed during refueling will be 250 knots. Initial air refueling speed 220 MPH - 192 K (IAS).

k. White cards will be used by boom operator to denote number of pounds transferred.

l. Tanker aircraft will return direct to their home station upon completion of refueling. MUD BATH aircraft will return direct via Muskegon.

m. After refueling receiver crews will contact tanker and give total amount of fuel on board and pilot's intentions whether continuing on mission or not.

n. In the event of unsuccessful air refueling at refueling point MAKE UP, RB-47 aircraft will return direct to Lockbourne, arriving over base with minimum of 12,000 lbs of fuel reserve.

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o. In the event of unsuccessful air refueling at refueling point MUD BATH, RB-47 aircraft will return direct to Lockbourne, arriving over base with minimum of 12,000 lbs fuel reserve.

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COMMON ROUTE ALFA (Day Photo) REMARKS: Cruise portion of mission planned N.A.C.A. Day

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Lockbourne AFB															89,000	174,800
	Taxi T.O.						°								5,800	5,800
LOCKBOURNE AFB	& Accel			.								:03			83,200	169,000
							°					:17			6,600	6,600
LEVEL OFF	Cli	056		056	+2	058	32.1M	var	425	425	114	:20			76,600	162,400
			270/50				°				694	1:29			15,300	15,300
46-09N 66-47W	Cru	062	-3	059	+13	072	34.1M	.74	425	470	808	1:49			61,300	147,100
			270/50				°				119	:17			2,800	2,800
48-00N 66-40W	Cru	002	-7	355	+23	018	34.6M	.74	425	425	927	2:06			58,500	144,300
			260/45				°				313	:40			6,300	6,300
START DESCENT	Cru	061	-2	059	+27	086	35.6M	.74	425	468	1240	2:46			52,200	138,000
50-48N 59-51W							°				37	:05			300	300
MAKE UP RENDZ	Des	060		060	+31	091	16.0M	var	450	450	1277	2:51			51,900	137,700
52-00N 55-16W							°				152	:36			10,800	10,800
END REFUEL	AR	060		060	+32	092	16.0M	var	250	250	1429	3:27			41,100	126,900
							°							+	50,000	50,000
ONLOAD											1429	3:27			91,100	176,900
53-12N 54-10W	Acc						°				82	:12			4,100	4,100
LEVEL OFF	Cli	027		027	+33	060	30.8M	var	425	425	1511	3:39			87,000	172,800
			240/37				°				230	:30			5,600	5,600
56-30N 51-00W	Cru	028	-3	025	+35	060	31.5M	.74	425	455	1741	4:09			81,400	167,200
			240/37				°				305	:47			8,600	8,600
54-46N 58-28W	Cru	247	-1	246	+36	282	32.6M	.74	425	388	2046	4:56			72,800	158,600
			274/37				°				618	1:35			13,900	15,900
50-25N 73-52W	Cru	245	+3	248	+28	276	34.8M	.74	425	391	2664	6:31			56,900	142,700
			271/50				°				236	:35			5,400	5,400
47-00N 76-30W	Cru	207	+6	213	+17	230	35.7M	.74	425	401	2900	7:06			51,500	137,300
			271/50				°				169	:26			4,000	4,000
45-03N 79-18W	Cru	225	+5	230	+12	242	36.2M	.74	425	390	3066	7:32			47,500	133,300
			281/47				°				125	:20			2,900	2,900
START DESCENT	Cru	249	+4	253	+7	260	36.7M	.74	425	384	3191	7:52			44,600	130,400
44-04N 82-58W							°				45	:06			350	350
MUBATH RENDZ	Des	249		249	+7	256	16.0M	var	450	450	3236	7:58			44,250	130,050
43-13N 86-15W							°				152	:36			10,600	10,600
END REFUEL	AR	250		250	+2	252	16.0M	var	250	250	3388	8:34			33,650	119,450
							°							+	50,000	50,000
ONLOAD											3388	8:34			83,650	169,450
	Acc						°				84	:12			4,100	4,100
LEVEL OFF	Cli	249		249	-1	248	31.8M	var	425	425	3472	8:46			79,550	165,350
			270/80				°				375	1:04			11,350	11,350
40-04N 95-36W	Cru	245	+5	250	-6	244	33.1M	.74	425	351	3847	9:50			68,200	154,000
40-12N 100-37W			270/80				°				233	:41			6,900	6,900
HHCP	Cru	272	0	272	-11	261	34.1M	.74	425	345	4080	10:31			61,300	147,100
37-58N 100-53W			270/80				°				145	:21			3,400	3,400
FAN POINT	Cru	186	+11	197	-12	185	34.6M	.74	425	410	4225	10:52			57,900	143,700
↓																
							°									
TO INDIVIDUAL ROUTES																
							°									
							°									

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DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	

AIRCRAFT BASIC WT	83,850	
CREW WT	1,070	
OIL WT	430	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85,350
FUEL WEIGHT: FWD		
CEN.		
AFT.		
WING		
ATO		
EXT.		
TOTAL		89,000
BOMBS WT		
AMMO WT		450
ADJ. FLUID WT		
INITIAL GROSS WT		174,800
START END AND TAXI FUEL WT		4,000
TAKE-OFF GROSS WT		170,800

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
744'	10,500'	43°F

CRITICAL FIELD LENGTH 8,400'

TAKE-OFF	
DISTANCE	SPEED
7,200'	151K

SPEED		
CRITICAL ENG FAILURE	EMERG BEST PLANE	LINE
118K	166K	97K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

REMARKS (contd): Weather planning factors obtained from 2AF Weather Planning Manual 55-1, Dec 54
Other planning factors obtained from 2AF Planning Factor Letter, 16 Oct 54

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CODEWORD: ROUTE BRAVO (Photoflash) REMARKS: Cruise portion of mission planned S.A.T.L. Jay

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WIND 2520W | AIRCRAFT TYPE AND SERIAL NO | FLIGHT NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | COPILOT (Name and Grade)

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FROM Lockbourne AFB

ROUTE	ETA	T.C.	WIND D.V. / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN	GROSS WEIGHT
	Start	Taxi													59,000	175,250
	C.01	Accel													57,500	174,500
LOCKBOURNE AFB												1:03			53,200	169,150
												1:17			6,600	6,600
LEVEL OFF	C11	066		056	+2	058	32,0M	Var	425	425	111	1:20			76,600	182,850
			270/50								524	1:24			12,450	12,450
40-00N 66-47W	Cru	062	-3	059	+13	072	34,1M	.74	425	470	808	1:49			62,150	147,400
			270/50								119	1:17			6,700	6,100
43-00N 66-40W	Cru	002	-7	355	+23	018	34,5M	.74	425	425	927	2:06			55,450	144,100
			260/40								313	1:40			6,300	6,300
START DESCENT	Cru	061	-2	059	+27	086	35,1M	.74	425	468	1240	2:46			50,150	138,100
											37	1:05			300	300
50-48N 58-51W MARKUP BEND	Leg	060		060	+31	091	16,0M	Var	450	450	1277	2:51			51,850	138,400
											154	1:31			10,300	10,300
52-00N 55-16W END REPEAT	AR	060		060	+32	092	16,0M	Var	250	250	1429	3:27			41,050	127,300
															54,900	54,900
UNLOAD											1429	3:27			95,050	177,300
											82	1:12			44,100	44,100
53-12N 54-10W LEVEL OFF	Acc	C11	027	027	+33	060	34,7M	Var	425	425	1511	3:39			86,250	173,200
											230	1:32			5,300	5,300
			240/37								1741	4:09			51,250	167,500
56-33N 51-00W	Cru	028	-3	025	+35	060	33,4M	.74	425	455	305	1:47			6,600	6,600
											2046	4:56			72,650	158,900
58-46N 58-28W	Cru	247	-1	246	+36	282	32,5M	.74	425	388	618	1:35			16,000	16,000
			274/37								2664	6:31			56,650	142,900
60-25N 73-52W	Cru	246	+3	248	+28	276	34,8M	.74	425	391	236	1:35			5,300	5,300
			271/50								2900	7:06			51,350	137,600
62-00N 76-30W	Cru	207	+0	213	+17	230	35,6M	.74	425	401	166	1:05			44,000	44,000
											3066	7:12			43,350	133,600
65-03N 79-18W	Cru	225	-5	230	+12	242	36,2M	.74	425	390	125	1:20			6,900	6,900
			261/47								3191	7:52			44,450	130,700
START DESCENT	Cru	249	-4	253	+7	260	36,7M	.74	425	384	45	1:06			350	350
66-04N 82-58W MURRAY BEND	Leg	249		249	+7	256	16,0M	Var	450	450	3236	7:58			44,100	130,350
											152	1:16			10,600	10,600
63-13N 86-15W END REPEAT	AR	250		250	+2	252	16,0M	Var	250	250	3388	9:14			33,500	119,750
															20,000	20,000
UNLOAD											3388	9:14			53,500	169,750
											86	1:16			14,100	14,100
LEVEL OFF	Acc	C11	229	229	-1	228	31,7M	Var	425	425	3474	9:46			79,600	165,850
											295	1:49			5,250	5,250
38-57N 92-18W HIGH	Cru	226	270/80 +8	234	-4	230	32,8M	.74	425	364	3767	9:35			70,450	156,700
											240	1:39			6,600	6,600
35-45N 94-27W	Cru	217	270/80 +9	226	-8	218	33,7M	.74	425	373	4007	10:14			63,850	150,100
											272	1:39			5,200	5,200
31-19N 95-28W	Cru	181	270/80 +11	192	-8	184	34,6M	.74	425	418	4279	10:53			57,450	143,700
											154	1:12			7,000	7,000
30-20N 93-00W SHORT CLIMB	Cru	115	270/80 +5	120	-8	112	35,0M	.74	425	428	4433	11:05			54,450	140,700
											77	1:00			2,400	2,400
LEVEL OFF	Acc	C11	116	116	-8	108	40,3M	Var	425	425	4510	11:07			52,050	138,300
BEGIN MAX MACH											284	1:35			6,150	6,150
			260/81								4794	11:57			46,900	132,150
END MAX MACH START DESCENT	Cru	118	+6	124	-6	118	41,3M	.76	438	490	15	1:02			150	150
											4809	11:59			45,750	132,000
LEVEL OFF	Leg	120		120	-5	115	36,1M	Var	450	450	172	1:21			3,100	3,100
			264/81								4975	12:20			42,650	128,900
26-00N 84-00W	Cru	121	+7	128	-4	124	35,9M	.74	425	485	128	1:15			6,100	6,100
			264/81								5103	12:35			40,550	126,800
25-52N 81-42W	Cru	096	+2	096	-3	093	37,2M	.74	425	505	80	1:19			2,400	2,400
			264/81								5183	12:55			38,150	124,400
26-44N 80-44W TP	Cru	045	-7	038	-2	036	37,5M	.74	425	487	74	1:11			2,500	2,500
			264/81								5257	12:56			35,650	121,900
AVON PARK (ITA)	Cru	333	-10	323	-1	322	37,5M	.74	425	390						

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TO INVITING BASES

REMARKS (cont'd): Weather planning factors obtained from IAF Weather Planning Manual 55-1, Dec 54.
Power planning factors obtained from IAF Planning Factor Letter, 16 Oct 54.

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	83,050	
CREW WT	4,270	
OIL WT	450	
SYS'BYL WEIGHT	3 M-120	
TRAPS	photoflash	
EXT TANKS WT	bombs 450	
OPERAT-ING WT		85,800
FUEL: T.M.		
C.M.		
A.M.		
FWD AUX		
R.M.		
ATO		
AXT		
TOTAL		89,000
BOMBS WT		
AMMO WT		450
AIR FLUID WT		
INITIAL GROSS WT		175,250
EXPENDABLES AND TARE		4,000
TAKE-OFF GROSS WT		171,250
RUNWAY: PRESS. ALT 744'	LENGTH 10,500'	AIR TEMP 43°
CRITICAL FIELD LENGTH 8,400'		
TAKE-OFF: DISTANCE 7,200'	SPEED 151K	
SPEED: CRITICAL ENGINE FAILURE 118K	ENGINE REST P-LINE 106K	LINE 97K
DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
SYS'BYL WEIGHT		
ATO BOTTLES		
PELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26606 OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA REP (FOOTOIL#80)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3PFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		BROFS	37,550	123,350
30-11N 87-38W			270/80				°				169	:26			3,550	3,550
IP	Cru	334	-10	324	-2	322	38.5M	.74	425	385	5426	13:22			34,000	119,800
30-50N 83-36N			270/80				°				67	:11			1,500	1,500
TOT E 307	Cru	308	-7	301	-2	299	38.8M	.74	425	360	5493	13:33			32,500	118,300
			270/80				°				102	:17			2,200	2,200
31-54N 85-09W	Cru	309	-7	302	-2	300	39.1M	.74	425	360	5595	13:50			30,300	116,100
			270/80				°				137	:23			2,900	2,900
33-12N 87-23W	Cru	305	-6	299	-3	296	39.7M	.74	425	357	5732	14:13			27,400	113,200
			270/80				°				272	:43			5,400	5,400
37-00N 90-20W	Cru	328	-9	319	-5	314	40.6M	.74	425	379	6004	14:56			22,000	107,800
			270/80				°				410	:50			5,600	5,600
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6414	15:46			16,400	102,200
							°									
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							°									

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CWD	
FUEL WEIGHT: AWD	
FUEL WEIGHT: AWD B.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	RUNWAY: LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	TAKE-OFF: SPEED
SPEED	
CRITICAL ENG FAILURE	EMERG BRKT FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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LONGEST ROUTE - FARINA ORANGE (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM / ROUTE	ROUTE CODE	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Common Route Brwn																
			264/81				°				74	:11		9:FB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		1:ROBS	37,550	123,350
			270/80				°				219	:35			4,750	4,750
30-50N 83-17W TP	Cru	331	-10	321	-2	319	38.7M	.74	425	381	5476	13:31			32,800	118,600
			270/80				°				56	:08			1,200	1,200
31-42N 83-15W TOT E 294	Cru	001	-11	350	-2	348	38.9M	.74	425	420	5532	13:39			31,600	117,400
			270/80				°				109	:19			2,300	2,300
31-54N 85-09W	Cru	277	-1	276	-2	274	39.3M	.74	425	347	5641	13:58			29,300	115,100
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	395	-6	299	-3	296	39.8M	.74	425	357	5781	14:22			26,300	112,100
			270/80				°				272	:43			5,300	5,300
37-00N 90-20W	Cru	328	-9	319	-5	314	40.9M	.74	425	378	6053	15:05			21,000	106,800
			270/80				°				410	:50			5,600	5,600
OMH VOR	Cru	062	-5	057	-2	055	42.0M	.74	425	495	6463	15:55			15,400	101,200

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL LOAD: F.M.		
C.M.		
A.M.		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		
RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF: DISTANCE	SPEED	
SPEED		
CRITICAL ENG FAILURE	EMERG BRKT FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA GREEN (Photoflash)

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	PILOT (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11			1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		3PFB DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
33-12N 87-23W			270/80				°				140	:24			3,100	3,100
IP	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,400	113,200
33-26N 88-51W			270/80				°				79	:14			1,800	1,800
TOT E 311	Cru	281	-2	279	-5	274	39.9M	.74	425	347	5803	14:27			25,600	111,400
			270/80				°				234	:36			4,200	4,200
37-00N 90-20W	Cru	341	-10	331	-6	325	40.8M	.74	425	393	6037	15:03			21,400	107,200
			270/80				°				410	:50			5,800	5,800
CMH VOR	Cru	062	-5	057	-2	055	41.9M	.74	425	495	6447	15:53			15,600	101,400

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM.		
CM.		
AM.		
PRS AMR.		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL 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	
SPEED: CRITICAL ENGINE FAILURE	EMERG BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA BLUE (Photoflash)

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	PILOT / COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3P FB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,500	113,300
33-42N 87-50W			270/80				°				40	:06			800	800
IF	Cru	324	-9	315	-4	311	39.8M	.74	425	378	5764	14:19			26,700	112,500
34-41N 88-59W			270/80				°				85	:14			1,700	1,700
TOT E 308	Cru	317	-8	309	-5	305	40.0M	.74	425	367	5849	14:33			25,000	110,800
			270/80				°				153	:24			3,000	3,000
37-00N 90-20W	Cru	334	-10	324	-5	319	40.6M	.74	425	385	6002	14:57			22,000	107,800
			270/80				°				110	:50			5,600	5,600
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6412	15:47			16,400	102,200

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
CNL	
AML	
FWD AMR	
B.S.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
AVAILABLE AND TAXI FUEL ALT	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENGINE FAILURE	WHERE BEST FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA YELLOW (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO.: | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

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I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3PFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
33-12N 87-23W			270/80				°				140	:24			3,100	3,100
IP	Cru	305	-6	299	-3	295	39.6M	.74	425	357	5724	14:13			27,400	113,200
34-16N 88-46W			270/80				°				95	:16			2,000	2,000
TOT E 312	Cru	313	-8	305	-4	301	40.0M	.74	425	362	5819	14:29			25,400	111,200
			270/80				°				186	:29			3,500	3,500
37-00N 90-20W	Cru	336	-10	326	-5	321	40.7M	.74	425	387	6005	14:58			21,900	107,700
			270/80				°				410	:50			5,800	5,800
OMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6415	15:48			16,100	101,900

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD		
FUEL WEIGHT: CWD		
FUEL WEIGHT: AWD		
FUEL WEIGHT: AUX		
FUEL WEIGHT: B.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL 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	
SPEED: CRITICAL ENGINE FAILURE	EMERG BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA GRAY (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO.: | CREW NUMBER: | ACFT COMD (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3FPB	1,600	2,050
AVON PARK	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,100	3,100
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,400	113,200
34-31N 88-38W			270/80				°				102	:17			2,100	2,100
IF	Cru	322	-9	313	-4	311	40.0M	.74	425	371	5826	14:30			25,300	111,100
35-36N 88-55W			270/80				°				70	:11			1,300	1,300
TOT E 304	Cru	348	-11	337	-5	332	40.2M	.74	425	402	5896	14:41			24,000	109,800
			270/80				°				112	:18			2,200	2,200
37-00N 90-20W	Cru	321	-9	312	-5	307	40.7M	.74	425	371	6008	14:59			21,800	107,600
			270/80				°				410	:50			5,800	5,800
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6418	15:49			16,000	101,800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO & EL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WT: FWD	
FUEL WT: CM	
FUEL WT: AM	
FUEL WT: AWS	
FUEL WT: B.B.	
FUEL WT: ATO	
FUEL WT: EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
STARTING AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENGINE FAILURE | OWERS BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FORM NO. 1 (FROM OFFICE)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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1. PRE-FLIGHT PLAN

FROM COMMON

ROUTE BRAVO

ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11			1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:58			37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,100	3,100
33-12N 87-23W	Cru	305	-6	299	-3	296	39.7M	.74	425	357	5724	14:13			27,400	113,200
35-03N 89-39W			270/80				°				160	:26			3,100	3,100
IP	Cru	315	-8	307	-5	302	40.1M	.74	425	366	5884	14:39			24,300	110,100
35-50N 90-38W			270/80				°				67	:11			1,400	1,400
TOT E 289	Cru	315	-8	307	-5	302	40.5M	.74	425	366	5951	14:50			22,900	108,700
			270/80				°				78	:11			1,300	1,300
37-00N 90-20W	Cru	011	-11	000	-6	354	40.8M	.74	425	434	6029	15:01			21,600	107,400
			270/80				°				405	:50			5,700	5,700
GMH VOR	Cru	062	-5	057	-2	055	42.1M	.74	425	495	6434	15:51			15,900	101,700

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CW	
FUEL WEIGHT: AW	
FUEL WEIGHT: AWD	
FUEL WEIGHT: B.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL 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
SPEED: CRITICAL ENG FAILURE	EMERG BRKT FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA CREAM (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	~~PILOT (Name and Grade)~~	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3 PFE	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,500	113,300
35-03N 89-39W			270/80				°				160	:26			3,200	3,200
IP	Cru	315	-8	307	-5	302	40.2M	.74	425	366	5884	14:39			24,300	110,100
36-06N 89-52W			270/80				°				69	:10			1,300	1,300
TOT E 290	Cru	351	-11	340	-5	335	40.4M	.74	425	405	5953	14:49			23,000	108,800
			270/80				°				60	:09			1,100	1,100
37-00N 90-20W	Cru	338	-10	328	-6	322	40.7M	.74	425	390	6013	14:58			21,900	107,700
			270/80				°				409	:50			5,600	5,600
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6422	15:48			16,300	102,100

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CNL	
FUEL WEIGHT: AML	
FUEL WEIGHT: FWD AUX	
FUEL WEIGHT: B.S.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL 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
SPEED: CRITICAL ENGINE FAILURE	WHERE BEST FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA TAN (Photoilsen)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	PILOT (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

PRE-FLIGHT PLAN

I.

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3FFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,100	3,100
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,400	113,200
35-36N 89-16W			270/80				°				175	:28			3,400	3,400
IP	Cru	327	-9	318	-5	313	40.2M	.74	425	377	5899	14:41			24,000	109,800
36-27N 89-54W			270/80				°				59	:10			1,200	1,200
TOT E 288	Cru	329	-9½	319½	-5	314½	40.5M	.74	425	379	5958	14:51			22,800	108,600
			270/80				°				39	:06			800	800
37-00N 90-20W	Cru	327	-9	318	-5	313	40.7M	.74	425	377	5997	14:57			22,000	107,800
			270/80				°				410	:50			5,700	5,700
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6407	15:47			16,300	102,100

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD.	
FUEL WEIGHT: CWD.	
FUEL WEIGHT: AWD.	
FUEL WEIGHT: AWD.	
FUEL WEIGHT: B.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENG FAILURE	EMERG BRK FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA BROWN (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW [redacted] | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3PFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPB	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,500	113,300
35-54N 89-39W			270/80				°				200	:32			4,000	4,000
IP	Cru	326	-9	317	-5	312	40.3M	.74	425	377	5924	14:46			23,500	109,300
36-46N 90-19W			270/80				°				61	:10			1,200	1,200
TOT E 287	Cru	328	-9	319	-5	314	40.6M	.74	425	379	5985	14:56			22,300	108,100
			270/80				°				18	:03			300	300
37-00N 90-20W	Cru	356	-11	345	-5	340	40.6M	.74	425	414	6003	14:59			22,000	107,800
			270/80				°				410	:50			5,800	5,800
OMR VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6413	15:49			16,200	102,000

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CTR	
FUEL WEIGHT: AUX	
FUEL WEIGHT: S.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL 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
SPEED: CRITICAL ENG FAILURE	EMERG BRKT FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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LONGEST ROUTE - FARINA FURPLE (Day Photo)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM Common Route ALT	COND	T.C.	WIND D/V DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
ROUTE																
			270/80				°				145	:21			3,400	3,400
37-58N 100-53W	Cru	186	+11	197	-12	185	34.6	.74	425	410	4225	10:52			57,900	143,700
37-25N 102-37W			270/80				°				92	:16			2,500	2,500
TP	Cru	248	+4	252	-12	240	35.0M	.74	425	350	4317	11:08			55,400	141,200
			270/80				°				66	:10			1,600	1,600
TOT CLAYTON AF	Cru	204	+10	214	-12	202	35.2M	.74	425	386	4383	11:18			53,800	139,600
			270/80				°				173	:24			3,700	3,700
33-38N 102-45W	Cru	173	+11	184	-12	172	35.9M	.74	425	428	4556	11:42			50,100	135,900
31-54N 103-56W			270/80				°				127	:20			2,900	2,900
IP	Cru	210	+10	220	-12	208	36.3M	.74	425	380	4683	12:02			47,200	133,000
CULBERSON CO. AF			270/80				°				68	:11			1,700	1,700
TOT	Cru	222	+8	230	-12	218	36.6M	.74	425	368	4751	12:13			45,500	131,300
			270/80				°				435	:52			7,300	7,300
30-41N 96-23W	Cru	093	+1	294	-11	283	37.7M	.74	425	506	5186	13:05			38,200	124,000
33-34N 95-15W			270/80				°				193	:26			3,500	3,500
BEGIN CLIMB	Cru	018	-10	008	-9	359	38.3M	.74	425	444	5379	13:31			34,700	120,500
LEVEL OFF							°				72	:10			2,400	2,400
BEGIN MAX MACH	Cli	019		019	-8	011	43.7M	var	425	425	5451	13:41			32,300	118,100
END MAX MACH			270/80				°				230	:30			4,500	4,500
START DESCENT	Cru	020	-10	010	-8	002	44.4M	.76	438	459	5681	14:11			27,800	113,600
							°				15	:02			150	150
LEVEL OFF	Des	021		021	-7	014	39.6M	var	450	450	5696	14:13			27,650	113,450
			270/80				°				178	:24			2,850	2,850
41-16N 91-42W	Cru	021	-10	011	-6	005	40.1M	.74	425	449	5874	14:37			24,800	110,600
			270/80				°				379	:45			5,400	5,400
43-02N 83-42W	Cru	073	-3	070	-2	068	41.2M	.74	425	500	6253	15:22			19,400	105,200
			270/80				°				196	:27			3,200	3,200
CMH VOR	Cru	167	+11	178	+2	180	41.8M	.74	425	435	6449	15:49			16,200	102,000

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
AYG BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: AUX	
FUEL WEIGHT: C.G.	
FUEL WEIGHT: AYG	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALX	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT / LENGTH / AIR TEMP.	
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE / SPEED	
SPEED: CRITICAL ENG FAILURE / EMERG BRKT FLARE / LINE	
NO. OF AYG BOTTLES REQUIRED	
AYG PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
AYG FIRING SPEED	

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FARINA SLATE (DAI PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	(ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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PREFLIGHT PLAN

1.

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
37-25N 102-18W TOT E296	CRU	244	270/80 +5	249	-12	237	34.9M	.74	425	350	75 / 4300	:13 / 11:05			2,100 / 55,800	2,100 / 141,600
33-38N 102-45W	CRU	185	270/80 +11	196	-12	184	35.8M	.74	425	410	228 / 4528	:33 / 11:38			5,100 / 50,700	5,100 / 136,500
31-26N 103-30W IP	CRU	195	270/80 +10	205	-12	193	36.2M	.74	425	400	138 / 4666	:21 / 11:59			3,100 / 47,600	3,100 / 133,400
30-25N 104-20W TOT E309	CRU	215	270/80 +9	224	-12	212	36.5M	.74	425	375	76 / 4742	:12 / 12:11			1,800 / 45,800	1,800 / 131,600
30-40N 98-25W	CRU	088	270/80 +0	088	-11	077	37.3M	.74	425	506	330 / 5072	:39 / 12:50			5,500 / 40,300	5,500 / 126,100
30-41N 96-23W	CRU	090	270/80 +0	090	-10	080	37.7M	.74	425	505	110 / 5182	:13 / 13:03			1,900 / 38,400	1,900 / 124,200
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	38.2M	.74	425	444	193 / 5375	:26 / 13:29			3,500 / 34,900	3,500 / 120,700
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.7M	VAR	425	425	72 / 5447	:10 / 13:39			2,400 / 32,500	2,400 / 118,300
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.3M	.76	438	459	230 / 5677	:30 / 14:09			4,500 / 28,000	4,500 / 113,800
LEVEL OFF	DES	021		021	-7	014	39.6M	VAR	450	450	15 / 5692	:02 / 14:11			150 / 27,850	150 / 113,650
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	40.1M	.74	425	449	178 / 5870	:24 / 14:35			2,950 / 24,900	2,950 / 110,700
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	41.1M	.74	425	500	379 / 6249	:45 / 15:20			5,300 / 19,600	5,300 / 105,400
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.8M	.74	425	435	196 / 6445	:27 / 15:47			3,100 / 16,500	3,100 / 102,300

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL LOADED: FWD		
CWD		
AWD		
FWD AUX		
R.R.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		
RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF		
DISTANCE	SPEED	
SPEED		
CRITICAL ENG FAILURE	EMERG BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROP PELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA PINTO (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

1. FROM COMMON ROUTE ALFA

ROUTE	LEG NO	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
35-32N 102-26W IP	CRU	206	270/80 +10	216	-12	204	35.2M	.74	425	384	165 / 4,390	:26 / 11:18			4,100 / 53,800	4,100 / 139,600
TGT CLOVIS MUN	CRU	211	270/80 +9	220	-12	208	35.6M	.74	425	378	82 / 4,472	:13 / 11:31			2,000 / 51,800	2,000 / 137,600
31-26N 103-30W IP	CRU	182	270/80 +11	193	-12	181	36.2M	.74	425	415	182 / 4,654	:26 / 11:57			3,900 / 47,900	3,900 / 133,700
30-12N 103-14W TGT MARATHON AF	CRU	170	270/80 +11	181	-12	169	36.4M	.74	425	431	75 / 4,729	:11 / 12:08			1,600 / 46,300	1,600 / 132,100
30-40N 98-25W	CRU	083	270/80 -1	082	-10	072	37.0M	.74	425	504	252 / 4,981	:30 / 12:38			4,300 / 42,000	4,300 / 127,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.3M	.74	425	504	110 / 5,091	:13 / 12:51			1,900 / 40,100	1,900 / 125,900
33-31N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	38.0M	.74	425	444	193 / 5,284	:26 / 13:17			3,500 / 36,600	3,500 / 122,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.3M	VAR	425	425	72 / 5,356	:10 / 13:27			2,400 / 34,200	2,400 / 120,000
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.1M	.76	438	459	230 / 5,586	:30 / 13:57			4,600 / 29,600	4,600 / 115,400
LEVEL OFF	DES	021		021	-7	014	39.2M	VAR	450	450	15 / 5,601	:02 / 13:59			150 / 29,450	150 / 115,250
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.8M	.74	425	449	178 / 5,779	:24 / 14:23			3,050 / 26,400	3,050 / 112,200
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.9M	.74	425	500	379 / 6,158	:45 / 15:08			5,400 / 21,000	5,400 / 106,800
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.5M	.74	425	435	196 / 6,354	:27 / 15:35			3,100 / 17,900	3,100 / 103,700

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
AFO BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
CWD	
AWD	
FWD AUX.	
R.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENG FAILURE	EMERG REST FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA BRASS (DAI MHUTU)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	AC/FT. COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
				SECRET			

1. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
32-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	35.3M	.74	425	390	202 / 4,427	:31 / 11:23			4,900 / 53,000	4,900 / 138,800
33-56N 103-19W TOT K293	CRU	220	270/80 +8	228	-12	216	35.8M	.74	425	370	72 / 4,499	:12 / 11:35			1,900 / 51,100	1,900 / 136,900
31-52N 103-07W IP	CRU	175	270/80 +11	186	-12	174	36.1M	.74	425	425	131 / 4,530	:18 / 11:53			2,600 / 48,500	2,600 / 134,300
31-07N 102-14W TOT K303	CRU	135	270/80 +8	143	-12	131	36.3M	.74	425	478	70 / 4,600	:09 / 12:02			1,400 / 47,100	1,400 / 132,900
30-40N 98-25W	CRU	098	270/80 +2	100	-10	090	36.8M	.74	425	500	204 / 4,804	:24 / 12:26			3,500 / 43,600	3,500 / 129,400
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.1M	.74	425	505	110 / 4,914	:13 / 12:39			1,800 / 41,800	1,800 / 127,600
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.7M	.74	425	444	193 / 5,107	:26 / 13:05			3,800 / 38,000	3,800 / 123,800
LEVEL OFF BEGIN MAX MACH	CLI	019	—	019	-8	011	43.1M	VAR	425	425	72 / 5,179	:10 / 13:15			2,400 / 35,600	2,400 / 121,400
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.9M	.76	438	459	230 / 5,409	:30 / 13:45			4,600 / 31,000	4,600 / 116,800
LEVEL OFF	DES	021		021	-7	014	39.0M	VAR	450	450	15 / 5,424	:02 / 13:47			150 / 30,850	150 / 116,650
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.6M	.74	425	449	178 / 5,602	:24 / 14:11			3,050 / 27,800	3,050 / 113,600
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.6M	.74	425	500	379 / 5,981	:45 / 14:56			5,400 / 22,400	5,400 / 108,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.2M	.74	425	435	196 / 6,177	:27 / 15:23			3,200 / 19,200	3,200 / 105,000

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CWD	
FUEL WEIGHT: AWD	
FUEL WEIGHT: R.R.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADL. FLUID WT	
INITIAL GROSS WT	
START END AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENG FAILURE	EMERG REST FLARE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA CARDINAL (DAY PHOTO)

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | PILOT (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
32-42N 103-09W SEARCH E284	CRU	199	270/80 +10	209	-12	197	35.9M	.74	425	392	334 / 4,559	:52 / 11:44			8,100 / 49,800	8,100 / 135,600
31-52N 103-07W IP	CRU	178	270/80 +11	189	-12	177	36.1M	.74	425	420	53 / 4,612	:07 / 11:51			1,000 / 48,800	1,000 / 134,600
30-54N 102-55W TGT E306	CRU	170	270/80 +11	181	-12	169	36.2M	.74	425	431	60 / 4,672	:09 / 12:00			1,300 / 47,500	1,300 / 133,300
30-40N 98-25W	CRU	094	270/80 -1	093	-11	082	36.9M	.74	425	505	244 / 4,916	:29 / 12:29			4,200 / 43,300	4,200 / 129,100
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.1M	.74	425	507	107 / 5,023	:13 / 12:42			1,800 / 41,500	1,800 / 127,300
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.8M	.74	425	444	193 / 5,216	:26 / 13:08			3,700 / 37,800	3,700 / 123,600
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.1M	VAR	425	425	72 / 5,288	:10 / 13:18			2,400 / 35,400	2,400 / 121,200
END MAX MACH BEGIN DESCENT	CRU	020	270/80 -10	010	-8	002	43.9M	.76	438	459	230 / 5,518	:30 / 13:48			4,600 / 30,800	4,600 / 116,600
LEVEL OFF	DES	021		021	-7	014	39.1M	VAR	450	450	15 / 5,533	:02 / 13:50			150 / 30,650	150 / 116,450
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.6M	.74	425	449	178 / 5,711	:24 / 14:14			3,050 / 27,600	3,050 / 113,400
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.6M	.74	425	500	379 / 6,090	:45 / 14:59			5,500 / 22,100	5,500 / 107,900
CMH VOR	CRU	167	270/80 -3	178	+2	180	41.2M	.74	425	435	196 / 6,286	:27 / 15:26			3,100 / 19,000	3,100 / 104,800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AVG BYL WEIGHT (Engry)		
EXT. TANKS WT (Engry)		
OPERATING WT		
FUEL WEIGHT: FWD		
FUEL WEIGHT: CWD		
FUEL WEIGHT: AWD		
FUEL WEIGHT: R.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL 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

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARTNA WALNUT (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NO.	PILOT (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	ALT COND	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
32-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
36-11N 101-25W SEARCH 223	CRU	193	270/80 +10	203	-12	191	35.0M	.74	425	400	107 / 4,332	:16 / 11:08			2,500 / 55,400	2,500 / 141,200
35-48N 102-35W END SEARCH	CRU	245	270/80 +5	250	-12	238	35.3M	.74	425	350	70 / 4,402	:12 / 11:20			1,900 / 53,500	1,900 / 139,300
34-11N 103-20W IP	CRU	201	270/80 +10	211	-12	199	35.8M	.74	425	390	110 / 4,512	:17 / 11:37			2,600 / 50,900	2,600 / 136,700
33-08N 104-24W TOT R305	CRU	220	270/80 +8	228	-13	215	36.1M	.74	425	370	84 / 4,596	:14 / 11:51			2,100 / 48,800	2,100 / 134,600
30-40N 98-25W	CRU	116	270/80 +5	121	-11	110	36.9M	.74	425	495	347 / 4,943	:42 / 12:33			6,200 / 42,600	6,200 / 128,400
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.2M	.74	425	505	110 / 5,053	:13 / 12:46			1,800 / 40,800	1,800 / 126,600
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.9M	.74	425	444	193 / 5,246	:26 / 13:12			3,600 / 37,200	3,600 / 123,000
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.2M	VAR	425	425	72 / 5,318	:10 / 13:22			2,400 / 34,800	2,400 / 120,600
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.0M	.76	438	459	230 / 5,548	:30 / 13:52			4,700 / 30,100	4,700 / 115,900
LEVEL OFF	DES	021		021	-7	014	39.2M	VAR	450	450	15 / 5,563	:02 / 13:54			150 / 29,950	150 / 115,750
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.8M	.74	425	449	178 / 5,741	:24 / 14:18			3,050 / 26,900	3,050 / 112,700
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.8M	.74	425	500	379 / 6,120	:45 / 15:03			5,500 / 21,400	5,500 / 107,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.4M	.74	425	435	196 / 6,316	: :27 / 15:30			3,100 / 18,300	3,100 / 104,100

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM	
CM	
AM	
FWD AUX	
B.R.	
ATO	
RATO	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG. AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT / LENGTH / AIR TEMP.	
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE / SPEED	
SPEED: CRITICAL ENG. FAILURE / EMERG. BEST FLAME / LINE	
NO. OF ATO BOTTLES REQUIRED	
ATO PROP. PELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA PINTO (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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PRE-FLIGHT PLAN

1.

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
35-32N 102-26W IP	CRU	206	270/80 +10	216	-12	204	35.2M	.74	425	384	165 / 4,390	:26 / 11:18			4,100 / 53,800	4,100 / 139,600
TGT CLOVIS MUN	CRU	211	270/80 +9	220	-12	208	35.6M	.74	425	378	82 / 4,472	:13 / 11:31			2,000 / 51,800	2,000 / 137,600
31-26N 103-30W IP	CRU	182	270/80 +11	193	-12	181	36.2M	.74	425	415	182 / 4,654	:26 / 11:57			3,900 / 47,900	3,900 / 133,700
30-12N 103-14W TGT MARATHON AF	CRU	170	270/80 +11	181	-12	169	36.4M	.74	425	431	75 / 4,729	:11 / 12:08			1,600 / 46,300	1,600 / 132,100
30-40N 98-25W	CRU	083	270/80 -1	082	-10	072	37.0M	.74	425	504	252 / 4,981	:39 / 12:38			4,300 / 42,000	4,300 / 127,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.3M	.74	425	504	110 / 5,091	:13 / 12:51			1,900 / 40,100	1,900 / 125,900
33-31N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	38.0M	.74	425	444	193 / 5,284	:26 / 13:17			3,500 / 36,600	3,500 / 122,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.3M	VAR	425	425	72 / 5,356	:10 / 13:27			2,400 / 34,200	2,400 / 120,000
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.1M	.76	438	459	230 / 5,586	:30 / 13:57			4,600 / 29,600	4,600 / 115,400
LEVEL OFF	DES	021		021	-7	014	39.2M	VAR	450	450	15 / 5,601	:02 / 13:59			150 / 29,450	150 / 115,250
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.8M	.74	425	449	178 / 5,779	:24 / 14:23			3,050 / 26,400	3,050 / 112,200
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.9M	.74	425	500	379 / 6,158	:45 / 15:08			5,400 / 21,000	5,400 / 106,800
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.5M	.74	425	435	196 / 6,354	:27 / 15:35			3,100 / 17,900	3,100 / 103,700

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CTR	
FUEL WEIGHT: AFT	
FUEL WEIGHT: FWD AUX	
FUEL WEIGHT: B.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START END AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENG FAILURE	EMERG REST PLANE / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

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FARINA ROSE (Day Photo)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			270/80				°				145	:21			3,400	3,400
37-58N 100-53W	Cru	186	-11	197	-12	185	34.6M	.74	425	410	4225	10:52			57,900	143,700
			270/80				°				298	:45			7,000	7,000
33-11N 102-16W IP	Cru	193	+11	204	-12	192	35.8M	.74	425	400	4523	11:37			50,900	136,700
			270/80				°				53	:08			1,200	1,200
32-21N 102-32W TOT F 291	Cru	195	+11	206	-12	194	35.9M	.74	425	398	4576	11:45			49,700	135,500
			270/80				°				126	:16			2,400	2,400
30-42N 101-12W	Cru	145	+9	154	-11	143	35.3M	.74	425	466	4702	12:01			47,300	133,100
			270/80				°				64	:09			1,400	1,400
29-44N 100-49W IP	Cru	161	+10	171	-11	160	36.5M	.74	425	466	4766	12:10			45,900	131,700
			270/80				°				54	:07			900	900
MAVERICK TOT	Cru	163	+11	174	-10	164	36.6M	.74	425	442	4820	12:17			45,000	130,800
			270/80				°				169	:21			3,000	3,000
30-40N 98-25W	Cru	045	-7	038	-10	028	37.0M	.74	425	480	4989	12:38			42,000	127,800
			270/80				°				110	:13			1,900	1,900
30-41N 96-23W	Cru	090	0	090	-10	080	37.2M	.74	425	505	5099	12:51			40,100	125,900
			270/80				°				193	:26			3,600	3,600
33-34N 95-15W BEGIN CLIMB	Cru	018	-10	008	-9	359	38.0M	.74	425	444	5292	13:17			36,500	122,300
LEVEL OFF							°				72	:10			2,400	2,400
BEGIN MAX MACH	Cli	019		019	-8	011	43.3M	var	425	425	5364	13:27			34,100	119,900
END MAX MACH			270/80				°				230	:30			4,600	4,600
START DESCENT	Cru	020	-10	010	-8	002	44.1M	.76	438	459	5594	13:57			29,500	115,300
							°				15	:02			150	150
LEVEL OFF	Des	021		021	-7	014	39.3M	var	450	450	5609	13:59			29,350	115,150
			270/80				°				178	:24			3,050	3,050
41-16N 91-42W	Cru	021	-10	011	-6	005	39.8M	.74	425	449	5787	14:23			26,300	112,100
			270/80				°				379	:45			5,400	5,400
43-02N 83042W	Cru	073	-3	070	-2	068	40.9M	.74	425	500	6166	15:08			20,900	106,700
			270/80				°				196	:27			3,100	3,100
CMH VOR	Cru	167	+11	178	+2	180	41.5M	.74	425	435	6362	15:35			17,800	103,600
							°									
							°									
							°									
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							°									
							°									
							°									

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WT: FWD		
FUEL WT: CM		
FUEL WT: AML		
FUEL WT: FWD AUX		
FUEL WT: D.B.		
FUEL WT: ATO		
FUEL WT: EXT.		
FUEL WT: TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL 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	
SPEED		
CRITICAL ENG FAILURE	EMERG BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA PINK (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	AIRCRAFT COMMANDER (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 -11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	35.3M	.74	425	390	202 / 4,427	:31 / 11:23			4,900 / 53,000	4,900 / 138,800
33-54N 102-20W TGT E300	CRU	177	270/80 +11	188	-12	176	35.6M	.74	425	420	55 / 4,482	:08 / 11:31			1,200 / 51,800	1,200 / 137,600
31-28N 100-26W SEARCH E285	CRU	147	270/80 +9	156	-12	144	36.1M	.74	425	462	179 / 4,661	:23 / 11:54			3,500 / 48,300	3,500 / 134,100
30-40N 98-25W	CRU	115	270/80 +5	120	-10	110	36.4M	.74	425	496	118 / 4,779	:15 / 12:09			2,300 / 46,000	2,300 / 131,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	36.8M	.74	425	505	110 / 4,889	:13 / 12:22			1,800 / 44,200	1,800 / 130,000
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.3M	.74	425	444	193 / 5,082	:26 / 12:48			3,700 / 40,500	3,700 / 126,300
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.7M	VAR	425	425	72 / 5,154	:10 / 12:58			2,400 / 38,100	2,400 / 123,900
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.5M	.76	438	459	230 / 5,384	:30 / 13:28			4,700 / 33,400	4,700 / 119,200
LEVEL OFF	DES	021		021	-7	014	38.6M	VAR	450	450	15 / 5,399	:02 / 13:30			150 / 33,250	150 / 119,050
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.1M	.74	425	449	178 / 5,577	:24 / 13:54			3,250 / 30,000	3,250 / 115,800
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.1M	.74	425	500	379 / 5,956	:45 / 14:39			5,600 / 24,400	5,600 / 110,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	40.8M	.74	425	435	196 / 6,152	:27 / 15:06			3,200 / 21,200	3,200 / 107,000

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: F.W.		
C.W.		
A.W.		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START END AND TAXI FUEL ALT		
TAKE-OFF GROSS WT		
RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF		
DISTANCE	SPEED	
SPEED		
CRITICAL ENG FAILURE	EMERG REST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA WHITE (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMD (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	35.3M	.74	425	390	202 / 4,427	:31 / 11:23			4,900 / 53,000	4,900 / 138,800
33-34N 102-23W TGT E299	CRU	180	270/80 +11	191	-12	189	35.7M	.74	425	420	78 / 4,505	:11 / 11:34			1,600 / 51,400	1,600 / 137,200
31-50N 101-00W IP	CRU	147	270/80 +9	156	-11½	144½	36.1M	.74	425	462	127 / 4,632	:17 / 11:51			2,700 / 48,700	2,700 / 134,500
30-53N 100-49W TGT E292	CRU	171	270/80 +10½	181½	-11	170½	36.3M	.74	425	430	62 / 4,694	:09 / 12:00			1,300 / 47,400	1,300 / 133,200
30-40N 98-25W	CRU	096	270/80 +1	097	-11	086	36.6M	.74	425	503	136 / 4,830	:16 / 12:16			2,400 / 45,000	2,400 / 130,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	36.9M	.74	425	505	106 / 4,936	:13 / 12:29			1,900 / 43,100	1,900 / 128,900
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.5M	.74	425	444	193 / 5,129	:26 / 12:55			3,600 / 39,500	3,600 / 125,300
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.8M	VAR	425	425	72 / 5,201	:10 / 13:05			2,400 / 37,100	2,400 / 122,900
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.7M	.76	438	459	230 / 5,431	:30 / 13:35			4,600 / 32,500	4,600 / 118,300
LEVEL OFF	DES	021		021	-7	014	38.8M	VAR	450	450	15 / 5,446	:02 / 13:37			150 / 32,350	150 / 118,150
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.3M	.74	425	449	178 / 5,624	:24 / 14:01			3,050 / 29,300	3,050 / 115,100
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.3M	.74	425	500	379 / 6,003	:45 / 14:46			5,700 / 23,600	5,700 / 109,400
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.0M	.74	425	435	196 / 6,199	:27 / 15:13			3,200 / 20,400	3,200 / 106,200

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AYS BTL WEIGHT (Empty)		
EXT TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWL		
CWL		
AWL		
FWD LAVS		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		
RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF: DISTANCE	SPEED	
SPEED: CRITICAL ENG FAILURE	EMERG BEST FLANE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARLINA DIAGR (UNI FORM)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	PILOT (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT LEVEL	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-59N 101-55W IP	CRU	195	270/80 +10	205	-12	193	35.3M	.74	425	397	184 / 4,409	:28 / 11:20			4,400 / 53,500	4,400 / 139,300
33-35N 101-51W TGT E301	CRU	178	270/80 +11	189	-12	177	35.7M	.74	425	420	86 / 4,495	:12 / 11:32			1,900 / 51,600	1,900 / 137,400
31-45N 99-57W IP	CRU	140	270/80 +8	148	-11	137	36.1M	.74	425	472	149 / 4,644	:19 / 11:51			2,800 / 48,800	2,800 / 134,600
30-31N 99-46W TGT E298	CRU	173	270/80 +11	185	-10	175	36.3M	.74	425	425	78 / 4,722	:11 / 12:02			1,700 / 47,100	1,700 / 132,900
30-41N 96-23W	CRU	087	270/80 -2	085	-10	075	36.8M	.74	425	503	189 / 4,911	:23 / 12:25			3,300 / 43,800	3,300 / 129,600
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.4M	.74	425	444	193 / 5,104	:26 / 12:51			3,800 / 40,000	3,800 / 125,800
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.8M	VAR	425	425	72 / 5,176	:10 / 13:01			2,400 / 37,600	2,400 / 123,400
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.6M	.76	438	459	230 / 5,306	:30 / 13:31			4,600 / 33,000	4,600 / 118,800
LEVEL OFF	DES	021		021	-7	014	38.7M	VAR	450	450	15 / 5,321	:02 / 13:33			150 / 32,850	150 / 118,650
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.2M	.74	425	449	178 / 5,499	:24 / 13:57			3,050 / 29,800	3,050 / 115,600
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.2M	.74	425	500	379 / 5,878	:45 / 14:42			5,600 / 24,200	5,600 / 110,000
CMH VOR	CRU	167	270/80 +11	178	+2	180	40.8M	.74	425	435	196 / 6,074	:27 / 15:09			3,200 / 21,000	3,200 / 106,800

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD.		
FUEL WEIGHT: CTL.		
FUEL WEIGHT: AUX.		
FUEL WEIGHT: W.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		
BOMBS WT		
AMMO WT		
ADI FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL WT		
TAKE-OFF GROSS WT		
RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF: DISTANCE	SPEED	
SPEED: CRITICAL ENG FAILURE	SEMBRO BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED AND PROPELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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FARINA CHERRY (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

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PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-01N 100-49W IP	CRU	179	270/80 +11	190	-12	178	35.5M	.74	425	419	242 / 4,467	:35 / 11:27			5,400 / 52,500	5,400 / 138,300
32-42N 100-57W TOT E310	CRU	185	270/80 +11	196	-11	185	38.8M	.74	425	410	79 / 4,546	:12 / 11:39			1,900 / 50,600	1,900 / 136,400
31-08N 99-20W IP	CRU	139	270/80 +9	148	-11	137	36.1M	.74	425	473	133 / 4,679	:17 / 11:56			2,500 / 48,100	2,500 / 133,900
30-15N 98-55W TOT E295	CRU	158	270/80 +10	168	-10	158	36.3M	.74	425	449	59 / 4,738	:08 / 12:04			1,200 / 46,900	1,200 / 132,700
30-41N 96-23W	CRU	079	270/80 -2	077	-9	068	36.7M	.74	425	504	145 / 4,883	:17 / 12:21			2,500 / 44,400	2,500 / 130,200
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.2M	.74	425	444	193 / 5,076	:26 / 12:47			3,800 / 40,600	3,800 / 126,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.8M	VAR	425	425	72 / 5,148	:10 / 12:57			2,400 / 38,200	2,400 / 124,000
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.5M	.76	438	459	239 / 5,378	:30 / 13:27			4,700 / 33,500	4,700 / 119,300
LEVEL OFF	DES	021		021	-7	014	38.7M	VAR	450	450	15 / 5,393	:02 / 13:29			150 / 33,350	150 / 119,150
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.1M	.74	425	449	178 / 5,471	:24 / 13:53			3,050 / 30,300	3,050 / 116,100
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.1M	.74	425	500	379 / 5,850	:45 / 14:38			5,700 / 24,600	5,700 / 110,400
CMH VOR	CRU	167	270/80 +11	178	+2	180	40.8M	.74	425	435	196 / 6,046	:27 / 15:05			3,200 / 21,400	3,200 / 107,200

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD.		
FUEL WEIGHT: CWD.		
FUEL WEIGHT: AWD.		
FUEL WEIGHT: A.P.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL 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	
SPEED: CRITICAL ENG FAILURE	ENGINE BEST FLARE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROP. PELLANT WEIGHT	App 4, Annex B	
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55	
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55	
ATO FIRING SPEED		

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APPENDIX 5 TO ANNEX B

TIMING SCHEDULE

X DAY - UNION INCREMENT

TARGET TASK FORCE	TAKEOFF	MAKEUP REND	MUDBATH REND	H-HCP
FARINA GREEN	1225Z	1515Z	2025Z	2200Z
FARINA BLUE	1245Z	1535Z	2045Z	2220Z
FARINA YELLOW	1305Z	1555Z	2105Z	2240Z
FARINA GRAY	1325Z	1615Z	2125Z	2300Z
FARINA IVORY	1345Z	1635Z	2145Z	2320Z
FARINA CREAM	1405Z	1655Z	2205Z	2340Z
FARINA BROWN	1425Z	1715Z	2225Z	2400Z
FARINA TAN	1445Z	1735Z	2245Z	0020Z
FARINA RED	1505Z	1755Z	2305Z	0040Z
FARINA ORANGE	1525Z	1815Z	2325Z	0100Z
FARINA GREEN	1545Z	1835Z	2345Z	0120Z
FRINA BLUE	1605Z	1855Z	0005Z	0140Z

X DAY +1 - VICTOR INCREMENT

FARINA ORANGE	1225Z	1515Z	2025Z	2200Z
FARINA RED	1245Z	1535Z	2045Z	2220Z
FARINA GRAY	1305Z	1555Z	2105Z	2240Z
FARINA IVORY	1325Z	1615Z	2125Z	2300Z
FARINA CREAM	1345Z	1635Z	2145Z	2320Z
FARINA TAN	1405Z	1655Z	2205Z	2340Z
FARINA BLUE	1425Z	1715Z	2225Z	2400Z
FARINA YELLOW	1445Z	1735Z	2245Z	0020Z
FARINA GREEN	1505Z	1755Z	2305Z	0040Z

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TARGET TASK FORCE	TAKEOFF	MAKEUP REND	MUDBATH REND	H-HOP
FARINA BROWN	1525Z	1815Z	2325Z	0100Z
FARINA ORANGE	1545Z	1835Z	2345Z	0120Z
FARINA RED	1605Z	1855Z	0005Z	0140Z
		X DAY +2 - WHISKEY INCREMENT		
FARINA CHERRY	0530Z	0820Z	1330Z	1600Z
FARINA BLACK	0550Z	0840Z	1350Z	1620Z
FARINA PINK	0610Z	0900Z	1410Z	1640Z
FARINA WHITE	0630Z	0920Z	1430Z	1700Z
FARINA ROSE	0650Z	0940Z	1450Z	1720Z
FARINA PINTO	0710Z	1000Z	1510Z	1740Z
FARINA BRASS	0730Z	1020Z	1530Z	1800Z
FARINA CARDINAL	0750Z	1040Z	1550Z	1820Z
FARINA LIME	0810Z	1100Z	1610Z	1840Z
FARINA WALNUT	0830Z	1120Z	1630Z	1900Z
FARINA SLATE	0850Z	1140Z	1650Z	1920Z
FARINA PURPLE	0910Z	1200Z	1710Z	1940Z

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 13-55

COMMUNICATIONS

1. JANAP's, ACP's, SACCEI, SAC Manuals 55-8 series (note applicable procedures in 55-8, 55-8B and 55-8G all dated Sep 54), ICAO procedures, Radio Facility Charts, Supplementary Flight Information Documents, and other existing procedures apply except as modified herein.

2. Identification, recognition, and IFF in ZI and NEAC areas will be IAW SAC CEI 2407.3.

3. Emergency procedures IAW ACP 130, 135, JANAP 300 and current Radio Facility Charts and Supplementary Flight Information Documents.

4. VHF frequencies and channelization will be IAW SAC CEI figures 11-1, and as specified by the air refueling squadron commander where choice of channel and/or frequency is available.

5. HF Frequencies and Channelization:

   a. RB-47 aircraft will be IAW SAC CEI figure 11-13.

   b. HF channelization for KC-97 aircraft will be as prescribed by respective Air Refueling Squadron Commander with changes in flight as required to fulfill all requirements. The appropriate HF air/air VHF/UHF back-up frequencies for the area concerned will be installed in Channel 1 (see paragraph 6 below)

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6. HF air/air back-up frequencies for UHF/VHF IAW SAC CEI 11-14.

   a. All flights within ZI, 4270 kcs.

   b. All flights within NEAC area, CANADA, and ATLANTIC area west of 40 degrees West Longitude, 4724.5 kcs.

7. UHF Channelization:

   a. Within ZI and outside the ZI west of 15 degrees West Longitude:

Channel	Freq (mc)	Use
1	236.6	Control tower (Primary)
2	275.8	Control tower (Secondary)
3	233.8	Control tower (Navy)
4	257.8	Control tower (Civil-All Mil acft)
5	255.4	INSAC (Airways reporting below 17,200 ft)
6	301.4	CAA Centers (Airways reporting above 17,200 ft)
7	263.0	CAA terminal traffic control
8	279.8	Refueling (Alternate) Condition
9	266.2	Refueling (Primary) Condition
10	311.0	Refueling (Initial) Condition
11	252.6	Interplane
12	364.2	USAF/RCAF/USN AICC, ADC sites
13	344.6	Pilot to forecaster
14	305.4	UHF/DF
15	363.8	Approach Control
16	270.6	GCA (AF aircraft at Navy Bases)
17	335.8	GCA (AF Search Control)
18	289.4	GCA (AF Final Approach Control)
Guard	243.0	Emergency

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b. The guard monitor switch will be left in the "ON" position at all times to permit simultaneous monitor of Emergency Frequency 243.0 mcs. in addition to channel in use, unless it becomes necessary to turn the guard channel monitor "OFF" temporarily due to disruptive interference. This will permit interception of emergency calls on the guard frequency.

8. HF Communications Control Stations:

a. The following AACS air/ground stations have been designated "Control Stations" for this mission.

ANDREWS

LORING

MACDILL

OFFUTT

CARSWELL

b. Strike reporting by 26th SRW aircraft:

(1) RB-47 aircraft with effectiveness target AVON PARK will submit strike reports to one of the following air/ground stations:

OFFUTT AIRWAYS - Primary

CARSWELL AIRWAYS - Secondary

(2) RB-47 aircraft with effectiveness target in WEST TEXAS will submit strike reports to one of the following air/ground stations:

MACDILL AIRWAYS - Primary

ANDREWS AIRWAYS - Secondary

LORING AIRWAYS - Alternate

c. HF equipped aircraft will monitor Airways HF control station on

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best frequency for time and distance from station for possible recall or diversion instructions.

9. Strike Reporting:

a. RB-47 aircraft are to make every effort to transmit required strike report to prescribed HF airways control stations.

b. Aircraft without operational HF radio will relay strike report via UHF, if possible, to another aircraft for transmission to airways control station.

c. Strike reports will be addressed to "RED GRANGE".

10. Position Reporting (M-19 Reports SAC Manual 55-8G):

a. Each aircraft commander will be responsible for submitting the required tactical/civil ATC/ICAO position reports.

b. KC-97 aircraft during all flights, and RB-47 aircraft during all flights within the ZI will submit position reports under procedure ALFA.

c. Outside the ZI, RB-47 aircraft will submit position reports under procedure BRAVO and COCA.

11. Airborne air refueling reports:

a. Tanker aircraft will transmit required airborne air refueling reports to the communications control station of the area in which they are flying for relay to "RED GRANGE"

12. For air refueling communications, frequencies, rendezvous setting and call signs, see Appendix 3, Annex B.

13. Authentication for air/ground and air/air communications will be in accordance with AFSAL 5104, current edition.

14. Call Signs:

a. AACS Airways HF ground stations as listed in current Radio Facility

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Charts.

b. Air-to-air:

(1) RB-47 aircraft will use assigned wing voice call word "FARINA" suffixed with target color.

Example: "FARINA BLUE"

(2) KC-97 aircraft will use the appropriate code name of the refueling area as a call sign during air refueling, i.e., MAKE UP or MUD BATH

c. Air-to-ground:

(1) RB-47 and KC-97 aircraft will use "AIR FORCE" or "AIR FORCE JET" as appropriate, with five digit true tail number for ATC reporting.

(2) Weather Scout aircraft will use as call sign "(Refueling Area Name) WEATHER SCOUT" in air/air and weather reporting communications to ground stations; for position reporting and other air/ground communications, they will use "AIR FORCE" with five digit true tail number.

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KODAK SAFETY FILM

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

ANNEX D

OPERATIONS ORDER

SERIAL NO. 13-55

SECURITY

1. GENERAL:

a. AFR 205-1, SACR 205-4, 205-8, 205-11, 205-16 and 26th SRW Reg 355-1 apply.

b. To preclude sabotage, added security precautions must be established in accordance with SACR 205-4. The procedures established in this Annex will be effective during this operation, and as further directed by the Wing Commander.

c. Squadron commanders will be responsible for the rigid security of their assigned area, aircraft and other material. Squadron personnel will be utilized 24 hours daily.

d. An access roster of all authorized personnel will be made available to the guard of each tactical squadron entry point.

e. Each squadron will assign an Officer of the Guard.

f. Any personnel apprehended with inadequate identification will be turned over to the squadron Officer of the Guard for necessary disposition.

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g. All items of supply or equipment brought into the aircraft parking area and maintenance area will be inspected jointly by the delivering and receiving agency.

h. Commanders of the Field Maintenance, Periodic Maintenance, and Armament and Electronics Squadrons will have joint responsibility for aircraft and personnel under their control.

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CLASSIFIED: SECRET
COMDR:
INITIALS: s/Wells
DATE: 18 FEB 1955

COMDR ADIV 801 LOCKBOURNE AFB OHIO

COMDR SAC OFFUTT AFB NEB

COMDR 2AF BARKSDALE AFB LA

COMDR ADIV 806 LAKE CHARLES LA

COMDR 44 AREFS GOOSE AIR BASE GOOSE BAY LAB

COMDR 320 AREFS ERNEST HARMON AFB STEPHENVILLE NFLD

/SECRET/26DOP_____.

AMND 1 TO 26SRW OPORD 13-55. REF: APP 3, ANNEX B, PARA 2C.

CHANGE TO READ: EACH TANKER WILL HAVE CAPABILITY OF OFF-LOADING

50,000 POUNDS OF FUEL

"A TRUE COPY"

CHARLES A. WRIGHT
Major., USAF

SECRET 1 1

s/David J. Herring Captain USAF
26DOP/rcf 306

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AUTH: COMDR 26SRW
DATE: 24 Feb 55
NAME: [illegible]

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
24 February 1955

AMENDMENT 1, OPERATIONS ORDER SERIAL NO. 13-55

Basic Order

Item 1: Paragraph 3a(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	3	1
VICTOR	3	1
WHISKEY	2	1

Item 2: Paragraph 3c(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	3	1
VICTOR	2	1
WHISKEY	4	1

Item 3: Paragraph 3d(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	6	2
VICTOR	6	2
WHISKEY	6	2

Item 4: Paragraph 3x(6)(a). Delete and substitute the following:

"WHISKEY INCREMENT: based on Master H-Hour X-Day plus 2 0800Z".

Item 5: Paragraph 3x(6)(b). Delete and substitute the following:

"UNION INCREMENT: based on Master H-Hour X-Day plus 3 0800Z".

Item 6: Paragraph 3x(6)(c). Delete and substitute the following:

"VICTOR INCREMENT: based on Master H-Hour X-Day plus 4 0800Z".

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Item 7: Paragraph 3x(19). Delete and substitute the following:

"Mission will be flown in accordance with Supp XI, par 6, SACR 50-8".

Item 8: Paragraph 3(a). Delete and substitute the following:

"Mission will be flown in accordance with Supp XI, par 6, SACR 50-8".

Item 9: Paragraph 3(a). Delete and substitute the following:

"10 RB-47 aircraft on X-Day plus 2 will fly routes ALFA: PURPLE, SLATE, BRASS, WALNUT, LIME, ROSE, PINK, WHITE, BLACK and CHERRY".

Item 10: Paragraph 3(b). Delete and substitute the following:

"10 RB-47 aircraft on X-Day plus 3 will fly routes BRAVO: RED, ORANGE, GREEN, BLUE, YELLOW, GRAY, IVORY, CREAM, TAN and BROWN".

Item 11: Paragraph 3c. Delete and substitute the following:

"9 RB-47 aircraft on X-Day plus 4 will fly routes BRAVO: RED, ORANGE, GREEN, YELLOW, GRAY, IVORY, CREAM, TAN and BROWN".

Annex B, Appendix 1:

Item 12: Paragraph 2c. Delete and substitute the following:

WHISKEY INCREMENT (DAY)

FARINA ROSE H+0920

FARINA BRASS H+1000

Item 13: Paragraph 3c. Delete and substitute the following:

WHISKEY INCREMENT (DAY)

FARINA LIME H+1040

FARINA WALNUT H+1100

FARINA SLATE H+1120

FARINA PURPLE H+1140

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Item 14: Paragraph 4b. Delete and substitute the following:

VICTOR INCREMENT (NIGHT)

FARINA CREAM H+1520

FARINA TAN H+1540

Annex B, Appendix 3:

ITEM 15: Paragraph 1a. Delete and substitute the following: "Air Refueling will be accomplished over designated rendezvous points by the Lockbourne Task Force and the Goose-Harmon Task Force on X plus 2, X+3 and X+4".

Item 16: Paragraph 1b. Change all references to "orbit point" to read "rendezvous point".

Item 17: Paragraphs 1c(1) & (2). Change tanker schedules to read as follows:

X+2 10 tankers

X+3 10 tankers

X+4 9 tankers

Item 18: Paragraph 1f(1)(a)2. Amend to read: "Primary condition: UHF frequency, 266.2 mcs; APN-12/76, tanker transmits 8, receives 6; APN-11 code, 2."

Item 19: Paragraph 2b. Change 55,000 lbs to read 50,000 lbs.

Annex B, Appendix 5:

Item 20: Change "X DAY UNION INCREMENT" to read "X PLUS 3 UNION INCREMENT".

Item 21: Change "X DAY +1 VICTOR INCREMENT" to read "X PLUS 4 VICTOR INCREMENT", and delete "FARINA BLUE" line from this section.

Item 22: Under "X DAY +2 - WHISKEY INCREMENT" delete lines FARINA PINTO and FARINA CARDINAL.

ADAMS
Colonel
Commander

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DISTRIBUTION:

Comdr SAC	1 cy	26DMM	1 cy
Comdr 2AF	2 cys	26DOC	1 cy
Comdr 801AD	1 cy	26DOI	1 cy
Comdr 806AD	1 cy	26DOFS	1 cy
Comdr 801ABG	1 cy	Comdr 3SRS	5 cys
Comdr 44AREFS	1 cy	Comdr 4SRS	5 cys
Comdr 320AREFS	1 cy	Comdr 10SRS	5 cys
Comdr 91AREFS	1 cy	Comdr 26AREFS	5 cys
Comdr 801RTS	1 cy	Comdr 26FMS	1 cy
Comdr 26Wea Det 5	1 cy	Comdr 26A&ES	1 cy
Comdr 26SRW	1 cy	Comdr 26PMS	1 cy
26DO	5 cys	Historian 26SRW	5 cys
26DM	1 cy		

OFFICIAL:

ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

Amend 1
26SRW OPORD 13-55
24 Feb 55

260SL 43-2/A

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 6 February TO 12 February

DATE	SQ	ACFT TYPE	CAMERA	REQUIREMENTS HACM	AR	BOMB	GUN	JET FUEL	GAS	SCHEDULED ETD	TOD	MISSION		CONFIRMED CAMERA	HACM	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
6 February	3	RB-47	0-25	I					75000		4:00	Special Project Tucson	685	I	I						I	
	3	RB-47	0-25	I					75000		4:00	Special Project Tucson	686	I	I						I	
	3	RB-47	0-25	I					75000		4:00	Special Project Tucson	687	I	I						I	
7 February	3	RB-47	0-25	I	I				91000	1830	10:00	SO-8	688	I	I	I					I	Little Rock AFB 0100 - 0200
	3	RB-47							86000	0810	5:25	S1-19	689								I	
	3	RB-47	0-15	I	I				91000	1818	10:00	SO-8	690	I	I	I					I	Little Rock AFB 0100 - 0200
	3	RB-47	E-37 0-15	I					91000	1857	7:00	S1-26	691	I	I		I				I	Avon Park 2100 - 2200
	3	RB-47							75000	1815	5:00	SO-8	692								I	Stand Board
	3	RB-47		I					91000		7:00	Return Fr Tucson	693		I						I	
	3	RB-47		I					91000		7:00	Return Fr Tucson	694		I						I	
	3	RB-47		I					91000		7:00	Return Fr Tucson	695		I						I	
	4	RB-47		I	I				86000	1832	5:00	SO-8	711		I	I					I	
	4	RB-47	All Cameras	I					85000	1827	7:00	Special Project	701	I	I						I	
	4	RB-47							75000	1267	4:00	S1-19	706	I							I	
	4	RB-47	All Cameras	I	I		I		75000	1057	9:00	SO-8	697	I	I	I		I			I	Tampa 2300 2200 - 2300
	4	RB-47	All Cameras	I			I		85000	1257	7:00	SO-8	698	I	I			I			I	Tampa 2100 - 2200
	4	RB-47							75000	1268	4:00	S1-19	697								I	
	10	RB-47							75000	1217	4:00	S1-19	722								I	
	10	RB-47							75000	1715	5:00	Stand Board	717								I	
	10	RB-47							75000	1052	4:00	S1-19	719								I	
	10	RB-47	All Cameras	I	I	I			90000	1410	9:30	SO-8	730	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I					90000	1821	6:30	SO-8	720	I	I						I	Charleston 2100 - 2200
	10	RB-47	E-37 0-15	I		I	I		90000	1645	6:30	SO-8	715	I	I		I	I			I	Avon Park
	10	RB-47	0-15	I	I				90000	1946	9:30	SO-8	707	I	I	I					I	
	26	EC-97F			I			24000	6600	1145	5:00	AR S1-19	762			I					I	
	26	EC-97F			I			48000	6000	175	5:00	AR	763			I					I	
	26	EC-97F							6600	1130	5:00	S1-19	762								I	
	26	EC-97F		I						1135	7:00	Stand Board										
	26	EC-97F			I					1160	6:00	AR										
	26	EC-97F			I					1745	5:00	AR										
	26	EC-97F			I					1760	5:00	AR										
	26	EC-97F			I					1345	5:00	AR										
	26	EC-97F		I					6600	1125	10:00	LR Nav										
	26	EC-97F							5000		4:00	FF										
	26	EC-97F							5000		4:00	FF										
9 February	3	RB-47	0-25	I					91000	1657	10:00	SO-8	666	I	I						I	
	3	RB-47							86000	0757	3:00	SO-8	851								I	
	3	RB-47							86000	1757	3:00	SO-8	852								I	
	3	RB-47							75000	1024	5:00	Stand Board	689								I	
	3	RB-47	All Cameras	I			I		91000	0610	10:00	S1-26	690	I	I			I			I	
	3	RB-47	E-37 0-25	I		I			91000	1659	7:00	SO-8	698	I	I		I				I	Avon Park 1900-2000
	3	RB-47	All Cameras	I			I		91000	1857	7:00	S1-26	699	I	I			I			I	
	3	RB-47							85000	0852	4:00	S1-19	686								I	
	3	RB-47		I	I				85000	1418	9:00	SO-8A	712		I	I					I	Atlanta AFB 0100 - 0300
	4	RB-47							85000	1027	6:00	Special Project	701	I	I						I	
	4	RB-47	All Cameras	I					91000	1018	7:00	SO-8	715	I	I						I	
	4	RB-47	All Cameras	I					86000	1815	7:00	SO-8	693	I	I		I				I	Avon Park 0900 - 0100
	4	RB-47	E-37	I		I								I	I						I	Montreal 1900 - 2100
	4	RB-47	All Cameras	I					86000	1915	6:00	SO-8	709	I	I	I					I	Atlanta AFB 0100 - 0300
	4	RB-47	0-15	I	I				75000	1641	9:00	SO-8	696								I	
	4	RB-47							65000	0715	4:00		702								I	
	10	RB-47							75000	0857	6:00		725								I	
	10	RB-47							75000	0851	6:00		718								I	
	10	RB-47		I			I		90000	1427	6:30	SO-8	714		I			I			I	Tampa 1300 - 1900
	10	RB-47	All Cameras	I	I				90000	1315	9:30	SO-8	713	I	I	I					I	Tampa 1200 - 1900
	10	RB-47	All Cameras	I			I		90000	1015	6:30	SO-8	724	I	I			I			I	
	10	RB-47	All Cameras	I					90000	1021	6:30	SO-8	726	I	I						I	Tampa 1200 - 1900
	10	RB-47	All Cameras	I	I		I		90000	0857	9:30	SO-8	709	I	I	I		I			I	
	26	EC-97G		I					6600	1325	10:00	LR Nav	761		I						I	
	26	EC-97G		I					6600	1130	10:00	LR Nav	762								I	
	26	EC-97G							6600	1530	5:00	S1-19	760								I	
	26	EC-97G		I	I					1525	5:00	AR										
	26	EC-97G								1725	5:00	AR										
	26	EC-97G		I	I					0630	5:00	AR										
	26	EC-97G		I	I					1730	5:00	AR										
	26	EC-97G		I	I					1125	5:00	AR										
	26	EC-97G		I	I					0925	4:00	AR										
	26	EC-97G							50000	1740	4:00	FF										
	26	EC-97G							50000	1745	4:00	FF										
	26	EC-97G																				
11 February	3	RB-47	All Cameras	I					91000	1018	7:00	SO-8	849	I	I						I	
	3	RB-47							86000	1015	6:00	S1-19	688								I	
	3	RB-47	All Cameras	I					91000	1071	7:00	Stand Board	691	I	I						I	
	3	RB-47	All Cameras	I					91000	0857	7:00	S1-26	692	I	I						I	
	3	RB-47	All Cameras	I			I		91000	1048	7:00	SO-8	689	I	I			I			I	
	3	RB-47	All Cameras	I	I				85000	0500	10:00	S1-26	842	I	I	I					I	
	3	RB-47	All Cameras	I	I		I		85000	0510	10:00	S1-26	693	I	I	I		I			I	
	3	RB-47	All Cameras	I	I		I		85000	0857	9:00	SO-8	697	I	I	I		I			I	
	4	RB-47	All Cameras	I	I		I		91000	1027	7:00	SO-8	687	I	I			I			I	Montreal 2000 - 2300
	4	RB-47	All Cameras	I			I		85000	1024	6:00	Special Project	703	I	I						I	
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	700	I	I						I	
	4	RB-47	All Cameras	I					65000	1051	4:00	Stand Board	711	I	I						I	
	4	RB-47	All Cameras	I					65000	1727	9:00	SO-8	819	I	I	I					I	Montreal 2100 - 2200
	4	RB-47	All Cameras	I	I				65000	0846	4:00	S1-19	704								I	
	4	RB-47							75000	1057	6:00	S1-19	721	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I	I	I			90000	1457	9:30	SO-8	710	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I	I	I			90000	1657	9:30	SO-8	723	I	I						I	Richmond 2000 - 2200
	10	RB-47	0-15	I					90000	1815	6:30	SO-8	717	I	I						I	Avon Park
	10	RB-47	0-15	I					90000	1645	6:30	SO-8	700	I	I		I	I			I	
	10	RB-47	0-15	I		I	I		75000	1054	4:00		714								I	
	10	RB-47							90000	1715	6:30	SO-8	707	I	I		I	I			I	Avon Park
	10	RB-47	All Cameras	I		I	I															
	26	EC-97		I					6600	1130	7:00	Stand Board										
	26	EC-97		I	I					0945	5:00	AR										
	26	EC-97		I	I					1335	5:00	AR										
	26	EC-97		I	I					0530	5:00	AR										
	26	EC-97		I	I					0510	5:00	AR										
	26	EC-97		I	I					1725	5:00	AR										
	26	EC-97		I	I					1730	5:00	AR										
	26	EC-97		I	I				6600	0930	10:00	LR Nav										
	26	EC-97		I					6600	0935	10:00	LR Nav										
	26	EC-97							5000	1735	3:00	FF										
	26	EC-97							5000	1740	3:00	FF										
	26	EC-97																				

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying be be assumed effective during the week starting 6 February 1955.

[illegible]
ROBERT T. HALL JR., LT. COL., USAF
Director of Operations

6 February 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 12 February 55 TO 19 February 55

		REQUIREMENTS								SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
12 February	26	EC-97F							6500	1730	8:00	To Tucson	263		I	I				I	I	
	26	EC-97F							6500	1715	8:00	To Tucson	262		I	I				I	I	
	26	EC-97F							6500	1730	7:00	To Tucson	262		I	I				I	I	
	26	EC-97F		I					7790	1200	12:00	To Oceana	266		I					I	I	
14 February	3	RB-47	All Cameras K-37	I	I	I	I		91000	1115	10:00	SO-8 (764)	689	I	I	I	I	I	I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I			I		91000	1024	10:00	SO-8 Special Project	693	I	I			I	I		I	Atlanta RBS 0200-0600
	3	RB-47	All Cameras	I			I		91000	1012	7:00	SO-8	695	I	I			I	I		I	
	3	RB-47	All Cameras						85000	1071	6:00	SO-8 (Col Adams)	853						I		I	
	3	RB-47	K-37, O-15	I		I			91000	1047	7:00	SO-8	685	I	I				I		I	Avon Park 1900-2030 Atlanta 19-30
	4	RB-47	All Cameras	I					85000	1224	6:00	Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I	I		I		75000	1218	9:00	SO-8 (763)	684	I	I	I		I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1227	7:00	SO-8	374	I	I			I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1015	6:00	Special Project	701	I	I			I	I		I	
	4	RB-47	K-37, O-15	I		I			91000	1654	7:00	SO-8	715	I	I		I		I		I	Avon Park 0000-0130E
	4	RB-47							65000	1045	4:00	FT-1	709						I		I	
	4	RB-47		I	I				65000	1054	5:00	SO-43	712		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1221	6:30	SO-8	711	I	I			I	I		I	Tampa RBS 1600-1700
	10	RB-47	All Cameras	I			I		90000	1215	6:30	SO-8	715	I	I			I	I		I	
	10	RB-47		I	I				75000	1615	4:00	SO-43	821		I	I			I		I	
	10	RB-47	O-15	I	I	I			90000	1648	9:30	SO-8	713	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47							75000	1215	4:00	FT	725						I		I	
	10	RB-47							90000	1057	6:00	SO-43 (Col Hall)	724						I		I	
	10	RB-47	K-37, O-15	I	I	I			90000	1645	9:30	SO-8	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97G		I	I			26,000	6500	1145	8:00	AR 4th	766		I	I				I	I	4th (Brown)
	26	EC-97F		I					7790	1740	12:00	SO-8	262		I					I	I	
	26	EC-97G		I	I			40000	5290	1735	7:00	AR 10th	760		I	I				I	I	10th (Reese)
	26	EC-97G		I	I			40000	5290	1730	7:00	AR 10th	761		I	I				I	I	10th (Orliski)
	26	EC-97G		I	I			40000	5290	1725	7:00	AR 4th	763		I	I				I	I	4th (Wronski)
	26	EC-97G		I	I			40000		1525	7:00	AR 3rd	764		I	I				I	I	3rd (Simon)
	26	EC-97F		I	I			12000	7790	1530	10:00	To Oceana 10th	266		I					I	I	10th
15 February	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	690	I	I	I			I		I	
	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	686	I	I	I			I		I	
	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	688	I	I	I			I		I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	263		I	I				I	I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	261		I	I				I	I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	263		I	I				I	I	
16 February	3	RB-47F	All Cameras	I			I		91000	1018	7:00	SO-8	827	I	I			I	I		I	
	3	RB-47	O-15, K-37	I		I			91000	1621	7:00	SO-8	693	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I	I		I		85000	0500	10:00	SO-8 (769)	694	I	I	I		I	I		I	
	3	RB-47	All Cameras	I	I		I		85000	0510	10:00	SO-8 (770)	692	I	I	I		I	I		I	
	3	RB-47	O-15, K-37	I		I	I		91000	1657	7:00	SO-8	852	I	I		I	I	I		I	Avon Park 1900-2030
	3	RB-47							75000	0757	4:00	FP	849						I		I	
	3	RB-47							75000	1115	4:00	FP	849						I		I	
	3	RB-47	O-15, K-37	I		I			91000	1613	7:00	SO-8	691	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I	I		I		85000	1024	9:30	SO-43 (768)	823	I	I	I		I	I		I	
	4	RB-47	All Cameras	I	I				91000	1615	9:00	SO-8 (767)	697	I	I	I			I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I					85000	1015	6:00	Special Project Sedalia	703	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1057	7:00	SO-8 (Big Photo)	711	I	I				I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	704	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1227	7:00	SO-8	687	I	I				I		I	Richmond 2100-2300E
	4	RB-47							75000	0845	4:00	SI-19	730						I		I	
	4	RB-47							75000	0854	4:00	FP	819						I		I	
	10	RB-47							75000	1215	4:00	FT	721						I		I	
	10	RB-47							75000	1051	4:00	FT	719						I		I	
	10	RB-47	All Cameras	I					75000	1048	6:00	Stand Board (Big Photo)	723	I	I				I		I	
	10	RB-47	All Cameras	I			I		90000	0857	6:30	SO-8	717	I	I			I	I		I	
	10	RB-47	All Cameras	I					90000	1071	6:30	SO-8 (Big Photo)	720	I	I			I			I	
	10	RB-47	O-15, K-37	I	I	I			90000	1645	9:30	SO-8 (766)	710	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47	O-15, K-37	I	I	I			90000	1648	9:30	SO-8 (768)	707	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97F		I					7790	1145	12:00	SO-8	267		I					I	I	
	26	EC-97F		I	I			40000	5290	1725	7:00	AR	268									
	26	EC-97G		I	I			40000	5290	1730	7:00	AR	766									
	26	EC-97G		I	I			40000	5290	1830	7:00	AR	767									
	26	EC-97G		I	I			40000	5290	1115	7:00	AR	768									
	26	EC-97G		I	I			40000	5290	0500	6:00	AR	769									
	26	EC-97G		I	I			40000	5290	0510	6:00	AR	770									
	26	EC-97G		I					6500	1740	10:00	SO-8	771									
	26	EC-97G		I					6500	1735	10:00	SO-8	769									
18 February	3	RB-47	All Cameras	I	I				85000	0500	10:00	SO-8 (764) (Big Photo)	689	I	I	I			I		I	
	3	RB-47	All Cameras	I			I		91000	1018	8:00	SO-8	690	I	I			I	I		I	
	3	RB-47	All Cameras	I	I				85000	0510	10:00	SO-8 (766) (Big Photo)	699	I	I	I			I		I	
	3	RB-47							85000	1015	6:00	SI-19	853						I		I	
	3	RB-47	K-37, O-15	I		I			91000	1651	7:00	SI-25	686	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	K-37, O-15	I		I			91000	1657	7:00	SO-8	851	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	701	I	I				I		I	Montreal 1900-2100E
	4	RB-47							75000	1021	4:00	FT-1	715						I		I	
	4	RB-47	K-37, O-15	I	I	I			85000	1615	8:00	SO-8 (763)	708	I	I	I	I		I		I	Avon Park 0000-0130
	4	RB-47	All Cameras	I					85000	1027	6:00	Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1715	7:00	SO-8	694	I	I				I		I	Montreal 1900-2100
	4	RB-47		I	I				65000	1618	5:00	SO-43 (765)	712		I	I			I		I	
	4	RB-47							75000	1115	4:00	SO-8	374						I		I	
	10	RB-47		I	I				75000	1648	4:00	Stand Board (761)	713		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1024	6:30	SO-8	719	I	I			I	I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	718	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	714	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	716	I	I				I		I	
	10	RB-47		I		I			75000	1048	4:00	FT	724						I		I	
	10	RB-47	K-37, O-15	I	I				90000	1645	9:30	SO-8 (761)	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97F		I					7790	1145	12:00	SO-8	262		I	I				I	I	
	26	EC-97G		I	I			40000	5290	1730	7:00	AR	761		I	I				I	I	The above requirements were given
	26	EC-97G		I	I			40000	5290	1725	7:00	AR	763		I	I				I	I	by Operations and confirmations
	26	EC-97G		I	I			40000	5290	0500	6:00	AR	764		I	I				I	I	noted agreed upon by maintenance
	26	EC-97G		I	I			40000	5290	0515	3:00	AR 4th & 3rd	765		I	I				I	I	and the schedule as presented
	26	EC-97G		I	I			26000	6500	1530	6:00	SO-8 4th	766		I	I				I	I	herein approved by the Wing
	26	EC-97G							6500	1535	10:00	SO-8	764		I					I	I	Commander for flying to be accom-
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	263		I	I				I	I	plished during the week starting
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	261		I	I				I	I	13 February 1955.
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	263		I	I				I	I	
19 February	26	EC-97F		I					6500		12:00	Returned From Tucson	263		I					I	I	
	26	EC-97F		I					6500		12:00	Returned From Tucson	261		I					I	I	
	26	EC-97F		I					6500		12:00	Returned From Tucson	263		I					I	I	

REQUIRED

TYPE	SORTIES	HOURS
RB-47F	65	450:00
EC-97F	18	113:00
EC-97G	18	128:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47F	65	450:00
EC-97F	18	113:00
EC-97G	18	128:00

CONFIRMED

RB-47F	65	450:00
EC-97F	18	113:00
EC-97G	18	128:00

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11 February	10	RB-47									1000	1540	3:00 To Tucson	763														
	10	RB-47									1000	1730	5:00 To Tucson	762														
	10	RB-47									1000	1730	5:00 To Tucson	762														
	10	RB-47									7790	1200	12:00 To Ozark	266														
12 February	3	RB-47	All Cameras	I	I	I		I			91000	1610	6:00 SO-8 (764)	695	I		I	I	I	I		I					Avon Park 1900-2030	
	3	RB-47	All Cameras	I				I			91000	1630	6:30 SO-8 (Special Project)	697	I		I			I		I					Atlanta 1900-2030	
	3	RB-47	All Cameras	I				I			91000	1710	7:00 SO-8	697	I		I			I		I						
	3	RB-47	All Cameras								85000	1051	6:00 SO-8 Col Adams	671								I						
	3	RB-47	F-37, O-15	I		I					91000	1957	7:00 SO-8	697	I		I					I					Avon Park 1900-2030 Atlanta 1900-2030	
	4	RB-47	All Cameras	I							85000	1235	6:00 Special Project	703	I		I					I						
	4	RB-47	All Cameras	I	I			I			75000	1215	4:00 SO-8 (763)	696	I		I	I			I	I					Tampa RBE 1100-2300E	
	4	RB-47	All Cameras	I				I			85000	1237	7:00 SO-8	674	I		I				I	I					Tampa RBE 1100-2300E	
	4	RB-47	All Cameras	I				I			85000	1015	6:00 Special Project	701	I		I				I	I						
	4	RB-47	F-37, O-15	I		I					91000	1452	7:00 SO-8	715	I		I		I			I					Avon Park 0000-0130E	
	4	RB-47									85000	1326	6:00 FT-1	705								I						
	4	RB-47		I	I						65000	1052	5:00 SO-43	712			I	I				I						
	10	RB-47	All Cameras	I				I			90000	1221	6:30 SO-8	714	I		I				I	I				I	Tampa RBE 1400-1700	
	10	RB-47	All Cameras	I				I			90000	1315	6:30 SO-8	715	I		I				I	I				I		
	10	RB-47		I	I						75000	1215	4:00 SO-43	721			I	I				I				I		
	10	RB-47	O-15	I	I	I					90000	1348	9:30 SO-8	713	I		I	I	I			I				I	Avon Park 2030-2300	
	10	RB-47									75000	1215	4:00 FT	725								I				I		
	10	RB-47									90000	1057	6:00 SO-43 (Col Hall)	724								I				I		
	10	RB-47	F-37, O-15	I	I	I					90000	1045	9:30 SO-8	709	I		I	I	I			I				I	Avon Park 2030-2300	
	26	EC-97G		I	I					26,000	6500	1145	5:00 AR 4th	766			I							I		I	4th (Brown)	
	26	EC-97F		I							7790	1740	12:00 SO-8	262			I							I		I		
	26	EC-97G		I	I					40000	5290	1715	7:00 AR 10th	760			I	I						I		I	10th (Keese)	
	26	EC-97G		I	I					40000	5290	1730	7:00 AR 10th	761			I	I						I		I	10th (Pollack)	
	26	EC-97G		I	I					40000	5290	1735	7:00 AR 4th	763			I	I						I		I	4th (Brown)	
	26	EC-97G		I	I					40000		1535	7:00 AR 3rd	764			I	I						I		I	3rd (Simon)	
	26	EC-97F		I	I					12000	7790	1530	10:00 To Ozark 10th	265			I							I		I	10th	
15 February	3	RB-47	All Cameras	I	I						91000		10:00 Tea Pot	690	I		I	I				I		I		I		
	3	RB-47	All Cameras	I	I						91000		10:00 Tea Pot	686	I		I	I				I				I		
	3	RB-47	All Cameras	I	I						91000		10:00 Tea Pot	688	I		I	I				I				I		
	26	EC-97F		I	I						5090		3:00 Tea Pot (Tucson)	763			I	I						I		I		
	26	EC-97F		I	I						5090		3:00 Tea Pot (Tucson)	763			I	I						I		I		
	26	EC-97F		I	I						5090		3:00 Tea Pot (Tucson)	763			I	I						I		I		
16 February	3	RB-47F	All Cameras	I				I			91000	1018	7:00 SO-8	827	I		I				I	I				I		
	3	RB-47	O-15, F-37	I		I					91000	1621	7:00 SO-8	693	I		I			I		I				I	Avon Park 1900-2030	
	3	RB-47	All Cameras	I	I			I			85000	0500	10:00 SO-8 (769)	694	I		I	I			I	I				I		
	3	RB-47	All Cameras	I	I			I			85000	0510	10:00 SO-8 (770)	692	I		I	I			I	I				I		
	3	RB-47	O-15, F-37	I		I		I			91000	1957	7:00 SO-8	817	I		I			I	I	I				I	Avon Park 1900-2030	
	3	RB-47									75000	0757	4:00 FT	819								I				I		
	3	RB-47									75000	1215	4:00 FT	819								I				I		
	3	RB-47	O-15, F-37	I		I					91000	1618	7:00 SO-8	691	I		I			I		I				I	Avon Park 1900-2030	
	4	RB-47	All Cameras	I	I			I			85000	1701	9:30 SO-43 (768)	823	I		I	I			I	I				I		
	4	RB-47	All Cameras	I	I						91000	1615	9:00 SO-8 (767)	697	I		I	I				I				I	Richmond 2100-2300E	
	4	RB-47	All Cameras	I							85000	1015	6:00 Special Project Sedalia	703	I		I					I				I		
	4	RB-47	All Cameras	I							85000	1057	7:00 SO-8 (Mig Photo)	711	I		I					I				I	Richmond 2100-2300E	
	4	RB-47	All Cameras	I							85000	1045	6:00 Special Project	704	I		I					I				I		
	4	RB-47	All Cameras	I							85000	1227	7:00 SO-8	687	I		I					I				I	Richmond 2100-2300E	
	4	RB-47									75000	0815	4:00 SI-19	730								I				I		
	4	RB-47									75000	0854	4:00 FT	819								I				I		
	10	RB-47									75000	1215	4:00 FT	721								I				I		
	10	RB-47									75000	1051	4:00 FT	719								I				I		
	10	RB-47	All Cameras	I							75000	1048	6:00 Stand Board (Mig Photo)	723	I		I					I				I		
	10	RB-47	All Cameras	I				I			90000	0857	6:30 SO-8	717	I		I				I	I				I		
	10	RB-47	All Cameras	I							90000	1071	6:30 SO-8 (Mig Photo)	720	I		I				I					I		
	10	RB-47	O-15, F-37	I	I	I					90000	1545	9:30 SO-8 (764)	710	I		I	I	I	I		I				I	Avon Park 2030-2300	
	10	RB-47	O-15, F-37	I	I	I					90000	1648	9:30 SO-8 (768)	707	I		I	I	I	I		I				I	Avon Park 2030-2300	
	26	EC-97F		I							7790	1145	12:00 SO-8	267			I							I		I		
	26	EC-97F		I	I					10000	5290	1725	7:00 AR	268														
	26	EC-97G		I	I					40000	5290	1730	7:00 AR	756														
	26	EC-97G		I	I					40000	5290	1830	7:00 AR	757														
	26	EC-97G		I	I					40000	5290	1115	7:00 AR	768														
	26	EC-97G		I	I					40000	5290	0500	6:00 AR	769														
	26	EC-97G		I	I					40000	5290	0510	6:00 AR	770														
	26	EC-97G		I							6500	1740	10:00 SO-8	771														
	26	EC-97G		I							6500	1735	10:00 SO-8	769														
18 February	3	RB-47	All Cameras	I	I						85000	0500	10:00 SO-8 (766) (Mig Photo)	689	I		I	I				I				I		
	3	RB-47	All Cameras	I				I			91000	1018	8:00 SO-8	690	I		I				I	I				I		
	3	RB-47	All Cameras	I	I						85000	0510	10:00 SO-8 (766) (Mig Photo)	699	I		I	I				I				I		
	3	RB-47									85000	1015	6:00 SI-19	853								I				I		
	3	RB-47	F-37, O-15	I		I					91000	1651	7:00 SI-25	686	I		I			I		I				I	Avon Park 1900-2030	
	3	RB-47	F-37, O-15	I		I					91000	1657	7:00 SO-8	851	I		I			I		I				I	Avon Park 1900-2030	
	4	RB-47	All Cameras	I							85000	1045	6:00 Special Project	711	I		I					I				I	Montreal 1900-2100E	
	4	RB-47									75000	1021	4:00 FT-1	715								I				I		
	4	RB-47	F-37, O-15	I	I	I					85000	1615	8:00 SO-8 (763)	708	I		I	I	I			I				I	Avon Park 0000-0130	
	4	RB-47	All Cameras	I							85000	1027	6:00 Special Project	702	I		I					I				I		
	4	RB-47	All Cameras	I							85000	1715	7:00 SO-8	694	I		I					I				I	Montreal 1900-2100	
	4	RB-47		I	I						65000	1618	5:00 SO-43 (765)	712			I	I				I				I		
	4	RB-47									75000	1115	4:00 SO-8	374								I				I		
	10	RB-47		I	I						75000	1648	4:00 Stand Board (761)	713			I	I				I				I		
	10	RB-47	All Cameras	I				I			90000	1024	6:30 SO-8	719	I		I				I	I				I		
	10	RB-47	All Cameras	I	I						90000		10:00 Tea Pot	718	I		I					I				I		
	10	RB-47	All Cameras	I	I						90000		10:00 Tea Pot	714	I		I					I				I		
	10	RB-47	All Cameras	I	I						90000		10:00 Tea Pot	716	I		I					I				I		
	10	RB-47		I		I					75000	1048	4:00 FT	724								I				I		
	10	RB-47	F-37, O-15	I	I						90000	1645	9:30 SO-8 (761)	709	I		I	I		I		I				I	Avon Park 2030-2300	
	26	EC-97F		I							7790	1145	12:00 SO-8	262			I	I						I		I		
	26	EC-97G		I	I					40000	5290	1730	7:00 AR	753			I	I						I		I	The above requirements were given	
	26	EC-97G		I	I					40000	5290	1725	7:00 AR	753			I	I						I		I	by Operations and confirmations	
	26	EC-97G		I	I					40000	5290	0500	6:00 AR	754			I	I						I		I	noted agreed upon by maintenance	
	26	EC-97G		I	I					40000	5290	0515	3:00 AR 4th & 3rd	755			I	I						I		I	and the schedule as presented	
	26	EC-97G		I	I					26000	6500	1530	6:00 SO-8 4th	766			I	I						I		I	herein approved by the Wing	
	26	EC-97G									6500	1535	10:00 SO-8	764			I							I		I	Commander for flying to be accom-	
	26	EC-97F		I	I								3:00 Tea Pot (Tucson)	263			I	I						I		I	plished during the week starting	
	26	EC-97F		I	I								3:00 Tea Pot (Tucson)	261			I	I						I		I	13 February 1955.	
	26	EC-97F		I	I								3:00 Tea Pot (Tucson)	263			I	I						I		I		
19 February	26	EC-97F		I							6500		12:00 Returned From Tucson	263			I							I		I		
	26	EC-97F		I							6500		12:00 Returned From Tucson	261			I							I		I		
	26	EC-97F		I							6500		12:00 Returned From Tucson	263			I							I		I		

REQUIRED

TYPE	SORTIES	HOURS
RB-47F	65	450:00
EC-97F	18	143:00
EC-97G	18	128:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47F	65	450:00
EC-97F	18	143:00
EC-97G	18	128:00

CONFIRMED

RB-47F	65	450:00
EC-97F	18	143:00
EC-97G	18	128:00

ROBERT T. WADE, Jr., Lt. Col., USAF
Director of Operations

11 February 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 21 February 55 TO 25 February

		REQUIREMENTS								SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
21 February	26	EC-97G							6500	1130	10:00	SO-8 LR Cre & Nav	759							I	I	
	26	EC-97G							6500	1757	10:00	SO-8 LR Cre & Nav	760							I	I	
	26	EC-97G							6500	1146	7:00	SO-8 Part Chke	775							I	I	
	26	EC-97G							6500	1325	4:00	SO-8 FF	806									
	26	EC-97G							6500	1745	4:00	SO-8 FF	806									
	3	RB-47	All Cameras	I			I		75000	1015	3:00	To MacDill AFB (SEE)	691	I	I	I		I		I	I	Load 700 Rds Extra Ammo Extra Chutes
	3	RB-47	All Cameras	I			I		75000	1018	3:00	To MacDill AFB (SEE)	688	I	I	I		I		I	I	Load 700 Rds Extra Ammo Extra Chutes
	3	RB-47	Fwd Obl & Tri-Met	I					65000	1715	2:00	SI-26	692									Mix SI-26 Low Level
23 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16:00	USCM	694	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16:00	USCM	695	I	I	I	I	I	I	I	I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16:00	USCM	693	I	I	I	I	I	I	I	I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	692	I	I	I	I	I	I	I	I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I	I	I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16:00	USCM	823	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16:00	USCM	703	I	I	I	I	I	I		I	Big Photo
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16:00	USCM	701	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16:00	USCM	704	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	711	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	698	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16:00	USCM	716	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16:00	USCM	749	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16:00	USCM	709	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	707	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15- Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Ground Spare
	26	EC-97G							6500	1142	7:00	USCM	763			I			I	I	I	Airbourne Comdr WX
	26	EC-97G			I			50000	5270	1247	5:00	USCM	767			I			I	I	I	
	26	EC-97G			I			50000	5270	1302	5:00	USCM	768			I			I	I	I	
	26	EC-97F			I			50000	5090	1322	5:00	USCM	267			I			I	I	I	
	26	EC-97F			I			50000	5090	1342	5:00	USCM	268			I			I	I	I	
	26	EC-97F			I			50000	5090	1402	5:00	USCM	269			I			I	I	I	
	26	EC-97F			I			50000	5090			USCM	261									
	26	EC-97F			I			50000	5090			USCM	263									Ground Spare
	26	EC-97F			I			35000	6000			Strip Alert (USCM)	262			I			I	I	I	Ground Spare
	26	EC-97F			I			35000	6000			Strip Alert (USCM) CC-2	263			I			I	I	I	Strip Alert
	26	EC-97G			I			35000	6000			Strip Alert 2AF Reg	761			I			I	I	I	Strip Alert
	26	EC-97G							6500	0715	5:00	SI-19	764							I	I	Strip Alert (2AF Reg SS-2)
	26	EC-97G							5000	1725	4:00	SO-8 FF	764							I	I	
	26	EC-97G			I			40000	5720		7:00	SO-8	765			I			I	I	I	Special Project-305th BW
24 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16:00	USCM	685	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16:00	USCM	699	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16:00	USCM	851	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16:00	USCM	715	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16:00	USCM	700	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16:00	USCM	819	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16:00	USCM	698	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	697	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	712	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16:00	USCM	723	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16:00	USCM	725	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16:00	USCM	789	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	707	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Airbourne Comdr WX
	26	EC-97G							6500	1142	7:00	USCM	763			I			I	I	I	
	26	EC-97F			I			50000	5090	1202	5:00	USCM	261									
	26	EC-97G			I			50000	5270	1242	5:00	USCM	767									
	26	EC-97G			I			50000	5270	1322	5:00	USCM	768									
	26	EC-97F			I			50000	5090	1302	5:00	USCM	269			I			I	I	I	
	26	EC-97F			I			50000	5090	1247	5:00	USCM	263									
	26	EC-97F			I			50000	5090			USCM	267									Ground Spare
	26	EC-97F			I			50000	5090			USCM	268									Ground Spare
	26	EC-97F			I			35000	6000			Strip Alert (USCM)	261			I			I	I	I	Strip Alert (USCM)
	26	EC-97G			I			35000	6000			Strip Alert (USCM) CC-2	263			I			I	I	I	Strip Alert (USCM)
	26	EC-97F			I			35000	6000			Strip Alert (2AF Reg)	262			I			I	I	I	Strip Alert 2AF Reg SS-2
	26	EC-97F							6500	0710	5:00	SI-19	770									
	26	EC-97G							5000	1545	4:00	SO-8 FF	770									
	26	EC-97G																				
25 February	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0150	15:30	USCM	822	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0210	15:30	USCM	686	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0230	15:30	USCM	689	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0250	15:30	USCM	690	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0310	15:30	USCM	696	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0330	15:30	USCM	712	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0350	15:30	USCM	702	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0410	15:30	USCM	687	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	374	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	708	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0030	15:30	USCM	721	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0050	15:30	USCM	714	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0110	15:30	USCM	717	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0130	15:30	USCM	724	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	718	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	719	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		6500	0647	7:00	USCM	767			I			I	I	I	Airbourne Comdr WX
	26	EC-97G			I			50000	5270	0952	5:00	USCM	768			I			I	I	I	
	26	EC-97G			I			50000	5090	0607	5:00	USCM	268			I			I	I	I	
	26	EC-97F			I			50000	5090	0627	5:00	USCM	267			I			I	I	I	
	26	EC-97F			I			50000	5090	0647	5:00	USCM	263									
	26	EC-97F			I			50000	5090	0707	5:00	USCM	261									
	26	EC-97F			I			50000	5090			USCM	269									Ground Spare
	26	EC-97F			I			50000	5270			USCM	763									Ground Spare
	26	EC-97G			I			35000	6000			Strip Alert (USCM)	262			I			I	I	I	Strip Alert (USCM)
	26	EC-97F			I			35000	6000			Strip Alert (USCM) CC-2	263			I			I	I	I	Strip Alert
	26	EC-97F			I			35000	6000			Strip Alert (2AF Reg)	761			I			I	I	I	Strip Alert 2AF Reg SS-2
	26	EC-97G							6500	1325	7:00	SI-19	766							I	I	
	26	EC-97G							6500	0945	10:00	SO-8 LR Cre & Nav	769									
	26	EC-97G							6500	1115	7:00	SI-19	760							I	I	
	26	EC-97G							6500	0940	9:00	SO-8 LR Cre & Nav	805									
	26	EC-97G																				

REMARKS

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 21 February 1955.

REQUIRED

TYPE	SORTIES	HOURS
RB-47	35	514:00
EC-97F	10	50:00
EC-97G	20	131:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	32	506:00
EC-97F	7	35:00
EC-97G	14	91:00

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 28 February 55 TO 5 March 55

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
28 February	3	RB-47			I				75000	1215	4:00	S1-4 Stand Board	849							I	I	
	3	RB-47	All Cameras	I					85000	1227	5:00	Stand Board	685	I	I	I				I	I	
	3	RB-47	All Cameras	I	I		I		75000	1245	3:00	To SRS	695	I	I	I		I		I	I	700 Bbs Ammo in case 20-200 Bullets
	3	RB-47	All Cameras	I	I				91000			Tea Pot	690	I	I					I	I	
	3	RB-47	All Cameras	I	I				91000			Tea Pot	684	I	I					I	I	
	4	RB-47							65000	1615	5:00	AR, S0-43	712		I	I				I	I	
	4	RB-47							65000	1015	4:00	IF Checks	704							I	I	
	4	RB-47							65000	1027	4:00	S1-19, F.C.	701							I	I	
	4	RB-47							65000	1051	4:00	S1-19, Staff Crew	711							I	I	
	10	RB-47	All Cameras	I					90000	1018	6:00	S0-8	707	I						I	I	
	10	RB-47			I				75000	1218	4:00	S1-19	709			I				I	I	
	10	RB-47	All Cameras	I					90000	1221	6:00	S1-19	710	I	I					I	I	
	10	RB-47	All Cameras	I					90000	1234	6:00	S1-19	716	I	I					I	I	
	10	RB-47		I	I	I			90000	1657	5:30	S0-8	713		I	I	I			I	I	
	10	RB-47	All Cameras	I	I		I		90000	0945	5:00	To SRS	718	I	I	I				I	I	Avon Park 2000-2300E
	10	RB-47	All Cameras	I					90000	1415	6:00	S0-8	709	I	I					I	I	Atlanta 1200E
	26	EC-97F		I	I			40000	5790	1200	7:00	AR	263		I	I			I	I	I	Charlotte RBS 1800-1900E
	26	EC-97F		I	I			40000	5790	1795	7:00	AR & Nav	261		I	I			I	I	I	
	26	EC-97F		I	I			40000	5790	1730	7:00	AR	262		I	I			I	I	I	
	26	EC-97G		I	I			40000	5790	1900	7:00	AR & Nav	763		I	I			I	I	I	
	26	EC-97G		I					6500	1330	10:00	S0-8	760		I					I	I	305th Recov
	26	EC-97G		I	I			35000	5790			Strip Alert	766		I	I			I	I	I	
	26	EC-97G		I	I			35000	5790			Strip Alert	805		I	I			I	I	I	
2 March	3	RB-47	All Cameras	I	I				85000	1215	9:00	S0-8	692	I	I	I				I	I	Richmond 1600-1800
	3	RB-47	K-37, 0-15	I		I			91000	1645	7:00	S0-8	851	I	I					I	I	Avon Park 1900-2030E
	3	RB-47	All Cameras	I					85000	1015	5:00	S1-4 Stand Board	694	I	I					I	I	
	3	RB-47	K-37, 0-15	I	I	I			85000	1818	9:00	S0-8	699	I	I	I	I			I	I	Avon Park 2200-2400E
	3	RB-47	All Cameras	I					85000	1218	5:00	S0-8	822	I	I					I	I	Richmond RBS 1600-1700E
	3	RB-47	All Cameras	I					85000	1021	5:00	S1-19	688	I	I					I	I	
	3	RB-47							85000	1024	5:00	S1-19	849							I	I	
	4	RB-47	All Cameras	I	I		I		85000	0400	10:00	S0-8	819	I	I	I		I		I	I	
	4	RB-47	All Cameras	I					85000	0300	10:00	S0-8	705	I	I					I	I	
	4	RB-47	All Cameras	I					85000	0815	7:00	S0-8	708	I	I					I	I	Big Photo
	4	RB-47	All Cameras	I			I		85000	1027	7:00	S0-8	697	I	I					I	I	Big Photo
	4	RB-47					I		75000	0857	4:00	S1-19	700					I		I	I	
	4	RB-47	All Cameras	I					75000	1045	6:00	Stand Board	702	I	I			I		I	I	Lake Huron 1000-1100
	10	RB-47	0-15	I					90000	1827	6:30	S0-8	714	I	I					I	I	
	10	RB-47	K-37, 0-15	I	I	I			90000	1654	9:00	S0-8	717	I	I	I	I			I	I	Oklahoma City 2100-2200E
	10	RB-47	All Cameras	I					90000	1415	6:30	S0-8	770	I	I					I	I	Avon Park 2000-2300
	10	RB-47	0-15	I					90000	1824	6:30	S0-8	721	I	I					I	I	Oklahoma City 2100-2200E
	10	RB-47	K-37, 0-15	I	I	I			90000	1657	9:00	S0-8	723	I	I	I				I	I	Avon Park 2100-2300
	10	RB-47	0-15	I					90000	1930	6:30	S0-8	724	I	I					I	I	Oklahoma City 2200-2300
	10	RB-47	All Cameras	I					90000	1018	6:30	S0-8	725	I	I					I	I	
	26	EC-97F		I	I			40000	5790	1145	7:00	AR, S1-19	243		I	I			I	I	I	
	26	EC-97F		I	I			40000	5790	1815	7:00	AR, Nav	251		I	I			I	I	I	
	26	EC-97F		I	I			40000	5790	1715	7:00	AR, Nav	253		I	I			I	I	I	
	26	EC-97G		I	I			40000	5790	1725	7:00	AR, Nav	760		I	I			I	I	I	
	26	EC-97G		I	I			40000	5790	0605	7:00	AR, Nav	761		I	I			I	I	I	
	26	EC-97G		I	I			40000	5790	0430	7:00	AR, S1-19	763		I	I			I	I	I	
	26	EC-97G							6000	1345	3:00	FP	764							I	I	
	26	EC-97G							6000	1745	3:00	FP	764							I	I	
	26	EC-97G							6000	1350	3:00	FP	765							I	I	
	26	EC-97G							6000	1750	3:00	FP	765							I	I	
	26	EC-97G		I	I			35000	5790			Strip Alert	805		I	I				I	I	
4 March	3	RB-47	All Cameras	I			I		91000	1015	9:00	S0-8	689	I	I					I	I	
	3	RB-47	All Cameras	I	I		I		75000	0430	9:00	S1-26	852	I	I	I				I	I	
	3	RB-47	K-37, 0-15	I		I			91000	1645	7:00	S1-26	693	I	I					I	I	
	3	RB-47	K-37, 0-15	I		I			91000	1046	7:00	S0-8	685	I	I			I		I	I	Avon Park 1900-2030
	3	RB-47	K-37, 0-15	I		I			91000	1051	7:00	S1-26	686	I	I			I		I	I	Avon Park 1900-2030
	4	RB-47	All Cameras	I	I				85000	0300	10:00	S0-8	698	I	I	I				I	I	Avon Park 1900-2030
	4	RB-47	All Cameras	I			I		85000	1215	7:00	S0-8	696	I	I					I	I	
	4	RB-47	All Cameras	I			I		85000	1218	7:00	S0-8	701	I	I			I		I	I	Richmond RBS 1600-1800
	4	RB-47	All Cameras	I					85000	0400	10:00	S0-8	703	I	I			I		I	I	Richmond RBS 1600-1800
	4	RB-47							65000	1657	4:00	S1-19	712			I				I	I	
	4	RB-47							75000	0857	4:00	S1-19	711							I	I	
	10	RB-47	K-37, 0-15	I	I	I			90000	1654	9:30	S0-8	707	I	I		I			I	I	
	10	RB-47		I	I				75000	1024	6:30	S1-19	709		I	I				I	I	Avon Park 2000-2300E
	10	RB-47	All Cameras	I					90000	1018	6:30	S1-19	710	I	I					I	I	
	10	RB-47	All Cameras	I					90000	1257	6:30	S1-19	711	I	I					I	I	
	10	RB-47	0-15	I					90000	1315	6:30	S0-8	716	I	I					I	I	Kansas City 1500-1700E
	10	RB-47	K-37, 0-15	I	I	I			90000	1615	9:30	S0-8	749	I	I	I				I	I	
	10	RB-47	All Cameras	I					90000	1021	6:30	S0-8	719	I	I					I	I	Avon Park 2000-2300E
	26	EC-97G		I	I			40000	5790	0435	7:00	AR, S1-19	766		I	I				I	I	
	26	EC-97G		I	I			40000	5790	0930	7:00	AR, S1-19	770		I	I				I	I	
	26	EC-97F		I	I			40000	5790	1725	7:00	AR, Nav	267		I	I				I	I	
	26	EC-97G		I	I			40000	5790	1730	7:00	AR, Nav	768		I	I				I	I	
	26	EC-97G		I	I			40000	5790	0430	7:00	AR, Nav	767		I	I				I	I	
	26	EC-97F		I	I			40000	5790	0605	7:00	AR, S1-19	269		I	I				I	I	
	26	EC-97G		I	I			40000	6000	1729	6:00	AR	769		I	I				I	I	
	26	EC-97F		I	I			40000	6000	1125	6:00	AR	268		I	I				I	I	
	26	EC-97G		I	I			35000	5790			Strip Alert	805		I	I				I	I	

REMARKS

REQUIRED

TYPE	SORTIES	HOURS
RB-47	52	340:30
EC-97F	9	62:00
EC-97G	18	84:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47	52	340:30
EC-97F	9	62:00
EC-97G	18	84:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	52	340:30
EC-97F	9	62:00
EC-97G	18	84:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 28 February 1955.

Robert T. Hall Jr.
ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

24 February 1955

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	3	RB-47	All Cameras																														

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Trans
5-8485
May

MARCH SECRET 1955

HISTORY

26TH STRAT. RECON. WING

MICROFILMED

LOCKBOURNE AIR FORCE BASE

COLUMBUS, OHIO

S5738

RSI Cont. No S11695

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SECRET
AUTH: HQ 26th SRW
DATE 29 April 55
NAME Wright

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 31 MARCH 1955

H. R. SULLIVAN, Brig. General
Commander

CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY: M/Sgt Curtis H. Watson

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TABLE OF CONTENTS

Title Page
Table of Contents ---------- i
Authority ---------- ii
Foreword ---------- iii

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelation ---------- 1
Key Personnel Changes ---------- 2
26th SRWg Detachment ---------- 3
SAC Radar Recon Project ---------- 4
USCM Vulnerability Test ---------- 4

CHAPTER II PERSONNEL

Personnel Strength ---------- 6
Manning ---------- 7
Wing Ground Safety ---------- 7
Personnel Shortages ---------- 7
Crew Status ---------- 8

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis ---------- 10
Acft Operational Data ---------- 11
26th SRWg Flying Operations ---------- 12
Quarterly Training Requirement ---------- 13
Tanker Refueling Missions ---------- 14
Flying Hours Utilization ---------- 15
Bombing Range ---------- 18
Photographic Sorties ---------- 18
Camera Malfunctions ---------- 19
Photoflash Runs ---------- 20
SAC Management Control System ---------- 21
Deployment of 26th SRWg Detachment to Alaska ---------- 23
26th SRWg Condensed Action Report (TDY) ---------- 24
Wing Intelligence ---------- 26

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TABLE OF CONTENTS (Continued)

CHAPTER IV MATERIEL PAGE

Wing Aircraft Status ---------- 30
Tactical Maintenance Summary ---------- 30
Operational and Maintenance Data ---------- 31
Assignment of the 70th Wing Aircraft ---------- 33
Status of 26th Wing FAKs ---------- 35
Boeing Aircraft Technical Report ---------- 36

APPENDIX

Roster of Key Personnel ---------- 41
Glossary ---------- 42
Bibliography ---------- 46
List of Exhibits ---------- 47

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

2AF Regulation 210-1, dated 1 July 1954.

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FOREWORD

This period saw the tactical reconnaissance squadrons of the 26th Strategic Reconnaissance Wing complete approximately 96 percent of their quarterly training requirements. There were three primary factors which prevented a 100 percent rating, namely, adverse weather conditions, non-availability of crews and the performance of higher headquarters directed missions.

Other activity of equal concern during this period was the preparation for the PCS movement of the 26th Air Refueling Squadron to Westover Air Force Base during the month of April 1955.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 31 March 1955, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

26th Air Refueling Squadron, Medium

3rd Strategic Reconnaissance Squadron

4th Strategic Reconnaissance Squadron

10th Strategic Reconnaissance Squadron

26th Armament and Electronic Maintenance Squadron

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The month of March saw a number of changes in key personnel of the 26th Wing. Colonel Lewis P. Ensign, 1901A, was assigned as Deputy Commander, effective 25 March 1955, vice Colonel Alan F. Adams, 4429A.[1] Colonel Adams was appointed as Commander, Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), effective 30 March 1955 at APO 937, Seattle, Washington.[2]

Major James A. Roberts, A0664259, of this headquarters, was appointed Commander, Headquarters Squadron Section, effective 14 March 1955, vice Captain Clifford R. Marsh. Captain Marsh was reassigned to Headquarters Strategic Air Command.[3]

Other key personnel changes that effected command personnel in two of the wing support squadrons were: Lieutenant Colonel Kenneth R. Gosling, 5635A, was assigned duty as Commander, 26th Armament and Electonic Maintenance Squadron, vice Major John P. Nicholson. Major Nicholson was assigned PCS to the 70th Strategic Reconnaissance Wing. Major William B. Winslow, A0803739, was assigned duty as Commander, 26th Periodic Maintenance Squadron, vice Major Kenneth S. Knowlton, A0793414. Major Knowlton was assigned duty as assistant to the Wing Director of Personnel.

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1. 26th SRWg General Order No. 5, dated 25 Mar 1955. Staff Assignment "Colonel Lewis P. Ensign" Wg Deputy Commander. Exhibit No. 1.
2. 26th SRWg General Order No. 6, dated 25 Mar 1955. Appointment of Colonel Alan F. Adams, Cmdr Det 1, 26th SRWg. Exhibit No. 2.
3. 26th SRWg General Order No. 3, dated 14 Mar 1955. Appointment of Major James A. Robert, Cmdr, Hq Sect. 26th SRWg. Exhibit No. 3.

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During this period a requirement was received from higher headquarters directing the 26th Strategic Reconnaissance Wing to deploy a detachment to Eielson Air Force Base, Alaska. This requirement was directed under Second Air Force Operations Order 81-55 for the purpose of USAF Project AFR 55-1. X-Day was given as 1 April 1955, utilizing the nickname of Project "SEASHORE".[4]

Colonel Alan F. Adams was designated as Commander of Detachment 1, 26th Strategic Reconnaissance Wing. Personnel for manning and maintenance equipment was furnished from sources available of the 26th Wing, 801st Air Division and 801st Air Base Group.[5] Upon the final completion of the wing's portion of this mission full coverage will be given in the wing's history.

During the month of March, seven (7) special project APQ-56 sorties were flown for a total of 33 flying hours. As expressed by Major John J. Scherer, Radar Project Officer, a variety of difficulties occurred during this period and results were generally poor. However, one sortie was very good, considering this one was flown during heavy thunderstorm activity. This was the first time any weather returns were picked up on the photography.[6]

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4. TWX fr CINC SAC to Cmdr 2AF. Cite: DOOPO 5186, dated 18 Mar 1955. Subj: "Deploy 26th SRWg Detachment to Eielson, Alaska. CL: SECRET. Exhibit No. 4.
5. 26th SRWg General Order No. 6, datd 25 Mar 1955. Subj: "26th Strat Recon Wing Detachment". Exhibit No. 2.
6. Interview, Major J. J. Scherer, Ass't Radar Project Off., 26th SRWg by M/Sgt C. Watson, Hist Tech., 26th SRWg. Apr 1955.

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Camera magazine difficulties encountered in the past seem to have been corrected. During the month, a camera representative from the camera manufacture, spent several days at Lockbourne checking all of the magazines and repairing minor difficulties discovered. It was pointed out that some improvement in camera results can be expected soon. Proposed changes in some of the camera units are expected to yield better reliability in the equipment operation.[7]

A conference was held at the Westinghouse Plant in Baltimore, Maryland on 18 March 1955, with representatives from Strategic Air Command, Wright Air Development Command, Westinghouse and the project officer from Lockbourne Air Force Base in attendance.

This conference established the desired changes in the present equipment to reduce the amount of distortion in presentation. There was also established a list of recommendations for improvement which would be included in this equipment and those that would be delayed for new models of the equipment that may come in the future.

During the previous month of February a Unit Simulated Combat Mission Vulnerability Test of the 26th Wing was conducted. During the thirty (30) day period of this test, team members performed reconnaissance and espionage for the purpose of acquainting team

7. Interview, Major J. J. Scherer, Ass't Radar Proj. Off., 26th SRWg by M/Sgt C. Watson, Hist Tech., 26th SRWg. Apr 1955.

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members with the physical layout of the installation and collecting information relative to the forthcoming Unit Simulated Combat Mission and Category I items. The Unit Simulated Combat Mission of the 26th Wing was conducted on 25th, 26th and 27th of February 1955.[8]

In summary, the two outstanding penetration concerning this wing was observed in the flyaway kit building and security of the 26th Air Refueling Squadron. However, in the 801st Air Division letter of indorsement to Second Air Force, it was pointed out that the office of the flyaway kit building was located next to the fire station and at the opposite end of the flyaway kit storage. In that the Penetration Team captain, First Lieutenant William B. Grine, planted a simulated bomb in the office of the flyaway kit building, it was believed that little damage would have resulted due to the location of the bomb in relation to the flyaway kits.[9]

It was further pointed out, by the 801st Air Division letter of indorsement, that had the simulated sabotage been one of hostile nature, the damage to base aircraft and flyaway kit would not have completely destroyed the sabotaged areas, but would have reduced the base's combat capability in areas effected by sabotage approximately 20 percent.[10]

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8. Ltr, 1st Ind, fr Cmdr 801st ADiv to Cmdr 2nd AF., dated 10 March 1955. Subj: "Report of USCM Vulnerability Test". RCS: 3-SAC-Y1. (26th SRWg) CL: CONFIDENTIAL. Exhibit No. 8.
9. Ibid.
10. Ibid.

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CHAPTER II

PERSONNEL

A total of 2,212 individuals was assigned to the 26th Strategic Reconnaissance Wing, at Lockbourne Air Force Base, Columbus 17, Ohio, as of the end of March 1955.[1] Of the 2,212 individuals assigned this headquarters as of 31 March 1955, 440 were officers, and 1,762 were airmen.[2] These figures reflect the following changes over the figures for the month of February: 20 officers were gained, 18 airmen were lost. The gain of officers reflect the number of newly assigned Second Lieutenant observers.

The following is a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing as of 31 March 1955:[3]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	428	440
AIRMEN	1,647	1,762
TOTAL	2,075	2,212

1. Weekly Mean Strength Report, March 1955, prep by Stat Svs, 801st AB Gp.
2. Ibid.
3. Rpt, "Status of Offs and Amn," March 1955, prep by 26th SRWg Pers Sect.

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Of the 440 officers assigned, 383 were effectively assigned for a wing percentage of 89 percent effectively manned. This item scored 70 percent of SAC maximum scoring system. The Airmen's Effective Manning was 74 percent for the month. Of the 1,762 airmen assigned, 1,229 were effectively assigned. Under SAC rating system this item scored 60 percent of the maximum score.[4]

The Wing's Ground Safety Score was 45 percent of SAC maximum scoring for the month of March. The low accident cost index of 11.25 enabled a 100 percent rating for this item. The Absent Without Leave rate was 100 percent of SAC scoring for this period, as there were only two (2) AWOL's for an assigned strength of 2,212 individuals, which was a rate of point nine (.9) per 1000 personnel.[5]

The continued shortage of qualified and trainable personnel in the Administrative, "K" System Maintenance and Survival Training and Equipment fields was apparent throughout the month. The 70 career field (Administrative) reflected the shortage of trainable personnel to replace mandatory losses such as overseas quotas and individuals completing their normal tour of service. Personnel shortages in the 32 career field ("K" System Maintenance) indicated that of the 35 individuals authorized in the 32170E field the wing

4. Ltr fr Cmdr 801st ADiv to Cmdr 2AF. Subj: "SAC Management Control System Scores (RCS:2AF-U2)" CL: SECRET. Exhibit No. 9.
5. Ibid.

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had only four (4) assigned. This situation was also prevalent in the 92 field (Survival Training and Equipment) of the nine (9) individuals authorized the wing, only three were assigned.[6]

During the month of March 1955, there was a regression of four (4) RB-47 crews. This crew regression was due to the reassignment of two (2) aircraft commanders and one (1) pilot to attend Air Observer School. There were two (2) observers assigned duty as assistant Squadron Obeerver to fill authorized T/O position. One (1) aircraft commander was reassigned to the 70th Strategic Reconnissance Wing for duty as Operations Officer. One RB-47 pilot was assigned duty as Squadron Ground Training Officer. One (1) observer was transferred to Headquarters USAF and one (1) aircraft commander hospitalized indefinitely.[7]

Crew status for the 26th Air Refueling Squadron during this period was as follows: One (1) engineer technician transferred to Davis Monthan Air Force Base; Two (2) aircraft commanders were transferred. One (1) PCS to Loring Air Force Base, and one (1) PCS to Davis Monthan; Two (2) pilots were transferred. One PCS to Loring Air Force Base and one (1) TDY to School; Three (3) engineer

6. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Month of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.
7. Ibid.

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technicians were lost, one (1) PCS to Loring Air Force Base, one (1) PCS to 801st Air Base Group, Operations Squadron and one (1) separated from service; There was one (1) navigator assigned PCS to Loring Air Force Base and three, (3) reassigned to the 26th Wing. Four (4) radio operators were separated from service and one (1) assigned PCS to Loring Air Force Base. There were two (2) refueling operators assigned to Loring Air Force Base and five, (5) separated from service. In the case of personnel reassigned to the 26th Wing, those individuals had limited retainability and will not accompany the 26th Air Refueling Squadron when it transfers to Westover Air Force Base during April 1955.[8]

In summary, it was pointed out that RB-47 combat crew regression was caused by the reassignment of combat ready crew personnel to fill mandatory school quotas such as Air Observer School and to fill T/O positions at both wing and squadron level. These vacancies were being created by the requirement to cadre the 70th Strategic Reconnaissance Wing with experience and well qualified air personnel.[9]

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8. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
9. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.

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CHAPTER III

OPERATIONS AND TRAINING

During March 1955, crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 2,323 hours of flying time which was indicative of an increase of approximately 485 hours over the total flying time recorded in February of 1955, by said crews and aircraft.[1] This increase was due to an accelerated training program in the wing, coupled with the performance of missions directed by higher headquarters, despite the cancellation and rescheduling, due to adverse weather conditions, of 26 RB-47 sorties and 201 flying hours. There were six (6) refueling, 12 navigation legs and three (3) long range cruises cancelled due to weather.[2]

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, Mar 1955, prep by Stat Svs, 801st AB Gp.
2. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Mar 1955. (RCS:3-SAC-T12), and 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of Mar 1955. (RCS:4-SAC-T12) (Air Refueling Crews) CL: CONFIDENTIAL. Exhibit Nos. 12 and 13.

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The 26th Wing possessed at this station on 31 March 1955, 71 tactical aircraft according to the following number and types:[3] two (2) YRB-47s; 18 KC-97F/Gs; and 51 RB-47Es. In comparing this total with February's, it will be found that it increased by one (1) aircraft during this period. There was one (1) RB-47 aircraft gained from Boeing Airplane Company, Witcha, Kansas. This aircraft was assigned to the 3rd Squadron making a total of 51 RB-47 aircraft assigned to this headquarters. Of the assigned 22 KC-97F/G aircraft, four (4) KC-97F aircraft were under modification at Oklahoma City Air Materiel Area, as of the end of March 1955. Total possessed aircraft during this period were on hand for 52,092 hours, and were maintained in-commission, 39,702 hours. These figures resulted in a monthly percentage of five percent (5%) for the time total wing aircraft were flown.

The following is a comparison of operational data recorded by the 26th Strategic Reconnaissance Wing tanker and reconnaissance aircraft during February and March 1955 at this station:[4]

	FEBRUARY	MARCH
Number Aircraft On Hand	70	71
Number Hours Aircraft On Hand	46,421	52,092
Number Hours Aircraft In-Commission	36,685	39,702

3. Rpt, "Form 110A, Mo. Rpt of A/C Opns, Mar 1955, prep by Stat Svs, 801st AB Gp.
4. Ibid and Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs, 801st AB Gp.

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	FEBRUARY	MARCH
Number of Hours Aircraft Flown	1,838:30	2,323
Percentage of Time Aircraft In-Commission	79%	76%
Percentage of Time Aircraft Flown	5%	5%
Number Hours Aircraft Out of Commission Due to Maintenance	7,640	10,064
Number Hours Aircraft Out of Commission Awaiting Parts	1,116	1,285
Number of Landings Made	637	800

It is pointed out that all figures in the above summary with the exception of the percentage of time aircraft were in-commission and the percentage of time aircraft were flown, increased over those totals recorded in February 1955.[5] Through there was an increase of approximately 2,424 hours in the number of hours aircraft were out of commission due to maintenance, actually, this item regressed from an operational standpoint, as more time was devoted to maintenance, hence the regression. Then additional time was realized in the preparation of the forthcoming move of the 26th Air Refueling Squadron to Westover Air Force Base.

The Operation and Training Program for the 26th Wing during March, consisted primarily in flying Strategic Air Command Regulation

5. Rpt, "Form 110A, Mo. Rpt of A/C Opns" March 1955, prep by Stat Svs, 801st AB Gp.

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50-8 training requirements, and SAC Regulation 51-19 training requirements.[6]

Of the 2,323 hours flown by assigned crews and aircraft of the Wing in March, a total of 123 tanker sorties were flown during this period and reconnaissance crews flew a total of 274 sorties.[7]

With the end of March 1955, reconnaissance squadrons of this headquarters had completed approximately 96 percent of their quarterly training requirement. There were three (3) primary factors withholding a 100 percent rating: (1) Higher headquarters missions; During this past training quarter, 462 flying hours were expended in support of higher headquarters directed missions, which resulted in training shortage of some of the participating crews; (2) Adverse weather conditions; During the training quarter, 72 scheduled sorties and 465 flying hours were cancelled due to adverse weather conditions making it extremely difficult to effect accurate and logical planning. In addition, adverse weather conditions caused the loss or rejection of a considerable amount of flying training; (3) The final factor concerned crew availability; Training shortages for various reconnaissance crews were caused by members of these crews being on TDY status or hospitalized for extended periods during the training quarter.[8]

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6. 26th SRWg Weekly Aircraft Requirement Records for the Mo. of March 1955. Exhibit No. 14.
7. Ibid.
8. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.

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There were a number of contributing factors resulting in the non-accomplishment of SAC Minimum Training Requirement during the training quarter. To begin with, there were four (4) aircraft at OCAMA and three (3) KC-97 aircraft and crews TDY to Davis Montham Air Force Base. This situation generated an average of 21 days absentee of aircraft and crews thereby hampered the scheduling of crews for maximum effective flying training.[9] In addition to the above factors, there was a loss of three (3) flying days due to the postponement of the Wing's Simulated Combat Mission; the stand-down conditions of twelve crews for Operation "Openmind" and the stand-down of four (4) crews preparing for an extended TDY outside the continental limits of the United States. All of these factors contributed to the non-completion of SAC 50-8 minimums.

During March primary mission of the 26th Air Refueling Squadron was air refueling support of the wing's reconnaissance crews. Sorties for the completion of long range cruise, navigation and pilot proficiency were extremely limited. In addition, the aircraft commander of one (1) crew was TDY during the entire training quarter, thereby activity of this crew was limited to substitutions.[10]

Under SAC rating score for tanker refueling missions, the wing

9. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of March 1955. (RCS:4-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
10. Ibid.

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averaged a 74.8 percent of SAC's maximum score. Emphasis was placed on refuleing support of RB-47's crews resulting in scores of 88 percent or more for all items except Miscellaneous and Flying Time. The item, Miscellaneous, was 81.6 percent. This low score was due to shortage of Pilot Proficiency Missions. The majority of these missions were scheduled using aircraft "turned around" same day from refueling sorties; however, when aircraft could not be turned around due to maintenance required, the mission was cancelled. It was also pointed out that only instructor pilots were utilized on operations "Open Mind" and "Teapot".[11]

In summary, the wing scored a rating of 62.8 percent of SAC maximum score under the item of Flying Hour Utilization. This low score was attributed to the long sorties flown on the Unit Simulated Combat Mission and "Operation Teapot". There was also taken into consideration 461 hours flown on higher headquarters directed mission during the quarter and 72 sorties and 465 hours flying time rescheduled due to adverse weather conditions.[12]

The continued postponement of operation "Teapot" adversely effected the scheduling of crews. Two (2) reconnaissance crews and one (1) ground spare was alerted for Operations "Teapot" from

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11. Ltr fr Cmdr 801st ADiv to Cmdr 2nd AF. Subj: "SAC Management Control System Scores (RCS: 2AF-U2) CL: SECRET. Exhibit No. 9.
12. Ibid.

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15 February 1955 to 23 March 1955. The identical number of tanker aircraft were maintained at Tuson, Arizona for the same operation and replaced by aircraft and crews from this wing as required. The scheduling of KC-97 crews was adversely effected by the one (1) week delay in the performance of operation "Open Mind". On this mission the majority of instructor crews were committed, (six (6) crews on stand-by alert 24 hours daily for a total of 12 crews).[13]

In the historical report of the wing for the month of February the above situation was discussed in the Wing Commander's T-12 Remarks. It was stated in February T-12 Remarks; "The combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. The mission delays and concellations which were beyond the Wing Operational control were the primary cause for deficits in accomplishing the monthly allocated flying hours."[14]

In reply to the Wing's T-12 Remarks for February 1955, Second Air Force stated; "That Operations "Teapot" was a test of atomic weapons in which participation was scheduled by Headquarters Strategic Air Command. The numerous weather delays were beyond the aide of any particular individual. Therefore no action was contemplated by Second Air Force."[15]

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13. Ltr fr Cmdr 801st ADiv to Cmdr 2nd AF. Subj: "SAC Management Control System Scores (RCS: 2AF-U2)". CL: SECRET. Exhibit No. 9.
14. Rpt fr Cmdr 2nd AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SRWg for Mo. Feb 1955." CL: CONFIDENTIAL Exhibit No. 10.
15. Ibid.

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Second Air Force Director of Operation could not make any comment on the "widening gap" statement of this Wing's in regard to the length of each sortie on a USCM of type recently performed. It was further pointed out by Second Air Force Director of Operation, that in view of the fact that a USCM is a training requirement and the length of sorties are dictated by SAC Regulation; also, individual training accomplishment can be scheduled by the wing concerned on a USCM, thereby curtailing any comments from Second Air Force.[16]

In a more decisive discussion Second Air Force went on further to say that; "Since USCM's must be flown each quarter by each unit, it would be an impossible workload for the Operations Division of Second Air Force and a flying safety hazard to schedule them all during the beginning of the training quarter. However, an attempt is made to separate the times between wings so that one wing does not always fly a USCM at the last of the quarter. In addition, and at the recommendation of Second Air Force Director of Operation, one USCM can now be flown in a training month."[17]

In closing, Second Air Force requested that the Wing Commander make specific recommendation as to the methods of accomplishing requirements that will not interfere with plans.

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16. Rpt fr Cmdr 2nd AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SRWg forMo. of Feb 1955. CL: CONFIDENTIAL Exhibit No. 10.
17. Ibid.

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Again this period, as previously reported, the acute lack of available bombing ranges for accomplishing night photography has seriously retarded the development of this capability and in addition, restricted this phase of Combat Crew Training.[18]

The maximum utilization of the single RBS Range available to the wing hours required rescheduling of crews and replanning of missions on short notice. There were 181 scheduled Night Photographic sorties incompleted due to ground cancellations for weather, air aborts for weather, photo rejected due to weather and air aborts due to range being closed during the quarter. High Altitude Night Photoflash proficiency for the wing was 70 percent of SAC maximum score. This low score was the results of a high rate of rejects due to weather in the target area.[19]

In reply to this situation, Second Air Force concurred that the lack of a "photoflash" range in the vicinity of Lockbourne adversely affected full utilization of available flying time. It was further stated that any assistance Second Air Force could provide, in relation to recommendation emanating from Langley and Rapid City contacts, will be promptly afforded. However, Second Air Force is contacting other air forces in regard to this problem, in addition to surveying other military installations for the possibility of

18. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 12.
19. Ltr fr Cmdr 801st ADiv to Cmdr 2AF. Subj: "SAC Management Control System Scores (RCS: 2AF-U2)" CL: SECRET. Exhibit No. 9.

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using such facilities for photoflash activity.[20]

In addition to adverse weather conditions, numerous night photographic sorties were ineffective due to malfuncition of the camera trip unit and the RS-2 rack. On 7 March 1955, there were seven (7) sorties lost due to the Avon Park Bombing Range being closed during the scheduled range period.[21]

The malfunction of the camera trip unit was apparently caused by the lack of satisfactory devices for calibration and adjustment of the camera trip unit sensitivity. At present there is no specific test equipment designed for this calibration. However, locally manufactured testing devices are undergoing trial which may correct this deficiency.[22]

The malfunction encountered with the RS-2 rack selector was due to frozen condensation on the relay points thereby preventing contact at operational altitudes. These rack selectors are presently located in the crawlway outside of the pressurized compartment. On 3 February 1955, a Unsatisfactory Report No. 55-286, was submitted recommending the relocation of the RS-2 rack selectors within the pressurized compartment of the aircraft. In a reply from Warner Robbins Air Force Base it was indicated that a project

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20. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL.Exhibit No. 12.
21. Ibid.
22. Ibid.

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has been assigned to correct this deficiency.[23]

A recapitulation of night photographic runs lost during the training quarter was as follows: 114 runs, ground cancelled due to adverse weather conditions; 21 runs, air aborted due to weather; 21 runs, air aborted due to closed range; 21 runs rejected due to weather; 29 runs rejected due to camera malfunction; and 15 runs rejected due to release malfunction. In all, there was a loss of 221 runs. These losses are rendering operational planning and scheduling ineffective and in addition, causing an excessive expenditure of maintenance effort and flying hours.[24]

This headquarters recommended that the requirement for actual photoflash runs be waived from SAC Regulation 51-26 until such time as the aforementioned inadequacies, which are primarily beyond this wing's control, can be resolved.

In the February 1955, Wing T-12 Remarks, this headquarters recommended that any camera malfunction verified by the A&E Section of the wing's or reconnaissance techinical organization, not be credited against a crew.[25] In reply to this recommendation, Second Air Force stated that the SAC conference which convened at Lockbourne Air Force Base during 16 and 17 December 1954 reviewed SAC Regulation 50-26 and recommended revision. The proposal to SAC recommended

23. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12) CL: CONFIDENITAL. Exhibit No. 12.
24. Ibid.
25. Rpt fr 2AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SRWg during Feb 1955". CL: CONFIDENTIAL. Exhibit No. 10.

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that malfunction of equipment which is not accessible in flight not be considered the responsibility of the crew. Malfunction of equipment would be charged against the crew's reliability factor only if attributed to crew techniques by the Aircraft Major Malfunction Board (SAC Reg. 56-11). However, revision of subject regulation is in process of coordination at SAC.[26]

In the March 1955 Wing Commander's T-12 remarks the following changes were recommended to be made to paragraph E2, of SAC Technical Pamphlet 170-1B, Subject: SAC Management Control System, Wing's Reconnaissance. These changes were recommended for the purpose of enabling a more realistic measurement of flying hour utilization.[27]

Flying Hours Per Unit of Training	RB-47	KC-97
Night Celestial	2.50	2.50
Day Celestial	2.00	2.00
Grid	1.75	3.25
Pilot Proficiency	3.50	3.50
Radar Rendezvous		1.00
Trimetregon Photography	.50	

In regards to the changes recommended for Night Celestial, day celestial and grid navigation, it was pointed out that existing

26. Rpt fr 2AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SRWg during Feb 1955". CL: CONFIDENTIAL. Exhibit No. 10.
27. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 12.

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SAC directives require that each navigation leg flown must be of a specified minimum time duration in order to accrue training credit for its accomplishment. As applies to RB-47 and KC-97 crews, for SAC Management Control System awards flying hour utilization credit for navigation legs in an amount equal to this required minimum time. This standard of measuring proper time utilization is considered unrealistic since the greater majority of completed navigation legs require approximately 30 minutes of time in excess of the established minimum time duration. This same reason applies to pilot proficiency missions.[28]

For radar rendezvous of tanker aircraft, changes were recommended to include x consideration for flying time expended by tanker aircraft in orbit area prior to start of rendezvous. This factor is recognized by current Tactical Doctrine. The wing recommended that Trimetregon photography runs be included in the flying hours utilization index of the Management Control System.[29]

The wing further recommended that consideration be given to those sorties in which no specific training is reported on the T-12 Report: transition flight, filed checks, air refueling checkouts and ferry requirement percentage.[30]

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28. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 12.
29. Ibid.
30. Ibid.

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In the Wing Commander's T-12 Remarks for the month of February, it was recommended that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of wing combat crew training. At present there are two such rating systems in use, the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second by the SAC Training Division. In reply to this recommendation, Second Air Force stated that they had recommended to Headquarters SAC the advantages of having all rating systems incorporated into one rating system.[31]

During March the 26th Wing was directed by Headquarters Second Air Force to deploy a detachment to Eielson Air Force Base, Alaska for approximately 60 days TDY, for the purpose of accomplishing USAF Project AFR 55-1. Operations was nicknamed "SEASHORE", with X-Day set for 1 April 1955.[32]

Task for the 26th Wing required the deployment of two (2) YRB-47 aircraft equipped with K-30 camera, two (2) RB-47s and four (4) KC-97 aircraft plus crews and necessary support personnel. It was indicated that practicable tanker aircraft of the KC-97G type would be deployed on this mission. Detailed information covering this

31. Rpt fr 2AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SRWg during Feb. 1955. CL: CONFIDENTIAL. Exhibit No. 10.
32. TWX fr CINCF SAC to Cmdr 2AF. Cite: DOOPO 5186, dated 18 March 1955. Subj: "Deploy 26th SRWg Detachment to Eielson, Alaska. CL: SECRET. Exhibit No. 5.

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mission was contained in Second Air Force Operation Order 81-55.[33]

Final mission report or further information concerning this mission will be reported in future histories of this headquarters.

During this period the 26th Wing received a letter containing comments made by Headquarters Strategic Air Command, concerning Second Air Force's Condensed Action Report of the 26th Wing TDY at Lajes and in the United Kingdom. The period of TDY covered 13 September through 3 November 1954.[34]

After reviewing the Condensed Action Report of the 26th Wing the following comments were forwarded by Headquarters, Strategic Air Command: In reference to the wing's recommendation that consideration be given to establishing another RBS site in France or the United Kingdom, Headquarters SAC indicated that Radar Bomb Score Detachment 6, of the 12th RBS Squadron was installed at Rhine-Main Air Force Base, Frankfurt, Germany, in August of last year. The detachment is mobile. It will operate in Germany half of the time to service USAF in Europe units and in France the other half, to service SAC TDY units. Headquarters, 7th Air Division is negotiating with the French Government for a site in Paris from which the detachment will operate in support of SAC units. It is

33. TWX fr CINCF SAC to Cmdr 2AF. Cite: DOOPO 5186, dated 18 March 1955. Subj: "Deploy 26th SRWg Detachment to Eielson, Alaska. CL: SECRET. Exhibit No. 5.
34. History, 26th SRWg for Mo. Sept & Oct 1954 CL: SCERET. Ref. Exhibit No. 14. Lt 26th SRWg to Cmdr 2AF thru 801st ADiv. Cite: 26DO. dated 15 Nov 1954. Subj: "Final Unit TDY Mission Report". CL: CONFIDENTIAL.

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considered that the United Kingdom, North Africa, and European sites can adequately support SAC units rotating to the United Kingdom. In addition, consideration is being given to installation of an RBS site in Spain when necessary arrangement can be made.[35]

With reference to a squadron operations building at Lajes, Headquarters SAC revealed that current planning includes a squadron operations building at Lajes, which will include an adequate briefing room. It was anticipated that the building would be completed by March 1955.

In regards to the installation of a reliable range facility at Lajes Air Force Base, Headquarters SAC pointed out that the PC document reveals that Lajes presently had one LF Range and one LF Beacon installed. The LF Range is limited to Homing service only. However, Lajes is scheduled for a VOR and another medium powered LF Beacon facility. The VOR will replace the LF Range as the primary terminal nav-aid.[36]

The 26th Wing recommended that a reliable means of communication be established between Lajes and 5th and 7th Air Division. In reply to this recommendation, Headquarters SAC relates that the only circuits available at this time between Lajes and the 5th and 7th Air Divisions are HF radio, which is subject to adverse propgation con-

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35. History, 26th SRWg for Mo. Sept & Oct 1954. CL: SECRET, Ref. Exhibit No. 14. Lt 26th SRWg to Cmdr 2AF thru 801st ADiv. Cite: 26DO. dated 15 Nov 1954. Subj: "Final Unit TDY Mission Report" CL: CONFIDENTIAL. and Ltr, fr HQs SAC to Cmdr 2AF. Cite: DOOPO Subj: "Second Air Force Condensed Action Report covering 26th SRWg TDY in Forward AREA. CL: SECRET. Exhibit No. 7.
36. Ibid.

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ditions. Headquarters USAF has approved a long range plan whereby Airways and Air Communications Service will engineer and install an extensive forward scatter system, which will increase the overall reliability of communications in this area.[37] Headquarters SAC's letter constituted final action to the wing's final Unit TDY Mission Report.

The 26th Wing Intelligence Section major activity during March was devoted to EWP target study and participation in SAC Command Post Exercise under Second Air Force Operations Plan 6-55.[38]

Due to the improvement of flying weather and crews on TDY, the EWP target study dropped off to a slight degree. There were 29 crews that accomplished 92½ hours of target study and five (5) crews that had completed a total of 35 UST runs on EWP plates. During this period the Intelligence Radar Prediction section completed eight (8) prediction plates which reflected 12 separate EWP targets. Captain Milton E. Weeks, A02063208, assistant Radar Target Prediction Officer, devoted a period of one week compiling data for the Second Air Force Radar simulation and prediction confernece held on 28 and 29 March 1955.[39] In the forthcoming April History of the wing this writer will present a more concise coverage of this conference.

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37. History, 26th SRWg fro Mo. Sept & Oct 1954. CL: SECRET, Ref. Exhibit No. 14. Lt 26th SRWg to Cmdr 2AF thru 801st ADiv. Cite: 26DO. dated 15 Nov 1954. Subj: "Final Unit TDY Mission Report. CL: CONFIDENTIAL. and Ltr, fr HQs SAC to Cmdr 2AF. Cite: DOOPO. Subj: "Second Air Force Condensed Action Report covering 26th SRWg TDY in Forward Area". CL: SECRET. Exhibit No. 7.
38. History, 26th Wing D/Intel Section for the Mo. April 1955. File 26th SRWg Hist Sect.
39. Ibid.

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Wing Intelligence representatives during the Command Post Exercise were; Lieutenant Colonel Rudolph C. Kroller, Jr., 11324A, Wing Director of Intelligence; Major Edward R. Jirles, A0565759, OIC of EWP Target Study; and Captain Deane F. Myers, A02080432, Operations Intelligence Officer. Colonel Koller and Captain Myers in conjunction with Major Allen B. Cotton, 14124A, Wing Operations Officer, deployed to the EWP staging area, while Major Jirles remained at Lockbourne to monitor the home station portion of the exercise.[40]

Prior to the start of the wing's portion of this exercise, the team which was deployed to the forward post strike base spent the major portion of its time coordinating with the local Air Base Group and the Reconnaissance Technical facility. Couriered film and reconnaissance technical reports were delivered to the reconnaissance technical facility. In addition, various aspects of this phase of the exercise was discussed with the commander and operation officers. There was a considerable amount of liaison between the Reconnaissance Technical Facility, Air Division and Headquarters Second Air Force in order to determine what film would be used during the exercise.[41]

The 26th Wing team assisted the Reconnaissance Technical facility

40. History, 26th Wing D/Itell Sect. for the Mo. April 1955. File 26th SRWg Hist Sect.
41. Ibid.

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and in addition, forwarded information copies of Second Air Force's instruction to the Air Division Headquarters. The Wing's team devoted considerable time explaining to the Air Base Group personnel the purpose, activity and responsibilities of a control team.

Upon receipt of the execution order both the home station and the deployed teams devoted time adjusting report times and finalizing the information. Total messages submitted by the home base team was six (6) covering 42 reports over a 34 hour period. The deployed team submitted 98 messages covering 128 reports. In addition, there were 11 query messages transmitted. This latter operation covered a two (2) day - eight (8) hour period.[42]

Although the Operations Plan specifically designated two (2) members for each team, it was discovered that a deployed team of three (3) members, all familiar with the EWP composed the ideal team. It was observed that a team of three (3) members allowed one officer on duty at all time with two officers on duty during peak workload periods.[43]

At the termination of the operation Lieutenant Colonel Kroller attended a meeting with Air Base Group Commander, the Deputy and Operations Officer. The overall operations was discussed and control team recommendations were made by Colonel Kroller. The Commander of the Air Base Group was anxious to discuss the 26th Wing survey

42. History, 26th Wing D/Intell Section for the Mo. of April 1955. File 26th SRWg Hist Section.
43. Ibid.

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team and items which they would cover. However, the commander was advised that the 26th Wing unit had no authority to make suggestions or offer advise with respect to the Post-Strike base nor could they offer a firm date on the arrival of the survey team. This operation was terminated at 1830, on 19 March 1955, and the unit re-deployed to the ZI on 20 March 1955.[44]

44. History, 26th Wing D/Intell Section for the Mo. of April 1955. File 26th SRWg Hist Sect.

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CHAPTER IV

MATERIEL

The end of March 1955, saw a total of 71 tactical type aircraft in possession of the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio, which was indicative of an increase of one (1) aircraft over the number possessed by this command at the end of February 1955.[1] This increase was due to the gain of one (1) RB-47 aircraft from Boeing Airplane Company, Witchata, Kansas.

During March, tactical aircraft were on hand for 52,092 hours and were maintained in-commission 39,702 hours.[2] This resulted in a monthly aircraft in-commission percentage of 76 percent and a monthly percentage for time aircraft were flown of five percent (5%),

1. Rpt, Form 110A, Mo. Rpt of A/C Opns, March 1955, prep by Stat Svs, 801st AB Gp.
2. Ibid.

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whereas in February 1955, aircraft were on hand 46,421 hours and maintained in-commission 36,685 hours, for a monthly in-commission rate of 79 percent and a monthly percentage of time aircraft were flown of five percent (5%).[3]

This indicated an increase of 5,671 hours for the number of hours aircraft were on hand in March; an increase of 3,117 hours for the number of hours aircraft were maintained in-commission; a regression of approximately three (3) percent in the percentage of time aircraft were in-commission, while the percentage of time aircraft were flown remained at five percent (5%).[4]

The following is a statistical comparison of KC-97G/F and YRB/RB-47 aircraft, operational and maintenance data as recorded during the months of February and March 1955:[5]

KC-97G/F

	FEBRUARY	MARCH
Number Aircraft On Hand	18	18
Number Hours Aircraft On Hand	12,657	13,083
Number Hours Aircraft In-Commission	10,345	9,817
Number Hours Aircraft Flown	522	606
Percentage of Time Aircraft In-Commission	81.7%	75%
Percentage of Time Aircraft Flown	5%	6%
Number of Hours Aircraft Out of Commission Due to Maintenance	1,828	2,954

3. Rpt Form 110A, Mo. Rpt of A/C Opns, March 1955, and Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs, 801st AB Gp.
4. Ibid.
5. Ibid.

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KC-97G/F

	FEBRUARY	MARCH
Number of Hours Aircraft Out of Commission Awaiting Parts	547	240
Number of Landings Made	114	279

RB/YRB-47

	FEBRUARY	MARCH
Number Aircraft On Hand	52	53
Number Hours Aircraft On Hand	33,764	39,009
Number Hours Aircraft In-Commission	26,340	29,885
Number Hours Aircraft Flown	1,317	1,717
Percentage of Time Aircraft In-Commission	78%	76%
Percentage of Time Aircraft Flown	5%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	5,930	7,110
Number of Hours Aircraft Out of Commission Awaiting Parts	569	1,045
Number of Landings Made	518	521

In a total summary of the wing's aircraft maintenance and operational performance during this period of the nine items reported on, seven (7) items increased over those totals recorded in March 1955. The number of hours aircraft were flown increased by approximately 5,671 hours. This increase was attributed to the

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increased time devoted to flying missions directed by higher headquarters. Although there was an increase of approximately 2,424 hours in the number of hours aircraft were out of commission due to maintenance, actually this item regressed from an operational standpoint, as more time was devoted to maintenance, hence the regression. Then too, additional time was realized in the preparation of the forthcoming move of the 26th Air Refueling Squadron to Westover Air Force Base.

During this period information received from the 801st Air Division Director of Materiel advised this headquarters that aircraft assigned to the 70th Strategic Reconnaissance Wing will be attached to the 26th and 91st Strategic Reconnaissance Wings for maintenance support until the 70th Wing obtains support capability. This date was estimated as of 15 April 1955.[6]

Information further indicated that the first five (5) aircraft assigned will be picked up and maintained by the 91st Wing. The remaining aircraft will be picked up and maintained by the 26th and 91st Wings alternative, the 26th Wing picking up the sixth (6th) aircraft. When aircraft are due for pick up, the Division Materiel will advise the wing scheduled for the pick up. Upon pick up of the aircraft the Wing will then attach the aircraft at one of it's tactical squadrons

6. DD Form 96 fr 801st ADiv D/Materiel to the 26th, 91st & 70th Wings D/Materiel, dated 28 March 1955. Subj: "RB-47E Aircraft Assigned to the 70th SRWg". CL: UNCLASSIFIED. Exhibit No. 6.

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for maintenance and support. When directed by headquarters, 801st Air Division, the wing concerned will turn over control of the aircraft to the 70th Wing.[7]

It was pointed out that 263 checks will be completed in accordance with T.O. 0035D-263. All loose equipment will be stenciled with the complete aircraft serial number to insure proper equipment is turned over to the 70th Wing when it assumes control of the aircraft. On the arrival of an aircraft assigned to the 70th Wing, subject wing will be notified so that they may furnish qualified personnel, if available, to assist in the 263 checks.[8]

Reports required on the 70th Wing aircraft will be prepared by the wing having temporary control of the aircraft. These reports will be consolidated by the 91st Strategic Reconnaissance Wing prior to forwarding to higher headquarters.[9]

Information forwarded to Headquarters SAC by Second Air Force outlined the movement of aircraft and maintenance support of the 26th Air Refueling Squadron to Westover Air Force Base during April 1955.[10]

Transfer of the squadron was planned in such a manner that combat capability would be maintained throughout the move. A shuttle operation of crews and aircraft was established to accomplish the following activity; On 5 April 1955, an advance party of three (3)

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7. DD Form 96 fr 801st ADiv D/Materiel to the 26th, 91st & 70th Wings D/Materiel, dated 28 March 1955. Subj: "RB-47E Aircraft Assigned to the 70th SRWg. CL: UNCLASSIFEID. Exhibit No. 6.
8. Ibid.
9. Ibid.
10. TWX, fr Cmdr 2AF to CINC SAC, Cite: DM5B 5636, dated 29 March 1955. Subj: "FCS Movement of the 26th AREFS". CL: UNCLASSIFIED. Exhibit No. 5.

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officers and seven (7) airmen are scheduled to depart Lockbourne for Westover Air Base; On 17 April 1955, seven (7) KC-97 aircraft crews plus one-third of the squadron's assigned strength including maintenance support will depart Lockbourne and be in place at Westover on 18 April 1955.[11] Five (5) KC-97 aircraft and two (2) C-124 aircraft transporting cargo will depart Lockbourne on 20 April 1955. Planning will be scheduled wherein aircrews will be returned to Lockbourne to aide in the squadron's movement. On 21 April, seven (7) aircrews plus the second one-third of the unit strength including maintenance support will depart Lockbourne to be in place at Westover on 24 April 1955. The remaining one-third of the squadron's strength and maintenance support will depart Lockbourne for Westover Air Force Base on 27 April 1955. The unit command post and transfer of operational control will take place at 2400 ZULU time 21 April 1955.[12]

The status of the 26th Wing's units flyaway kit for the month of March 1955, were as follows:[13]

26th Air Refueling Squadron	98.4%	Complete
3rd Strat Recon Squadron	96 %	Complete
4th Strat Recon Squadron	95 %	Complete
10th Strat Recon Squadron	96.4%	Complete

11. TWX fr Cmdr 2AF to CINC SAC, Cite: DM5B 5636, dated 29 March 1955. Subj: "PCS Movement of the 26th AREFS". CL: UNCLASSIFIED. Exhibit No. 5.
12. Ibid.
13. Minutes of the 26th SRWg Flyaway Kit Review Panel Meeting, dated 28 March 1955. Filed 26th SRWg D/Materiel Office.

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During the month of February 1955, a message was forwarded to Second Air Force in an effort to obtain the latest information on the new Flyaway Kit Listing. To date no reply has been received by this headquarters. It was not considered practical to submit changes to the present K FAK listing until the new revised listings are received.[14]

Information received from higher headquarters indicated that a revised listing of ECH equipment is being prepared. However, another message forwarded to Second Air Force during this period requested date listings be furnished. No reply was received as of the end of this reporting period. The flyaway requisition on this type equipment has been hampered due to difficulties in ascertaining applicable equipment.[15]

Information provided by Boeing Airplane Company technical representative assigned to this wing was of considerable interest for this period. In the March Monthly Technical Report submitted by Mr. Walter N. Graham and James E. Huffington, Boeing Technical Representatives, full coverage was given to RB-47 fuel seepage and inboard internacelle fairing assembly failures.[16]

This technical report listed an equipment malfunction which has plagued RB-47 operation for some time. This malfunction was the un-

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14. Minutes of the 26th SRWg Flyaway Kit Review Panel Meeting, dated 28 March 1955. Filed 26th SRWg D/Materiel Office.
15. Ibid.
16. Boeing Airplane Tech Monthly Report, for the period ending 31 March 1955, dated 2 April 1955. 26th SRWg D/Materiel Files.

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explained fuel seepage from the fuel tank vents. The Boeing Airplane Company has been investigating the problem; and due to the efforts of the B-47 Flight Test Section in searching for the reason for the fuel spillage, it has been determined that JP-4 fuel becomes supersaturated with dissolved air under normal conditions, or one atmosphere of pressure. This air will be released gradually as the airplane ascends if the fuel is continually agitated during this time. However, if the ascent is smooth and the boost pumps are not used, as in the case of auxiliary tanks, the air may not be released until a very high altitude is reached. If a boost pump should then be turned on or if the fuel should become agitated by any other means, the air will escape rapidly, causing the fuel to foam and be forced out the tank vents and hence into the aft fuselage compartments.[17]

A flight test program has demonstrated that the fuel spillage problem can be eliminated in most cases, except negative acceleration, by running booster pumps from take-off until cruise altitude is attained. A safety of flight supplement has been recommended by the contractor to revise the RB-47 fuel management procedure and to remove the restriction, 1B-47(r) E-1-CP, which prevents use of the A-5 flash ejector system.[18]

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17. Boeing Airplane Tech Monthly Report, for the period ending 31 March 1955, dated 2 April 1955. 26th SRWg D/Materiel Files.
18. Ibid.

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It has been suggested that the fuel management procedure be worded approximately as follows: For airplanes with an auxiliary override system, except for the forward auxiliary tank which transfers directly to the forward and center main tanks, take-off and climb should be made normally on main tanks and with the boost pumps on in all auxiliary tanks that are intended to be used in flight with the exception of the forward auxiliary. The auxiliary fuel-to-engine valve switch is to be in the closed position. After reaching the cruise altitude, turn off all auxiliary boost pumps except as necessary to begin normal auxiliary fuel feed to engines.[19]

For the airplanes with a complete auxiliary override system which allows all auxiliary fuel usage directly to engines, take-off and climb are to be made normally on main tanks and with the booster pumps on in all auxiliary tanks that are intended to be used in flight. The auxiliary fuel-to-engine valve switch is to be in the closed position. After reaching the cruise altitude, turn off all auxiliary boost pumps except as necessary to begin normal auxiliary fuel feed to engines.[20]

It is apparent that the fuel loss will be more apt to occur when tanks are overfilled. Since slow acting or binding mechanical linkage in dual float switches have been known to cause overfilling of fuel

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19. Boeing Airplane Tech Monthly Report, for the period ending 31 March 1955, dated 2 April 1955. 26th SRWg D/Materiel Files.
20. Ibid.

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tanks, it has been suggested that all auxiliary tanks be checked by removing the individual tank filler caps after every ground refueling until the present float switches can be replaced with the more reliable thermistor-type fuel level control switches.[21]

Maintenance engineering difficulties pointed out by the Boeing representative, referred to the increased number of inboard internacelle fairing assembly failures. Damage to the fairing consists of cracked and warped plates, loose or pulled rivets, and buckling. The Boeing Airplane Company has determined that the primary cause of this damage is due to high temperature jet wake being deflected onto the fairing by the engine exhaust nozzle tabs. Relocating the tabs to the side of the exhaust nozzle adjacent to the internacelle fairing on the inboard engines will deflect the gases away from the fairing. Additionally, ground tests of J-47-25 engines indicate that if the exhaust tabs are fixed to the top side of the nozzle airplane take-off distance can be decreased substantially.[22]

The suggested tab location is as follows: On inboard engines, the first tab or the first two tabs, if required, are to be arranged with the tab area equally spaced on each side of the horizontal center line point on the side adjacent to the internacelle fairing. All additional tabs are to be arranged with the tab area spaced equally

21. Boeing Airplane Tech Monthly Report, for the period ending 31 March 1955, dated 2 April 1955. 26th SRWg D/Materiel Files.
22. Ibid.

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on each side of the top vertical center line point; On the outboard engines, locate tabs in the upper section of the exhaust nozzle circumference starting at the top vertical center line point and arrange the tab area equally on each side of the center line point.[23]

The tab location procedure as outlined above will be incorporated into Technical Order 1B-47(R) E-2 in the 15 June 1955 revision.[24]

In summary, it is the intent and purpose of the Boeing Representative to provide technical assistance and to aid and instruct in the proper maintenance and operation of B-47 Equipment. With this goal, he is available at any hour to promote the maximum safe and efficient utilization of current equipment. He also acts as a direct means of contact for the interchange of technical data between the airplane prime design contractor and the using activity.

During this period, Boeing Representatives made a concerted effort to assist in resolving the various problems as they occur in the operation of the RB-47. It is believed that the numerous informal discussions which are stimulated by this effort provided valuable training for all personnel concerned.

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23. Boeing Airplane Tech Monthly Report, for the period ending 31 March 1955, dated 2 April 1955. 26th SRWg D/Materiel Files.
24. Ibid.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF MARCH 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ENSIGN, LEWIS P.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director of Personnel	SAMSON, GEORGE D.	Major
Director of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Lt. Col.
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Field Maint Sqdn	ATKINS, JOHN K., JR.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sqdn Section, 26th Recon Wing	ROBERTS, JAMES A.	Major
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
AFT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Stretegic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation.

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the

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assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan or simulated war plan effort do not fall under this category.

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History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was porcured through interviews with key personnel of staff section, squadrons and/or personnel concerned along with personal observation of the Historian.

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LIST OF EXHIBITS

1. 26th SWg General Order No. 6, dated 26 March 1956. "Staff Assignment" Col. Lewis T. Preston, Wing Deputy Commander. CL: Unclassified.

2. 26th SWg General Order No. 6, dated 26 March 1956. "Detachment of the 26th Strategic Reconnaissance Wing." CL: Unclassified.

3. 26th SWg General Order No. 3, dated 14 March 1956, "Appointment of Major James A. Robert as Commander, Hqs Sqdn 26th SWg. Unclassified.

4. TWX fr CINC SAC to Cmdr 2nd AF. Cite: DOOTO 5136, dated 10 March 1956, Subj: "Deployment of 26th SWg Detachment to Ptarlson AFB, Alaska. CL: SECRET

5. TWX fr Cmdr 2nd AF to CINC SAC. Cite: DV5B 5636, dated 29 March 1956. Subj: DOS Movement of the 26th Air Refueling Squadron. CL: Unclassified.

6. DD Form 96 fr 801st ADiv D/Material to 26th, 91st & 70th Wing D/Material, dated 26 March 1956. Subj: "KC/KTB Aircraft Assigned to the 70th SWg. CL: Unclassified.

7. Ltr fr Hqs SAC to Cmdr 2nd AF. Cite: DOOTO. Subj: " Second Air Force Condense Action Report Covering the 26th SWg TDY in Forward Area. CL: SECRET

8. Ltr 1st Ind. fr Cmdr 801st ADiv to Cmdr 2nd AF. dated 10 March 1956. Subj: "Report of WSCN Vulnerability Test SCS: 3-SAC-31 (26th SWg) CL: CONFIDENTIAL.

9. Ltr fr Cmdr 801st ADiv to Cmdr 2nd AF, dated 14 April 1956. Subj:"SAC Management Control System Score (SCS: 21F-32) CL: SECRET.

10. Rpt fr Cmdr 2nd AF to Cmdr 801st ADiv. Subj: "Staff Action to T-12 Remarks of the 26th SWg during the Month of February 1956. (OMBRA TOWN). CL: CONFIDENTIAL.

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LIST OF EXHIBITS (Continued)

11. 26th SW'g Cmdr's Remarks to Part IV of Air Ops Rpt for the Month of March 1955. (RCS: L-SAC-B2) CL: CONFIDENTIAL.

12. 26th SW'g Cmdr's Remarks to Part V of Air Ops Rpt for the Month of March 1955. (RCS: 3-SAC-B2) CL: CONFIDENTIAL.

13. 26th ARSg Cmdr's Remarks to Part VII of Air Ops Rpt for the Month of March 1955. (RCS: L-SAC-B2) CL: CONFIDENTIAL.

14. 26th SW'g Weekly Aircraft Requirement Records for the Month of March 1955. CL: Unclassified.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)

25 March 1955

NUMBER 5)

STAFF ASSIGNMENTS.—COLONEL LEWIS P. ENSIGN, 1901A, this headquarters, is assigned as Deputy Commander, effective 25 March 1955, vice COLONEL ALAN F. ADAMS, 4429A, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

2

GENERAL ORDERS) 25 March 1955

NUMBER 6)

ORGANIZATION OF DETACHMENT.....I
ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.....II

I. ORGANIZATION OF DETACHMENT--1. Announcement is made of the organization of Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), effective 0001, 30 March 1955 at APO 937, Seattle, Washington.

2. Appropriate remark will be entered in the organizational status table on the effective date of organization in accordance with Chapter 2, SAC Manual 171-1.

3. Personnel for manning this detachment will be furnished from sources made available from the 26th Strategic Reconnaissance Wing (M) and the 801st Air Base Group, Lockbourne Air Force Base, Ohio.

a. The following records will accompany the detachment:

(1) Field Medical Records

(2) Military Pay Records

(3) DD Form 93

b. Statistical information will be relayed to parent organization as required by electrical transmission.

4. Maintenance equipment required in support of this project is being furnished from assets of 801st Air Division. An enroute maintenance kit will be established in accordance with the provisions of paragraph 82, SAC Manual 65-2, December 1953 and will be airlifted to APO 937, Seattle, Washington.

5. AUTHORITY: Air Force Regulation 20-27 and Strategic Air Command Regulation 20-3.

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GO 6, HQ 26TH STRAT RECON WG (M), DATED 25 MAR 55, CONT'D

II. ANNOUNCEMENT OF APPOINTMENT OF COMMANDER—1. Announcement is made of the appointment of COLONEL ALAN F. ADAMS, 4429A, as Commander, Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), effective 30 March 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Edwyn E. Wolff

EDWYN E. WOLFF
1st Lt, USAF
Asst Adjutant

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10 COMDR, APO 937, Seattle, Washington

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 3)

14 March 1955

ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.....I

I. ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.--1. Announcement is made of the appointment of MAJOR JAMES A. ROBERTS, A0664259, this headquarters, as Commander, Headquarters Squadron Section, Headquarters 26th Strategic Reconnaissance Wing (Medium), effective this date. MAJOR ROBERTS is designated the officer authorized to authenticate the morning report of Headquarters 26th Strategic Reconnaissance Wing (Medium). Vice CAPTAIN CLIFFORD R. MARSH, A02063539, this headquarters, relieved. AUTH: AFR 20-27.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

EDWYN E. WOLFF
1st Lt, USAF
Asst Adjutant

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RF JUDYL JUDPO
TO JUDGH
P 1823\0Z
FM COMDR SAC OFFUTT AFB NEBR
TO CONTAL ANCHORAGE ALASKA
COMDR AF 2 FAIRSDALE LA
COMDR ARC WRIGHT PATTERSON AFB OHIO
INFO CSAF WASH DC
COMDR AAC ELMENDORF AFB ALASKA
COMDR ADTC 601 MONTGOMERY AFB OHIO
COMDR HQ SAC WITCH DIAMOND NO AFB ALASKA SC-434
BT
/C E C R E T /DOCPC 5160. HQ SAC OFFUTT AFB OMAHA, NEBR OPORD 81-56
TWK GROUP: (3)

1. SITUATION: BOMB DIVISION DEPLOY SIX DET THIS COMD TO EIELSON FOR PURPOSE USAF PROJ AFR-55-1, FOR PHOTO LAND AREA SURVEY. FAN WILL PARTICIPATE AND ACCOMP THE PROJ AS DIRECTED BY THIS HQS. X DAY IS 1 APR 55. WHEL MECHANICS IS "STRASNOVE".

A. INT:

(1) ENEMY FORCES: REF VOL IV HENE DIPO AND SAC ORD CRS OR BATTLE.

(2) MAPS AND CHARTS: AS REQD FOR PLANNING AND NAV PURPOSE.

(3) OPN-INSURE COMPLIANCE WITH APPL INSTRS CONTAINED SEC V, VOL 1, DIPO. AND THAT CREW MEMBERS ARE FAM WITH PROVS SAC REG 200-0.

B. INTERNAL FORCES:

(1) CTN CAL: PROV BASE FAC EIELSON.

(2) ANC: PROV SPT AS REQD.

2. MISSION: TO DEPLOY DET 26 SRM to EIELSON FOR APPX 60 DAYS IDY TO ACCOMPL PROJ AFR-55-1.

3. TASK FOR SUBORDINATE UNIT

A. 2AF:

(1) DEPLOY 2 YRB-47 EQUIPPED WITH K-30 CAMERA 2 RB-47 ACFT AND 4 KC-97 ACFT PLUS CREWS AND MAC SPT PERS TO EIELSON. WHERE PRACTICABLE KC-97G/KC-97L ACFT WILL BE DEPLOYED.

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

26ST 202-3

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(2) ACCOMP TASK AS OUTLINED HEREIN.

[illegible] ADMIN:

(1) PLANNING FACTORS:

(A) DETAILED SKED WILL BE CONTAINED IN 2AF OPORD 81-[illegible] TO INCLUDE [illegible], [illegible] AIR REFLO AND [illegible] OF AIR REFLO.

(B) [illegible] MSG PLANS FOR [illegible] WITH GOOD MAX CONSIDERATION WILL BE GIVEN TO INTRODUCTION OF [illegible] WITH PARTICIPATING UNITS TO ACCOMP [illegible] THAN SAC REG 50-8. THIS APPLIES SPECIFICALLY TO AIR REFLO AND MAX [illegible].

(C) PARTICIPATING UNITS WILL BE INCLUDED DURING ON LEG DUTY PERIOD AT W/A BASES AND SELECTED ALTERNATE BASES TO FILL OUT [illegible] DEPLOYED [illegible].

(D) WHEN THE RQT FOR [illegible] TO BE DEPLOYED WILL BE AS DETERMINED BY CINCSAC AND ADVV.

(2) OPNL CONC:

(A) THE CONC WILL BE APPROVED BY 2AF. THE CONC WILL CONTAIN CINCSAC AAC REQMS FROM.

(B) OPNL CON EFFECTS WITH 2AF [illegible].

(C) 2AF WILL PROV CLASS OX CON IN RELEASE W/A/L/FY [illegible] KC-97 ACFT.

(3) AIR REFLO:

(A) IF AIR REFLO IS RQRD FOR B-47 TYPE ACFT TO ARE OTHER THELSON WITH FUEL REQ RQRD WITHIN, RQRD PROVS APPLY:

1. 2AF WILL PROV SUFFICIENT KC-97 ACFT 801 AD FOR AIR RFLG DEPLOYING W/RB-47 ACFT AT AIR RFLG PT F.

2. 2AF TO PROV CONT WRA SCOUT ACFT OVER RFG PT F COMMENCING NLT 2 HRS PRIOR TO ETA FIRST B-47 ACFT AND UNTIL FINAL AIR RFLG COMPLETED.

3. AIR RFLG PT F WILL BE DESIGNATED BY 2AF. IF AIR RFLG UNSUCCESSFUL ACFT RET LOCKBOURNE.

(B) 2AF WILL PROV OR ARRANGE FOR KC-97 ACFT ON "DUCALL" BASIS AT CRITICAL PTS TO PROV POSSIBLE FURTHER AIR RFLG DURING DEPLOYMENT, REDEPLOYMENT AND OPNS DURING THE PERIOD.

(4) ROUTES AND SKED: (DETAILED INFO WILL BE CONTAINED 2AF OPORD 81-[illegible])

(A) ALL W/RB-47 ACFT AND KC-97 ACFT WILL DEPLOY K DAY WITH EXCEPTION INDICATED PAR 3K(4) (B).

(B) 2AF AUTHD DISPATCH 1 KC-97 ACFT TO THELSON O/A NUMBS 4 TO A/L ADV PART, CON TM AND PERS COORD MATTERS IAW TX MSG DOOPO 10794 27 JULY 53 NOTAL IF RQRD.

(C) B-47 ROUTE: LOCKBOURNE AIR RFLG PT F (IF RQRD) -THELSON-RECIPROCAL FOR REDEPLOYMENT EXCEPT FOR AIR RFLG.

(D) KC-97/C-124 ROUTES: LOCKBOURNE-SUITABLE ZI FOR CLASS STA (NON-THELSON-RECIPROCAL FOR REDEPLOYMENT

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(5) MENTAL:

(A) MEA MEN FOR CLEUC OF TDY [illegible] B-47 ACFT WILL BE AS OUTLINED SAC MSG DOCOO 262 11 JAN 54. MEA MEN FOR SE DEST AND ALTERNATE WILL BE AS SPECIFIED IN LOCAL REQ OR AFR 60-16, WHICH EVER IS GREATER. SPAS TO BE USED FOR MISSED APR RFLG ALTERNATE (LOCKBOURNE) WHERE MAYS MEAS FOR ALTERNATED APR FIELDS PRESCRIBED BY AFR 60-16.

(B) [illegible]

(C) B-47 ACFT TO BE CAPABLE OF MIN 18,000 LBS FUEL REQ OVER BIELSON, AND ALSO SUFFICIENT FUEL AT APR RFLG. RF F TO APR OVER LOCKBOURNE WITH MIN 12,000 LBS MBS IN EVENT MISSED APR RFLG. MIN FUEL MBS OVER LOCKBOURNE WHEN REDEPLOYMENT WILL BE 12,000 LBS.

(D) [illegible] KC-97 ACFT WILL BE IAW AFR 60-16.

(E) B-47 CREW WILL BE BRIEFED TO USE LOCKBOURNE IN EVENT DEST CANNOT BE REACHED UPON COMPLETION OF APR RFLG WITH FUEL RES SPECIFIED THIS OPORD. PLTS WILL MAKE DECISION WHETHER TO CONT ON TO DEST, TAKING INTO CONSIDERATION ETE AVAL FUEL, EXISTING MEA, POST MEA AND MBS ALCFT, TERMINAL FCST AND REQD FUEL RES AT DEST.

(6) AIR TRAFFIC CON:

(A) 2AF WILL CONTACT APPROPRIATE ARTC AGENCIES SUFFICIENTLY IN ADV FOR PURPOSE PROCURING BLOCK ALT RESERVATIONS AND BRIEF ARTC AGENCIES ON B-47 FCN RPTG PROCS.

(B) FOR PURPOSE OF COORD WITH ARTC AGENCIES ON CLEUC AND RPTG PROC, BASEN TRAL ELEMENT JKF ACFT MVMT MAY BE HANDLED AS UNCLL INFO. HOWEVER, SUCH WILL BE HELD TO ABSOLUTE MIN.

(7) SAC A/L SPT:

(A) 2AF AUTHD USE 1 C-124 ACFT IN PLACE LOCKBOURNE X MINUS 2 TO SPT MVMT LOCKBOURNE TO BIELSON.

(B) ADM 2AF AUTHD USE 1 C-124 FOR SPT REDEPLOYMENT 26SEW DET BIELSON TO LOCKBOURNE IN PLACE DET TO BE DETERMINED BY 2AF.

(8) RPTS: IAW SAC L/TR DOCOR, SUBJ: "CMBT RPTS RQRD FOR TRNG MSNS". DTD 7 OCT 54.

(9) NO PRESS RELEASE WILL BE MADE THIS OPN. IF QUERIED, ISO LOCKBOURNE MAY STATE ACFT ARE ENGAGED EXTENDED TRNG EXERCISE OCLUS. 42 ADMIN AND LOGISTICAL MATTERS: TO BE FWRD BY SEPARATE MSG. 5. C CMD AND COORS MATTERS: A. CMD: NORMAL. B. COORS: AT DISCRETION CMDR 2AF

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PP JUDGE JUDGE JWFKR
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P 292010Z
FM COMAF 2 BARKSDALE AFB LA
TO JUDGE/CINCSAC OFFUTT AFB NEBR
INFO JUDGE/COMADIV 801 LOCKBOURNE AFB OHIO
JUDGE/COMAF 8 CARSWELL AFB TEX
BT
/UNCLASSIFIED/ UNCLASSIFIED. DAW PAR 5, SAC REG 76-1, 1 FEB 72, VOLO IS
SUBMITTED: (A) 162,100 LBS, 21,000 CU FT, (B) NA, (C) NA, (D) 0700,
16 APR 55, (E) B-1360 POWER PACK, NAS 0400 LBS, 80" H X 88" W
X 161" L, (F) 22 APRT 55, (G) NA, (H) MAJ WHEELTON, EXT 7417, PROJ

OFF AT LOCKBOURNE AFB. TRANS OFF AT WESTOVER AFB IS PROJ OFF AT THAT
STATION. ALL ABOVE PERTAINS TO PCS MOVEMENT OF 26TH ARMD TO
WESTOVER AFB. "A" ABOVE CONSISTS OF UNIT AND UNIT EQUIP NOT TRANSPORTABLE
IN KC-97 ACFT REQUIRED TO SUP OPT THE EMP CAPABILITY OF THE UNIT
DUE TO THE PCS NATURE OF THIS MOVE IT IS NOT POSSIBLE TO MAKE A
SINGLE ACFT REPORT. CONSIDERATION MUST BE GIVEN TO MOV OF PERS,

PAGE TWO JWFKL 90
DEPN, HHG, ETC., PCS TPA CONCURRENT WITH TRSOF THE UNIT AND MAINTAINING
COMBAT CAPABILITY. A SHUTTLE OPR OF CREWS AND ACFT HAS BEEN ESTD
TO ACCOMP THIS AS FOLLOWS: (A) ADV PART OF 3 OFFS AND 7 AMN WILL
DEPART LOCKBOURNE AFB PCS TPA ON 5 APR 55. (B) 7 KC-97 ACFT CREWS PLUS
1/3 OF UNIT ASG STR INCL MAINT SUPP WILL DEPART LOCKBOURNE PCS TPA ON
15 APR 55 AND WILL BE IN PLACE AT WESTOVER 18 APR 55. (C) 5 KC-97
AND 2 C-124 ACFT TRANS CARGO WILL DEPART LOCKBOURNE AFB 16 APR 55 TDY
HOMESTOVER. (D) AIRCREWS IN B AND C ABOVE WILL RETURN TO LOCKBOURNE
VIA C-124 ACFT 9 APR 55. (E) 2 C-124 ACFT TRANS CARGO WILL DEPART
LOCKBOURNE FOR WESTOVER ON 20 APR 55 AND RETURN TO LOCKBOURNE. (F)
ON 21 APR 55 7 AIRCREWS PLUS SECOND 1/3 UNIT STR INCL MAINT SUPP WILL
DEPART LOCKBOURNE PCS TPA TO BE IN PLACE WESTOVER 24 APR 55. (G)
CONCURRENT WITH F ABOVE 7 KC-97 AND 2 C-124 ACFT CARRYING CARGO WILL
DEPART LOCKBOURNE, THE KC-97 BEING FLOWN BY CREWS IN B ABOVE
(H) ON 22 PAR 55 1 C-124 WILL RETURN 5 AIRCREWS TO LOCKBOURNE AND
THEN RETURN TO HOME BASE. THE OTHER C-124 WILL RETURN TO HOME BASE
DIRECT FROM WESTOVER. (J) 6 AIRCREWS AND REMAINING 1/3 UNIT STR
INCL MAINT SUPP WILL DEPART LOCKBOURNE PCS TPA FOR WESTOVER ON 27
APR 55. UNIT COMD POST AND TRANSFER OF OPR CONTROL WILL TAKE PLACE
AT 2400 ZULU 21 APR 55. FOR LOCKBOURNE: THIS REFERS TO YOUR MSGS
26NML 627, 22 MAR 55 AND 26DP 747, 25 MAR.
BT
29/C1267 MAR JWFKL

" A TRUE COPY"
Charles S. A. Wright
CHARL S. A. WRIGHT
Major, USAF

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DISPOSITION

DISPOSITION FORM

SUBJ: Aircraft Assigned to the 70th SWM

TO: 26th SWM
TO: 91st SWM
TO: 70th SWM

FROM: DM

28 Mar 55
MSgt Trion/rs/7304

1. Aircraft assigned to the 70th SWM will be attached to the 26th and 91st Wings for maintenance support until the 70th Wing obtains support capability (estimated date 15 April 1955).

2. The first 5 aircraft assigned will be picked up and maintained by the 91st SWM. The remaining aircraft will be picked up and maintained by the 26th and 91st Wing alternative, the 26th Wing picking up the 6th aircraft. Division Materiel will advise thes applicable Wing when the aircraft are due for picku up. The Wing will then attach the aircraft to a tactical squadron for maintenance and support. The aircraft will be turned over to control of 70th Wing when directed by Headquarters, 801st Air Division.

3. 263 checks will be completed in accordance with T.O. 00-35D-263. All loose equipment will be stenciled with the complete aircraft serial number to insure the proper equipment is turned over to the 70th Wing when it assumes control of the aircraft. On arrival of an aircraft assigned to the 70th Wing, subject Wing will be notified so that they may furnish qualified personnel, if available, to assist in 263 check.

4. Report required on 70th Wing aircraft will be prepared by the Wing having temporary control of the aircraft. These reports will be consolidated by the 91st Wing prior to forwarding to higher headquarters.

s/Robert E. Kimmel
t/ROBERT E. KIMMEL
Colonel, USAF
Director of Materiel

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Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DOOPO

SUBJECT: (Uncl) Second Air Force Condensed Action Report covering 26th SRW TDY in Forward Area

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Condensed Action Report on 26th Strategic Reconnaissance Wing TDY at Lajes and in the United Kingdom has been review by this headquarters. (Unclassified)

2. The following comments are submitted on paragraph 3 of subject report: (Unclassified)

a. Reference paragraph a(1): Radar Bomb Scoring Detachment 6, of the 12th RBS Squadron was installed at Rhine-Main Air Force Base, Franfurt, Germany, in August of last year. The detachment is mobile. It will be operated in Germany half of the time to service United States Air Force in Europe units and in France the other half to service SAC TDY units. Headquarters 7th Air Division is presently negotiating with the French Government for a site in Paris from which the detachment will operate in support of SAC units. It is considered that the United Kingdom, North Africa, and European sites can adequately support SAC units rotating to the United Kingdom. Consideration is being given to installation of an RBS site in Spain when necessary arrangements can be made. (Unclassified)

b. Reference paragraph a(2): Current planning includes a squadron operations building at Lajes, which will include an adequate briefing room. It is anticipated that the building will be completed by March 1955. (Unclassified)

c. Reference paragraph a(3): The PC document 56-I-II reveals Lajes presently has one LF Range and one LF Beacon installed. The LF Range is limited to Homing only service. However, Lajes is scheduled for a VOR and another medium powered LF Beacon facility. The VOR will replace the LF Range as the primary terminal nav-aid. (Secret)

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SUBJ: (Vhol) 2AF Cond Act Rpt covering 26th SIM TY in Forward Area
(Cont'd)

d. Reference paragraph a(4): The only circuits available at this time between Lajes and the 5th and 7th Air Divisions are TT radio, which is subject to adverse propagation conditions. Headquarters United States Air Force has approved a long range plan whereby Airways and Air Communications Service will engineer and install an extensive forward scatter system, which will increase the overall reliability of communications in this area. (Confidential)

3. This constitutes final action this report. (Unclassified)

BY ORDER OF THE COMMANDER:

s/Francis W. Wye
t/FRANCIS W. WYE
Colonel, USAF
Deputy Chief, Operations Division
Directorate of Operations

A TRUE COPY:
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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USCM VULNERABILITY TEST TEAM, Lockbourne Air Force Base, Ohio
Subj: Report of USCM Vulnerability Test, RCS: 3-SAC-VL. (26th SIW)

DF (28 Feb 55) 1st Ind 10 MAR 1955

HEADQUARTERS 801ST AIR DIVISION, Lockbourne Air Force Base, Columbus 17, Ohio, 9 March 1955

THRU: Commander, Second Air Force, Barksdale Air Force Base, La.

TO: Commander, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska

1. The basic report has been studied and is concurred in with the following exception:

a. Reference paragraph 9a, the office of the flaway kit building is located next to the fire station and at the opposite end of the flyaway kit storage. Lt. Grine planted the bomb in the office of the flyaway kit building; however, it is believed that little damage would have resulted due to the location of the bomb in relation to the flyaway kits.

2. If the simulated sabotage would have been hostile in nature, the damage to our aircraft and flyaway kit building would not have completely destroyed the sabotaged areas, but would have reduced our combat capability in these areas approximately 20%.

3. This report has been personally discussed with my Commanders and further security measures have been and will be taken in the future to insure a more stringent security set-up.

4. Recommend paragraph 6c, SAC Reg 205-4 be changed to read 15 days instead of 30 days as the penetration team can achieve the same effect and accomplish the same requirements in 15 days.

t/ LEWIS P. ENSIGN
Colonel, USAF
Commander

"A TRUE COPY"

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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USCM VULNERABILITY TEST TEAM
Lockbourne Air Force Base, Ohio

28 February 1955

SUBJECT: Report of USCM Vulnerability Test, RCS: 3 SAC-Y1

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

In compliance with provisions of SAC Regulation 205-4, dated 15 June 1954, the following report of a USCM Vulnerability Test conducted at Lockbourne Air Force Base is submitted:

PART I
GENERAL

1. The official designation of the unit tested is the 26th Strategic Reconnaissance Wing.

2. The base tested is Lockbourne Air Force Base, Ohio.

3. This test was directed by Headquarters Second Air Force under authority contained in paragraph 6e, SAC Regulation 205-4, 15 June 1954.

4. The Unit Simulated Combat Mission of the 26th Strategic Reconnaissance Wing was conducted 25, 26, 27 February 1955.

5. This USCM Vulnerability Test Team arrived in the area of the target base on 23 January 1955.

6. The operations of this team were terminated 24 February 1955.

7. This USCM Vulnerability Test Team was composed of the following personnel from Barksdale Air Force Base:

a. 1st Lt William B. Grine

b. M/Sgt Earl Moore

c. S/Sgt Robert S. Webber

d. S/Sgt Daniel A. Wright

e. S/Sgt George B. Saxon

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Subject: Report of USCM Vulnerability Test, RCS: 3-SAC-V1

PART II

RECONNAISSANCE AND ESPIONAGE

9. During the thirty (30) day period of this test, team members performed reconnaissance and espionage for the purpose of acquainting team members with the physical layout of the installation and collecting information relative to the forthcoming USCM and Category I items.

a. Reconnaissance:

(1) During the first two and a half weeks of our mission we had two men on the base almost every day to determine the physical layout of the base. We toured the base in cars about half a dozen times. We performed about six night missions on foot to determine the possibility of going over the flight line fence at night, and about three night missions to determine the possibility of getting into the P.O.L. area. We secured a telephone book with a crude map of the base in the back and learned the names of the squadrons and key personnel on the base. We questioned civilian construction workers in Groveport for a better idea of the physical layout.

b. Espionage:

(1) We never learned the date of the USCM of the 26th Wing. Our only clue to the date of the USCM was when a maintenance worker who said that he was from the 26th, told Sgt Hill on 17 February that the 26th was having a special project next week that would last four or five days and he would be working 12 hours on and 12 hours off for this project. We thought that building 536 contained flyaway kits from observing the fact that the building always had two guards on it. This fact was later confirmed by S/Sgt Willett and S/Sgt Moredock who both stated that the flyaway kits of both wings were located in building 536.

(2) We learned from at least a dozen men that the base was on continuous alert and that security, beginning approximately 1 February 1955, had about tripled. We learned from off duty maintenance men that the 26th and 91st had a special password that was changed every day. From a civilian construction worker in Groveport we learned that a large section of the flight line fence had been torn down and that the length of the runway was approximately twelve thousand feet. The civilian construction worker's name was W. C. Ogen.

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(3) From S/Sgt Williams of the 24th AES we learned that all of the squadrons in the 24th Wing were having security meetings at which line men were warned to be on the alert for security agents and to question any stranger in their area.

(4) Our night missions left us with the impression that the F.C.L. area would be almost impossible to get into because of the high fence around it and the fact that it had two guards on the inside. Also, we decided that going over the back flight line fence at night would be one of ours best chances to penetrate because of the extreme cold. Nonetheless, however, that the area was well lighted at night.

PART III
PENETRATION AND SABOTAGE

2. Penetration of restricted areas and simulated sabotage of Category I items were attempted 10 Feb 55, 13 Feb 55, 20 Feb 55, 21 Feb 55, 22 Feb 55, 24 Feb 55 in an effort to impair to the maximum possible extent the success of the USTM.

a. On 10 Feb 55 Lt Grine, dressed in a S/Sgt's uniform, hitched a ride on to the base at about 1600 hours. He walked on down to building 536 and showed his fake ID card to the guard on the fornt of the building. The guard escorted him up to the door and Lt Grine told the man who opened the door that he wanted to see Sgt Willett. Someone inside shouted to him to come in and he went into a section of the flyaway kit building that looked as if it were a small orderly room with four ot five people working in it. He spoke to Sgt Moredock who sent someone back to get Sgt Willett. Lt Grine noticed that none of the people in the room appeared to be watching him so he slipped a bomb out of his overcoat pocket onto the counter he was standing behind and covered it up with a typewriter cover he found laying on the counter. He waited about a minute more and Sgt Willett came out of the warehouse. Lt Grine asked to see him outside and when he and Sgt Willett went out he asked to borrow five dollars from him upon learning that Sgt Willett did not have the money told him he could borrow it somewhere else and walked off. It took Lt Grine about fifteen minutes to get off the base and after another half hour to get downtown, he phoned the acting division commander and informed him of the penetration.

b. On 13 February 55 at 0100 hours S/Sgt Robert S. Webber was let out of the car at a small farm house on Route #665 approximately a half mile past the Main Gate. He made his way up to the back line fence and climbed over. He turned to the right to go around the active runway and got up to

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Subject: Report of USCM Vulnerability Test, RCS: 3-SAC-71

the parking area. He noticed no guard so he entered the 26th ARS and placed bombs on the following KC-97 aircraft: 2760, 2761, 2762, 2764, 2765, 2770, 1243, 1262, 2805, 1246 and 2766. He walked into an office in the docks to get warm and stayed there about fifteen minutes during which time he wrote down the numbers of the aircraft he had bombed. He then walked out of the office to go back to bomb more aircraft when he was challenged by a guard who he had not seen stationed at the north end of the fourth row of KC-97s. When he could not identify himself he was taken down to the 26th ARS Security Office where the Air Police were called. On his way to the security Office he disposed of all of his bombs in the back of the truck. After about fifteen minutes, two Air Policemen came to get him, giving him a wall search in the 26th Security Office. At Flight Line Security Control he was given a strip search and questioned for about three hours and was then taken to the guard house and confined. At approximately 1055 hours, 13 Feb 57, he was released by the division Commander.

c. At approximately 0200 hours on 20 Feb 57, S/Sgt Daniel A. Wright left his car at the town of Lockbourne and walked up to the P.O.L. area. He found a set of train tracks running into the P.O.L area and followed the tracks down to a point about seventy-five yards from a road leading to the new barracks at which place he turned right and cut in towards the tanks. He followed a drainage ditch to the corner of the P.O.L. area and climbed to the top of the fence surrounding the area and stayed on top of the fence for about ten minutes. He jumped inside of the area and walked over to the first tank but noticed that there was a pool of water surrounding the tank so he went to the next tank on his left but found a pool of water there. He retraced his steps and walked to a third tank and tied a bomb to the nozzle of the tank. As he was walking away from the tank, he heard a vehicle come up. He heard running and the guard ran past him about five yards away and ran up to meet the vehicle. Sgt Wright tried to walk away but he stepped on some loose gravel and was challenged by the guard. He was taken up to the Air Police truck and the S/Sgt in the truck gave him a wall search and took him back to the Security Control Point where he was given a strip search. Sgt Wright was confined to the guard house and released by the Division Commander at 0800.

d. At approximately 1200 hours, 21 Feb 57, M/Sgt Earl Moore hitched on to the base dressed as an airman, and after passing through the Main Gate changed into a Lt Colonel's uniform and went up to Gate #7 where he tried to enter with a SAC pass which had been drawn by hand and a bogus ID card. The colored A/3C on the gate checked his pass and asked to see his ID card. He called Flight Line Security Control and asked him to wait until somebody came down to look at his pass. The airman was efficient but courteous. A S/Sgt from Security Control came down and checked his pass and made a phone call. He then took him up to Flight Line Security Control where Sgt Moore was given a complete search and escorted up to the acting Division Commander.

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C O P Y C O P Y

Subject: Report of USCM Vulnerability Test, RCS: 3-SAC-Y1

e. At 2130 hours, 21 Feb 55, S/Sgt George B. Saxon took a bus out to Lockbourne and using only a bogus Class A Pass was admitted through the Main Gate. He changed into fatigues and walked along the flight line road trying to find an open gate. He was using a stolen pass with his picture placed in the pass through a cut in the back. Sgt Saxon finally decided to go through Gate #5 and the guard checked his pass on both sides but let him go through. He walked on past the National Guard planes at 2305. He tried to cut in to get the first three B-47s after the National Guard planes but noticed a guard watching him so he decided to walk on down the freeway. He stopped at the next entry point and the guard checked his pass and asked him the password. Sgt Saxson told the guard that he had forgotten it. The guard asked him what aircraft he was going to, and he told the guard he was going to #721 and pointed to it. The guard told him to go on but he called him back and told him that he would have to clear through the Sergeant of the Guard. The Sergeant of the Guard arrived and examined Sgt Saxon's pass turning it over several times, and he finally found the place at which it had been cut to slip in a fake picture. He asked Sgt Saxson to take off his coat and found his paper bombs. He called the Air Police and Sgt Saxson was given a wall search and then taken down to Flight Line Security Control. After about ten minutes of questioning he was taken to the guard house and confined. He was released at about 0815 hours the next morning by the Division Commander.

f. At 1500 hours, 24 Feb 55, Lt Grine climbed over the flight line fence even though two construction workers were watching him, next to the 26th ARS, and walked up to the 4th Strategic Reconnaissance Squadron area. Here he noticed that at least three or four guards were watching him so he walked into the 4th Strategic Reconnaissance Headquarters building. A guard ran up to him on his way in and asked to check his pass. Lt Grine showed the guard the stolen ID card of Airman John P. Everett and the guard let him go in the building. Inside a captain stopped him and took him to Sgt Davis who was in charge of the security of the building. Sgt Davis and Airman Freeman both examined his ID card and Class A pass which was not signed. After Lt Grine had told the two men that he was looking for a Sgt Hogan from the 10th, several calls were made to clear him. During this time Lt Grine put a paper bomb in the room behind a metal locker. Finally Airman Freeman escorted Lt Grine down to the 10th security desk and after examining his fake ID card and Class A pass and seeing that he did not know the password, the Air Police were called. After about twenty minutes an Air Policeman arrived and his identification was checked. The S/Sgt searched Lt Grine and found his paper bombs. Lt Grine was then taken to Flight Line Security Control at which time he placed a bomb behind the seat of the truck taking him down. Captain Lyle recognized him and he was immediately taken to the Division Commander.

10. Summary of Penetration and Sabotage Operations:

The following is a summary of the successful acts of sabotage committed by the testing team:

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a. KC-97 aircraft 2760, 2761, 2762, 2764, 2765, 2770, 1243, 1262, 2805, 1246, and 2766.

b. Flyaway kits were sabotaged.

PART IV

EVALUATION OF STATE OF SECURITY

11. The following evaluation of existing security at Lockbourne Air Force Base is submitted:

a. The gullibility of the personnel of Lockbourne Air Force Base was low. Very few personnel could be found who would give anything but general information of little value to the Test Team. General information was given by M/Sgt Morgan who by showing a team member in a Groveport bar his SAC pass let the team member get an idea of what numbers should be open on a pass to get into the 26th. Sgt Morgan is First Sergeant of the 10th. S/Sgt Williams of the 26th ARS gave us a good general idea of the security used by the 26th Wing. He also told us that the 26th ARS was moving to Westover the first of April. Sgt Moredock and Sgt Willett, of the 801st Supply Squadron, by taking a team member into their confidence, greatly helped the team to penetrate the flyaway kits of both wings. The security consciousness of all personnel was good in that many times team members would encounter people who under questioning would get up and walk away. On at least half a dozen trips into the Officers' Club no information at all was obtained. Only two passes were stolen after team members had gone through most of the barracks on the base which indicates excellent security consciousness.

b. Circulation control and identification procedures were good. Especially after the first penetration of the flight line which got eleven aircraft by Sgt Webber, there were such a number of men around the aircraft that a penetration of the actual parking area was next to impossible.

c. Security provided for Category I material was only fair before the first penetration. After the first penetration the security seemed to improve greatly. The flyaway kits were sabotaged because one factor in an otherwise strong system was weak, and that factor was that an unidentified man was allowed to enter the building. The fact that Sgt Webber merely walked into an area of Category I items indications that the security was inadequate before the first penetration. As previously mentioned, however, the security of the base increased tremendously after the first penetration.

d. Physical security equipment of the base seemed adequate except for one break in the flight line fence. All guard personnel were armed with carbines. More patrol vehicles, however, are needed to cover restricted areas.

e. Apprehension, detention and search procedures of the Air Police were adequate. All except two team members were given thorough searches before being taken down to Central Security Control. Sgt Moore dressed as a

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C O P Y C O P Y

Subject: Report of USCM Vulnerability Test, RCS:- 3-SAC-Y1

Lt Colonel was watched carefully until he entered Security Control. Lt Grine was given a thorough search by a S/Sgt but the S/Sgt failed to find a bomb in his hat thus enabling him to bomb the truck on the way down to Security Control. A/1C Riquier was not searched and was thus able to bomb the Air Police vehicle he was in.

f. General alertness of Air Police was good. Perhaps the only exception to this statement was the guard who apprehended Sgt Wright. It was Sgt Wright's opinion that this guard was definitely off post and this factor alone let him enter the area. The Main Gate definitely needs strengthening. Visitors'passes were given out to freely and in several instances team members came through the gate without being checked at all.

PART V
FINDINGS

12. This test team can only be classified as a suceess in the fact that it revealed two or three weaknesses in an otherwise strong system of security. The flyaway kit building with its strong security was penetrated because of one small flaw. The 26th ARS and 91st ARS were penetrated because of inadequate security at night. The Main Gate, which is one of the hardest places to secure on any base, needs tighter security. The use of a password as a secondary check was excellent. Generally speaking, the personnel of the Lockbourne Air Force Base did a good job in their work by coming back strong after an early let-down in their security.

WILLIAM B. GRINE

1st Lt USAF

Team Captain

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7. RECAPITULATION

	ITEM WEIGHT	POINTS	% OF MAX.	
A. PERSONNEL				
Manning in Required Specialties	30	21	70	
Officers	150	135	90	
Amn Spec. Skills	25	15	60	
Amn Supt. Skills	30	30	100	
AWOL Rate per 1000	25	11.25	45	
Ground Safety	40	8	20	
Reenlistment Rate	20	10.3	51.7	
MTD Utilization				
TOTAL:	320	230.55	72%	(Unclassified)
B. MATERIAL				
Flying Hours Delivered % of Rqd.	60	56.8	94.7	
Reports of Survey	20	18	90	
TOTAL:	80	74.8	93.5%	(Unclassified)
C. GENERAL ITEMS				
FLYING SAFETY	50	50	100	
USCM EFFECTIVENESS	100	52	52	
TOTAL:	150	102	68%	(Secret)

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"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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D OPERATIONS

	ITEM WEIGHT	POINTS	% OF MAX.	
(1) RECONNAISSANCE - Training Minimums				
Aerial Photo - Day	30	29.4	98.18	
Aerial Photo - Night	20	18.7	93. 80	
Radar Reconnaissance	20	19.3	96.80	
Navigation	20	18.8	94.09	
Gunnery	10	9.8	98.00	
Flight Engineering	10	10.0	100.00	
Air Refueling & Radar Rendezvous	15	13.8	92.40	
Miscellaneous	15	14.3	95.9	
Flying Time	10	7.4	74.7	
TOTAL:	150	141.5	94.33%	(Secret)
Tanker - Training Minimums				
Wet Hookups & Radar Rendezvous	15	13.5	90.4	
Navigation	10	8.8	88.6	
Flight Engineering	5	4.4	89.58	
Miscellaneous	10	8.1	81.6	
Flying Time	10	2.6	26.6	
TOTAL:	50	37.4	74.8%	(Secret)
(2) Flying Hour Utilization	100	62,8	62.8%	(Secret)
(3) Wing Proficiency				
Large Scale	25	25	100	
High Alt. Night Photo Flash	15	10.5	70	
High Alt. RBS Photo Flash	15	15	100	
Low. Alt. Day Flash Ejection Runs	N/A	N/A	N/A	
Radar Scope Photo	40	40	100	

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	ITEM WEIGHT	POINTS	% OF MAX.	
Night Celestial Navigation	20	20	100	
Gunnery	15	9	60	
Flight Engineering	15	15	100	
Air Refueling & Wet Hookups	20	20	100	
Radar Rendezvous	20	20	100	
TOTAL:	185	174.5	94.3%	(Secret)
(4) Probation Status, S/L Crews	50	50	100	(Secret)
(5) Combat Ready Crews				
Reconnaissance	40	12	30	
Tanker	10	8.5	85	
TOTAL	50	20.5%	41%	
(6) Physical Conditioning	20	6	30%	(Unclassified)
Wing Overall Percentage -	1155	900.05	77.96%	

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SAC MANAGEMENT CONTROL SYSTEM SCORES (RCS: 2AF-U2)

A. PERSONNEL

1. Manning in Required Specialties - 205 Points - Points Obtained = 171

	Authorized	IRS	%IRS	% of MAX. Score	Points
Officers	428	383	89	70	21
Amn. Supt:	518	435	83	60	15
Amn. Spec	117	985	88.2	90	135
				TOTAL	171 (Unclassified)

2. AWOL Rate: = 30 Points = Percentage = 100% = Points Obtained 30

	December	January	February	March	Total	% of Max. Score	Points
No. of AWOLs	0	1	3	2	6		
Mean Strength	2209	2170	2177	2214	8770	100	30
						(Unclassified)	

3. Ground Safety:= 25 Points = Percentage = 45% = Points Obtained 11.25

	Dec	Jan.	Feb.	March,	Total	% of Max. Score	Points
Mil. Lost time acdt.	2	3	7	6	18		
Mil. Man days exposed.	68479	67270	60956	68634	265,339		
Civ. Lost time acdt.	0	0	0	0	0		
Civ. Man-hours exposed.	344	336	304	568	1,552		
Gov't veh. acdt.	0	0	0	0	0		
Govt't veh, milage exp.	10903	15671	20743	27052	74,369		
Ground Safety Index:					6.78		
Acdt Cost	$ 450	1206	64920	4059	70,635		
Means Strength	2209	2170	2177	2214	8,770		
Acdt Cost Index.					8.05	45	11.25
						(Unclassified)	

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Hq. 26 SRW, Mar RCS: 2AF-U2 Rpt (cont'd)

4. Reenlistment Rate: - 40 Points - Percentage: 20% - Points Obtained 8

	Discharges	Reenlistments	Rate	% of Max. Score	Points
December	19	7			
January	58	11			
February	29	7			
March	37	6			
Total	143	31	21.6	20 (Unclassified)	8

5. MTD Utilization: - 20 Points -mPercentage: 51.75 - Points Obtained 10.3

	Dec.	Jan	Feb.	Mar.	Average	% of Max. Score	Points
B/RB-47 Mech	1080	2240	1198	2730	1812	51.7 (Unclassified)	10.3

B. MATERIAL

1. Flying Hours Delivered as a percentage of Required: - 60 Points-Percentage: 94.7%-Points obtained 56.

	Utilized	Required	% of Max. Score	Points	
January	1903	1983			
February	1840	2084			
March	2220	2235			
Total	5969	6302	54.7	56.8	(Unclassified)

2. Reports of Survey: - 20 Points - Percentage;90% - Points Obtained 18

	No. of Surveys	$ Cost	Civ Strngt	Mil Strngt	Avg $ Cost	Rate per 1000	% of Max	Points
December	7	653.37	3	2175	93.33			
January	5	197.64	3	2147	39.52			
February	3	132.37	3	2201	44.12			
March	4	221.25	3	2202	55.31			
Total	19	$1204.63	12	8725	63.40	2.17	90 (Unclassified)	18

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C. UNIT SIMULATED COMBAT MISSION

1. Detailed analysis submitted with February, RCS: 2AF-U2 Rpt. Percent of score obtained 52%. (Secret)

D. FLYING SAFETY - 50 Points - Percentage 100% - Points Obtained 50

	No. of Acdt	Hours Flown	Acdt Rate	% of Max Score	Points	
December	0	1320				
January	0	1899				
February	0	1840				
March	0	2220				
Total	0	7279	0	100	50	(Unclassified)

E. OPERATIONS:

1. Crew being Reported on:

	Reconnaissance	Tanker
Category #1	19	16
Category #2	12	
Category #3	4	1
Category #4	10	4
Total	45	21

(Secret)

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Hq 26 SRW, Mar RCS: 2AF-U2 (Cont'd)

1.

a. Reconnaissance - Training Minimums - 150

(1) Aerial Photo - Day - 30 Points - Percentages - 98.18 - Points Obtained- 29.4

Large Scale				Tri-Met				Low Alt.			
Reqd	Accomp	Accept	Short	Reqd	Accomp	Accept	Short	Reqd	Accomp	Accept	Short
156	396	371	0	87	111	96	4	87	134	131	2

Totals: Required: 330; Accomplished; 641; Accepted: 598; Shortage: 6:
Required: 330 - Shortage: 6 = Creditable Performance: 324
Percentage Score: = 324 divided by 330 = 98.18% or 29.4 Points (Secret)

(2) Aerial Photo - Night - 20 Points - Percentage - 93.8 - Points Obtained - 18.7

H.A. Act. Photo Fl.				Sim. Photo Fl.				RBS Photo Fl.			
Reqd	Accom	Accep	Short	Reqd	Accom	Accep	Short	Reqd	Accom	Accep	Short
133	130	91	15	286	327	307	19	68	124	114	2

L.A. Act. Photo Fl.				Sim. Photo Runs			
Reqd	Accom	Accep	Short	Reqd	Accom	Accep	Short
N/A				118	141	137	1

Totals: Required: 605: Accomplished: 722: Accepted: 649: Shortage: 37:
Required: 605 - Shortage: 37 = Creditable Performance: = 568
Percentage Score = 568 divided by 605 = 93.8% or 18.7 Points (Secret)

(3) Radar Reconnaissance - 20 Points - Percentage -96.8 -Points Obtained - 19.3

I.P. Target Radar Scope Photo Runs			
Reqd	Accomp	Accepted	Short
252	321	306	8

Required: 252 - Shortage: 8 = Creditable Performaance: = 244
Percentage Score; = 244 divided by 252 = 96.8% or 19.3 Points (Secret)

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Hq 26 SMW, Mar DCS: 2AF-M2 (Cont'd)

(4) Navigation - 20 Points - Percentage = 94.09 = Points Obtained = 18.8

Night Celestial			Day Celestial			Grid		
Reqd	Accomp	Short	Reqd	Accomp	Short	Reqd	Accomp	Short
106	122	10	103	104	2	96	97	6

Totals: Required: 305; Accomplished: 324; Shortage: 18:
Required: 305 - Shortage: 18 = Creditable Performance: = 287
Percentage Score: 287 divided by 305 = 94.09% or 18.8 Points (Secret)

(5) Flight Engineering - 10 Points - Percentage = 100 - Points Obtained = 10

Long Range Missions		
Reqd	Accomp	Shortage
84	129	0

Required: 84 - Shortage: 0 = Creditable Performance = 84
Percentage Score - 84 divided by 84 = 100% or 10 Points (Secret)

(6) Air Refueling & Radar Rendezvous - 15 Points - Percentage = 92.4 = Points Obtained = 13.8

Wet Hookups							Dry Hookups					Radar Rendezvous				
Reqd	Accomp	Accept	Short	Rad.	Dark	Int.	Ext.	Reqd	Accom	Accept	Short	Reqd	Acc	Acep	Sht	Dark
133	144	144	19	112	68	110	31	133	149	149	7	133	165	165	4	72

Totals: Required: 399; Accomplished: 458; Accepted: 458; Shortage: 30:
Required: 399 - Shortage: 30 = Creditable Performance: = 369
Percentage Score: 369 divided by 399 = 92.4% or 13.8 Points

	Required:	Accomplished:	Shortage:
Radio Silence	68	112	0
Darkness	68	64	12
Internal Weight	99	110	1
External Weight	34	31	6

(Secret)

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Hq 26 SRW, Mar BOS: 2AF-M2 Rpt (Cont'd)

(7) Gunnery - 10 Points - Percentage 98 = Points Obtained =9.8

Max. Lead			Fighter Attacks		
Required	Accomp	Shortage	Required	Accomp	Shortage
68	70	2	34	94	0

Totals: Required: 102 ; Accomplished: 164; Shortage: 2:
Required: 102 - Shortage: 2 =Creditable Performance = 100
Percentage Score: 100 divided by 102 = 98% or 9.8 Points (Secret)

(8) Miscellaneous - 15 Points - Percentage 95.9 + Points Obtained =14.3

Pilot Pref Miss.			A/B Rad App			Dep'ress Flv Hrs			Stan Brd Ck			Emerg Proc Drill		
Reqd	Accomp	Short	Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short
34	*41	1	84	177	1	91	204	0	44	36	8	44	267	2

Totals: Required: 297; Accomplished: 725; Shortage: 12
Required: 297 - Shortage: 12 - Creditable Performance = 285
Percentage Score: 285 divided by 297 = 95.9% or 14.3 Points
* Simulated Missions Included. (Secret)

(9) Flying Time - 10 Points - Percentage = 74.7 = Points Obtained = 7.4

Non Combat Ready Crews			Selects & Lead Crews		
Reqd	Accomp	Shortage	Reqd	Accomp	Short
750	374	376	840	1425	26

Totals: Required: 1590; Accomplished: 1799; Shortage: 402
Required: 1590 - Shortage: 402 = Creditable Performance = 1188
Percentage Score = 1188 divided by 1590 = 74.7% or 7.4 Points (Secret)

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Ho 26 SRW, Mar RCS: 2AF-U2 Rpt (Cont'd)

MAJOR CATEGORY

Reconnaissance Crew

	Max. Score Points	Computed % Score
Aerial Photo Day	30	98.18
Aerial Photo-Night	20	93.8
Radar Reconnaissance	20	96.8
Navigation	20	94.09
Flight Engineering	10	100
Air Refuel & Radar Rendezvous	15	92.4
Gunnery	10	98.0
Miscellaneous	15	95.9
Flying Time	10	74.7
TOTAL	150	

$$\frac{(30 \times 98.18) + (20 \times 93.8) + (20 \times 96.8) + (20 \times 94.09) + (10 \times 100) + (15 \times 92.4) + (10 \times 98) + (15 \times 95.9) + (10 = 74.7)}{150}$$

$$= \frac{1945.4 + 1876 + 1936 + 1881.8 + 1000 + 1386 + 980 + 1438.5 + 747}{150}$$

$$= \frac{14190.7}{150}$$

= 94.6% = Wing Average for Reconnaissance Crews

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Hq 26 SMW, Mar DOS: 21F-42 (Cont'd)

1.

b. Tanker - Training Minimums - 50 Points

(1) Wet Hookups & Radar Rendezvous - 15 Points - Percentage 90.4 - Points Obtained = 13.5

Wet Hookups						Rendezvous				
Reqd	Accomp	Accept	Short	Radio	Dark.	Reqd	Accomp	Accept	Short	Dark.
128	124	124	15	108	69	144	148	148	11	84

Totals: Required: 272; Accomplished: 272; Accepted: 272; Shortage: 26:
Required: 272 - Shortage: 26 = Creditable Performance: = 246
Percentage Score: = 246 divided by 272 = 90.4% or 13.5 Points (Secret)

(2) Navigation - 10 Points - Percentage 88.6 - Points obtained - 8.8

Night Celestial			Day Celestial			Grid			Radar		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accomp	Short
64	56	7	81	67	10	15	21	1	32	30	2

Totals: Required: 176; Accomplished: 171; Shortage: 20:
Required: 176 - Shortage: 20 = Creditable Performance: = 156
Percentage Score: = 156 divided by 176 = 88.6% or 8.8 Points. (Secret)

(3) Flight Engineering - 5 Points - Percentage 89.58 - Points Obtained = 4.4

No. of 8 Hour Missions			Supervised Missions		
Reqd	Accomp	Shortage	Reqd	Accomp	Short
33	30	3	15	13	2

Totals: Required: 48; Accomplished: 44; Shortage: 5:
Required: 48 - Shortage: 5 = Creditable Performance: = 43.
Percentage Score: 43 divided by 48 = 89.58% or 4.4 Points. (Secret)
* Includes Simulated Missions

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Hq 26 SWW, Mar RCS: 2AF-U2 (Cont'd)

(4) Miscellaneous-10 Points - Percentage 81.6 - Points Obtained = 8.1

Pilot Prof Miss.			Radar App.			Stan Brd Ck.			Emerg Pro. Drill		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short
51	27*	24	51	57	6	20	18	2	20	125	0

Cargo			Passenger			Precomputation			Emerg. Pro. Drill. Pass		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Shrt	Reqd	Accom	Short
16	8	9	16	27	4	102	111	11	51	69	4

Totals: Required: 327; Accomplished: 442; Shortage: 60:
Required: 327 - Shortage; 60 = Creditable Performance: 267:
Percentage Score: 267 divided by 327 = 81.6% or 8.1 Points. (Secret)
* Simulated Missions Included.

(5) Flying Hours - 10 Points - Percentage 26.6 - Points Obtained: = 2.6

Non Combat Ready Crews		
Reqd.	Accomp	Short
360	90	264

Required: 360 - Shortage: 264 - Creditable Performance: = 96
Percentage Score: = 96 divided by 360 = 26.6% or 2.6 Points. (Secret)

MAJOR CATEGORY	Max. Score Points	Computed % Score
Tankers		
Met H/uns & Radar Rend.	15	90.4
Navigation	10	88.6
Flight Engineering	5	89.58
Miscellaneous	10	81.6
Flying Hours	10	26.6
TOTALS	50	

$$\frac{(15x90.4)=(10x88.6)+(5x89.58)+(10x81.6)+(10x26.6)}{50} = \frac{3771.9}{50} = 75.4\% = \text{Tanker Average}$$

$$\frac{14150.7}{150} + \frac{3771.9}{50} = \frac{17962.6}{200} = 89.8\% = \text{Overall Wing Average.}$$

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2. Flying Hour Utilization - January, February and March - 100 Points

January Flying Hours:	RB-47 - 1308:40	less Test Hops - 10:30	-	1298:10
	KC-97 - 590:35	less Test Hops - 3:10	-	587:25
February Flying Hours:	RB-47 - 1317:45	less Test Hops - 20:35	-	1297:10
	KC-97 - 521:30	less Test Hops - 7:15	-	514:15
March Flying Hours:	RB-47 - 1653:45	less Test Hops - 10:40	-	1643:05
	KC-97 - 587:50	less Teat Hops - 10:10	-	577:40

Total RB-47 time for January, February and March - 4238:25
Total KC-97 time for January, February and March - 1679:20

RB-47 Crews	Hours Per Unit	No. of Units	Total Hours
Night Celestial	2.00	130	260:00
Day Celestial	1.50	118	177:00
Grid Leg	1.50	101	156:30
Gunnery Full Load	1.00	78	78:00
Pilot Proficiency	3.00	49	147:00
Wet Hookups	.50	153	76:30
Dry Hookups	.25	159	39:45
Radar Rendezvous	.50	178	89:00
Large Scale	.75	420	315:10
Low Alt. Day	.50	145	72:30
Actual Photo Flash High Alt.	.50	93	46:30
Actual Photo Flash low Alt.	.50	N/A	N/A
Sim. Photo Flash High Alt.	.42	341	143:13
Sim. Photo Flash Low Alt.	.42	147	61:44
RBS Photo Flash	.50	130	65:00
IP Target Radar	.42	344	144:28
		TOTAL:	1872:20
Repetive Requirements (15% of Sub Totals			281:20
Take-Off and Landing;	(673 - 49) - 624		624:00
Effective Flying Hours		TOTAL	2797:40

Training Flying Hours Equivalent / Total T-12 Flying Time - $\frac{2798 \times 100}{4239}$ = 66%

(Secret)

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Flying Hour Utilization - January, February and March - 100 Points

KC-97 Crews

	Hours Per, Unit	No. of Units	Total Hours
Night Celestial	2.00	60	120:00
Day Celestial	1.50	39	88:30
Radar	2.00	36	72:00
Grid	3.00	22	66:00
Pilot Proficiency	3.00	27	81:00
Wet Hookups	.50	127	63:30
Dry Hookups	.25	N/A	N/A
Radar Rendezvous	.50	157	78:30
		TOTAL:	569:30

Repetitive Requirements (10% of Effective Flying Time
Take off and landings

$$\frac{\text{Training Flying Hours Equivalent}}{\text{Total T-12 Flying Time}} = \frac{922}{1680} = 54.8\%$$

$$\frac{\text{RB-47 Eff F/H plus KC-97 Eff F/H}}{\text{RB-47 T-12 F/H - KC-97 T-12 F/H}} = \frac{2798 + 922}{4239 - 1680} = \frac{3720}{} = 62.8\% \text{ Wing Average.}$$

Total Points = 100 x 62.8% = 62.8 Points.

(Secret)

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3. Wing Proficiency	Percentage	% of Max. Score	Points
a. Large Scale - 25 Points Accepted / Accomplished = 371 / 396	93.6	100%	25 (Secret)
b. Night Alt. Night Photo Flash - 15 Points Accepted / Accomplished - 91 / 130 -	70	70%	10.5 (Secret)
c. Night Alt. RBS Photo Flash - 15 Points. Accepted / Accomplished - 114 / 124 -	91.9	100%	15 (Secret)
d. Low Alt. Day Flash Ejection Runs - 15 Points N/A			
e. Radar Scope Photo - 40 Points Accepted / Accopmlished - 306 / 321 =	95.3	100%	40 (Secret)
f. Night Celestial Navigation - 20 Points. Recon & Tanker Accepted / Recon & Tanker Flown = 128 + 57 / 130 + 60 = 185 / 190	97.3	100%	20 (Secret)
g. Gunnery, A-5, 78% - 15 Points Accepted / Accomplished = 54 / 78 =	69.2	60%	9 (Secret)

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3. Wing Proficiency (Cont'd)

		Percentage	% of Max. Score	Points
h. Flight Engineering - 15 Points				
Recon & Tanker Accepted / Recon & Tanker Flown	= 130 + 39 / 142 + 40 = 169 / 182	92.8	100%	15 (Secret)
i. Air Refueling & Wet Hookups - 20 Points.				
Recon & Tanker Accepted / Recon & Tanker Flown	= 144 + 124 / 144 + 124 = 268 / 268	100	100%	20 (Secret)
j. Radar Rendezvous - 20 Points				
Recon & Tanker Accepted / Recon & Tanker Flown	= 165 + 148 / 165 + 148 = 313 / 313	100	100%	20 (Secret)

4. Probation Status, Select and Lead Crews - 50 Points - Percentage - 100 - Points Obtained - 50

	Number of Select & Lead Crews	Number Not on Probation for Proficiency
December	4	4
January	13	13
February	13	13
March	14	14
TOTAL:	44	44

Percent off probation for proficiency = $\frac{44}{44}$ x 100 = 100% of Max. Score = 50 Points.

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5. Combat Ready Crews

a. Reconnaissance Crews - 40 Points

35 Combat Ready Crews = 30%ofMax. Score = 12 Points.

b. Tanker Crews - 10 Points

19 Combat Ready = 85% of Max. Score = 8.5 Points.

(Secret)

6. Physical Conditioning - 20 Points - Percentage 30% - Points Obtained - 6.

	No. of Combat Crew Personnel Assigned	No. of Combat Crew Pers. Compl. Cum. Hrs Rqmts	% of Crew Completed	% of Max. Score	Points
March:	361	244	67.59	30	6

(Unclassified).

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Hq 26 SRW, March RCS: 2AF-U2 Rpt (Cont'd)

1. REMARKS:

A. MIRS & AIRMEN SUPPORT SKILLS - 60 percent of maximum score. Decrease of 10 percent of maximum score results from two percentage points (2%) decrease from 85% to 83% in effective manning. (unclassified)

B. UNIT SIMULATED COMBAT MISSIONS - 52 percent of maximum score reflectes 25 percent loss from Flyaway Kit sabotage, and low percentage of aircraft completing missions as a result of weather at Home station (destination). (Secret)

C. TANKER TRAINING MISSIONS - 74.8 percent of maximum score. Emphasis has been placed on refueling support of RB-47's resulting in scores of 88% or more for all items except Miscellaneous and Flying Time. Miscellaneous score of 81.6 percent low due to shortage of Pilot Proficiency Missions. Majority of these missions were scheduled using aircraft "turned around" same day from refueling sorties; when aircraft could not be turned around due to maintenance required, mission were cancelled.

(1) Only instructor pilots were utilized on "Open Mind" and Teapot".

D. FLYING HOUR UTILIZATION - 62.8 percent of maximum score. Low score is attributable to long sorties flown on USCM and "Teapot", to 461 hours flown on higher headquarters directed mission during the quarter, and to 72 sorties and 465 hours rescheduled due to weather. Continued postponing of operation Teapot affected adversely scheduling of crews. Two RB-47's and one ground Spare were alerted for Operation Teapot from 15 February to 23 March. Same number of KC-97's were maintained available at TUSCON for same operation, and replaced by aircraft and crew from Home Station as required. KC-97 aircraft scheduling was adversely affected by the one week delay in operation "Open Mind" to which the majority of instructor crews were committed (6 crews on stand-by alert 24 hours daily for a total of 12 crews).

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D. FLYING HOUR UTILIZATION (Cont'd)

(1) Maximum utilization of the single RBS Range available to the Wing hours required rescheduling of crews and replanning of missions on short notice. One hundred and eighty one (181) scheduled Night Photographic Sorties were incomplete due to ground cancellations for weather, air aborts for weather, photod rejected due to weather and air aborts due to range being closed during the Quarter. (Secret)

E. HIGH ALTITUDE NIGHT PHOTOFLASH PROFICIENCY - 70 percent of maximum score. Low as a result of high rate of rejects for weather in the target area. (Secret)

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"A TRUE COPY"

CHARLES A. WRIGHT
Major,. USAF

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated February 1955

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC -T12).

ITEM FROM SAC-T12, AND STAFF ACTION:
(Give SAC-T12 paragraph number and quote remark verbatim. Show staff action in detail.)

Para 16a - "The lack of available photoflash bombing ranges for accomplishing night photography is retarding the development of this capability and is seriously restricting this phase of combat crew training.

"To date, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to weather over target.

"It is imperative that additional bombing ranges be made available if the desired night photography capability is to be achieved and maintained."

Para 2, Division Commander's Remarks - "Reference Wing Commander's Remarks paragraph 16a, the shortage of available photo-flash bombing ranges is retarding the development of photo-flash capability of the Lockbourne reconnaissance crews. The 801st Air Division is contacting Langley Field and Rapid City (28th SRW) for further information on the availability of their ranges."

STAFF ACTION: We concur that the lack of a "photoflash" range in the vicinity of Lockbourne adversely affects full utilization of available flying time. Any assistance that we can provide, in relation to recommendations emanating from Langley and Rapid City contacts, will be promptly afforded. We are currently contacting other air forces in regard to this problem, as well as surveying other military installations for possibility of using such facilities for photoflash activity.

CL 987

DIRECTORATE STAFF AGENCY	SIGNED (Chief or acting chief of staff agency)	DATE
Director of Operations	EVERETT W. SKLEDEROM, COL, USAF Director of Operations	23 Mar 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated February 1955

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC -T12).

ITEM FROM SAC-T12, AND STAFF ACTION:
(Give SAC-T12 paragraph number and quote remark verbatim. Show staff action in detail.)

Para 16b - "Three 26th Strategic Reconnaissance Wing RB-47 aircraft were committed to Operations "Teapot", which was to be flown on 15 February 1955 and again on 18 February 1955. Two practice missions were also ordered in advance of this date. The practice missions were flown satisfactorily but as of 2 March 1955 the first flight of "Teapot" has not taken place. The crews and aircraft are still standing by on alert status.

"This Wing was ordered to participate in a USCM to commence on 23 February 1955. Due to adverse weather conditions Second Air Force Headquarters postponed dispatching of the first increment until 25 February 1955. Ten aircraft of the first increment were dispatched on schedule, however the 44th Air Refueling Squadron which was to have furnished refueling support for this increment failed to put five tankers in the air resulting in five RB-47's being forced to return to home base and abandon the mission. The second and third increments were dispatched without incident, however, weather in the target areas and refueling areas seriously hampered the effectiveness of the mission.

"The length of each sortie on a USCM of this type causes a widening gap between the amount of flying time expended and the amount of training accomplished. This USCM, ordered to be flown at the end of the month and in the middle of the training quarter, made it extremely difficult to effect accurate and logical planning for the quarter. It is suggested that wherever possible in the future, the USCM be ordered at the beginning of the training quarter so that better planning for quarterly training requirements can be made.

"The combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. The mission delays and cancellations which were beyond the Wing Operational control were the primary cause for deficits in accomplishing the monthly allocated flying hours."

DIRECTORATE STAFF AGENCY	SIGNED *(Chief or acting chief of staff agency)*	DATE
	ROBERT T. ROBINSON Colonel, USAF Deputy Director of Operations	

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC–T12

Wing 26th Strategic Reconnaissance Wing SAC–T12 dated February 1955

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC –T12).

ITEM FROM SAC–T12, AND STAFF ACTION:
(Give SAC–T12 paragraph number and quote remark verbatim. Show staff action in detail.)

STAFF ACTION:

Operation "Teapot" is a test of atomic weapons in which participation was scheduled by Headquarters Strategic Air Command. Numerous weather delays were covered in the daily newspaper. No action contemplated by this staff agency.

This staff agency can make no comment on the "widening gap" statement in this report in view of the fact that a USCM is a training requirement and the length of sorties are dictated by SAC Regulation; also, individual training accomplishments can be scheduled by the wing concerned on a USCM. Since USCM's must be flown each quarter by each unit, it would be an impossible workload for the Operations Division and a flying safety hazard to schedule them all during the beginning of the training quarter. An attempt is made to separate the times between wings so that one wing does not always fly a USCM at the last of the quarter. In addition, and at the recommendation of this staff agency, one USCM can now be flown in a training month.

It is requested that the Wing Commander make specific recommendations as to methods of accomplishing requirements that will not interfere with plans.

DIRECTORATE STAFF AGENCY	SIGNED (Chief or acting chief of staff agency)	DATE
	ROBERT T. ROBINSON Colonel, USAF Director of Operations	

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated February 1955

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC-T12).

ITEM FROM SAC-T12, AND STAFF ACTION:
(Give SAC-T12 paragraph number and quote remark verbatim. Show staff action in detail.)

Para 16d - "It is recommended that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of Wing combat crew training. Presently, there are two such rating systems in use, the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second prepared by the SAC Training Division.

"Insofar as combat crew training is concerned, the major variance between these two ratings methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.

"The SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administration problems. An example follows: A Squadron Standardization Board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew was responsible for accomplishing two thirds of the squadron standardization board crew requirement. For the third month of the quarter this crew is responsible for one third the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

"It is realized that the intent of both rating systems is to measure the Wing effectiveness in reaching and maintaining prescribed and implied goals. However, a standardized rating system would better serve the Wing Commander and it is believed higher echelons, in making a valid appraisal of Wing capability."

Para 3, Division Commander's Remarks - "The requirement for a single operations scoring system by Headquarters SAC for determining and rating effectiveness of Wing and combat crews is definitely desirable. The presence of two systems has a deterring effect on both systems. Concur with paragraph 16d of the Wing Commanders Remarks."

STAFF ACTION: We have recommended to Headquarters SAC that advantages of all rating systems be incorporated into one rating system.

DIRECTORATE STAFF AGENCY	SIGNED (Chief or acting chief of staff agency)	DATE
Director of Operations	EVERETT W. HOLSTROM, COL, USAF Director of Operations	23 Mar 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing 26th Strategic Reconnaissance Wing SAC-T12 dated February 1955

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC -T12).

ITEM FROM SAC-T12, AND STAFF ACTION:
(Give SAC-T12 paragraph number and quote remark verbatim. Show staff action in detail.)

DIVISION COMMANDER'S REMARKS

Para 5 - "Reference SAC Regulation 50-6, Subject: Specifications and Standards of Acceptability for Evaluation of Aerial Photography, dated 26 April 1954, paragraph 6e(2), the RB-47 configuration precludes the crews from creating any intentional malfunctions; therefore, it is recommended that any camera malfunction verified by the A&E Section of the wings or reconnaissance technical organization, not be credited against a crew. The above mentioned provisions of this regulation retard the accomplishment of training when a crew suspects a malfunction but cannot definitely ascertain a discrepancy due to the configuration of the aircraft. The amendment as recommended above would increase the crews desire to accomplish the maximum amount of realistic training as would be accomplished under actual EWP conditions."

Staff Action: SAC conference convened at Lockbourne AFB 16 and 17 Dec 54 reviewed SAC Reg 50-26 and recommended revision. The proposal to SAC recommended that malfunction of equipment which is not accessible in flight not be considered the responsibility of the crew. Malfunction of equipment would be charged against the crew's reliability factor only if attributed to crew techniques by the Aircraft Major Malfunction Board (SAC Reg 56-11). Revision of subject regulation is in process of coordination at SAC.

DIRECTORATE STAFF AGENCY	SIGNED (Chief or acting chief of staff agency)	DATE
Director of Operations	EVERETT W. HOLSTROM, COL., USAF	22 Mar 55

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part IV of
Air Training Report for Month of March 1955
(RCS: 4-SAC-T12)

I concur with the foregoing Squadron Commander's remarks.

H. R. SULLIVAN
Brig General, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of March 1955
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	SAC Ops Order 9-55 (Teapot)	131:00 hours
b.	SAC Ops Order 81-55 (Seashore)	27:30 hours
c.	WADC Project Q56-700 (XQ-56 Radar)	27:55 hours
d.	Project #54-26-15 (Mosaic of Sedalia AFB)	23:50 hours
e.	Project #26-RPX-1 (Blue Flash Radar)	10:00 hours
	Total	220:15 hours

2. Weather or local conditions which effect training: Twenty six (26) scheduled sorties and two hundred and one (201) flying hours were cancelled and rescheduled due to adverse weather conditions.

3. Restrictive Directive: None

4. Combat Crew member gains and losses:

a. Crew Members Gained: 2 Aircraft Commanders

b. Crew Members Lost: 2 Aircraft Commanders to AOB School
1 Aircraft Commander to Wing Staff
1 Observer to Wing Staff
3 Observers to Squadron Staff
2 Pilots to Wing Staff
2 Pilots Upgraded to Aircraft Commanders

5. Crew Member Changes:

2 Aircraft Commanders
3 Pilots
3 Observers

6. New Crews:

N90 Formed Effective 1 March 1955
N60 Formed Effective 31 March 1955

7. Crew Status Changes:

R80 to L80, 1 March 1955, Upgraded

N71 to R71, 31 March 1955. Upgraded

R54 to N54, 1 March 1955. NCR Observer Assigned

R79 to N79, 11 March 1955. Aircraft Commander Hospitalized

R02 Deleted, 1 March 1955. Crew Members to Wing Staff

R50 Deleted, 21 March 1955. To AOB School and Staff

R81 Deleted, 1 March 1955. Excessive Crew changes and formation of new crew

N62 Deleted, 1 March 1955. " " " " " " "

N58 Deleted, 31 March 1955. " " " " " " "

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of March 1955
(RCS: 3-S/C-T12)

8. Standardization Crews:

Wing Standardization Board Crew:	R37
3rd SRS Standardization Board Crew:	L07
4th SRS Standardization Board Crew:	L40
10th SRS Standardization Board Crew:	R68

9. Additional Materiel and personnel Problems:

a. Materiel shortages in the A&E Squadron are hampering maintenance operations. These shortages are as follows:

	S/N	ITEM	QUANTITY	SUPPLY DIFFICULTY LTR. SUBMITTED
(1)	7C/D-352675	Gage, Vacuum	1 ea	5 Mar 54
(2)	6100-629550	Rectifier, 1000 Amp	1 ea	4 Feb 55

b. Combat Crew regressions are currently being caused by the reassignment of combat ready crew personnel to fill Mandatory school quotas such as AOB School, and to fill T/O positions at both Wing and Squadron level. These vacancies are being created by the requirement to Cadre the 70th Strategic Reconnaissance Wing with experience and well qualified air personnel.

c. Shortages of qualified or trainable personnel in the following career fields continues to effect the efficiency of our operations:

(1) Administrative - 70 career field
Shortages of trainable personnel to replace mandatory losses such as overseas quotas and PTS's.

(2) "K" System Maintenance - 32 Field
An exampoe of this condition is the authorization of thirty five (35) in the 32170E field and only Four (4) presently assigned.

(3) Survival Training and Equipment - 92 Field
Authorized nine (9), three (3) presently assigned.

10. S/C Minimum Training Requirements Not Accomplished:

The reconnaissance Squadrons of this Wing completed approximately ninety six percent (96%) of their quarterly training requirements: Reasons for training shortages follows:

a. Higher headquarters missions: During the quarter 462:00 flying hours were expended in support of higher headquarters directed missions, which resulted in training shortages for some of the participating crews.

b. Adverse weather conditions: seventy two (72) scheduled sorties and four hundred and sixty five (465) flying hours were cancelled sue to adverse weather conditions making it extremely difficult to effect accurate and logical planning during the quarter. In addition adverse weather caused the loss or rejection of a considerable amount of flying training.

c. Crews not available: Training shortages for crews L15, L72, R41, R52, and N59 was caused by members of these crews being DNIF or hospitalized for extended periods during the quarter

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V
Air Training Report for Month of March 1955
(RCS: 3-SAC-T12

11. Noncombat Ready Crews Capable of Deploying: Four (4) Crews

12. Noncombat Ready Crew Training: Not Applicable

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month Remarks: Not Applicable

16. Comments or Recommendations of the Wing Commander:

a. As previously reported, the acute lack of available bombing ranges for accomplishing night photography is seriously retarding the development of this capability and is restricting this phase of Combat Crew Training,

Since the beginning of the training quarter thirty eight (38) sorties which were scheduled to accomplish night photography were cancelled due to weather at the Avon Park Bombing Range. Seven (7) sorties were air aborted due to weather at the range. Twenty one (21) night photographic runs have been rejected as unacceptable due to weather over the target.

b. In addition to weather, numerous night photographic sorties have been ineffective due to the following reasons:

(1) Malfunction of the camera trip unit which is apparently caused by the lack of satisfactory devices for calibration and adjustment of the camera trip unit sensitivity. Presently, no specific test equipment has been designed for this calibration. Locally manufactured testing devices which are undergoing trial may correct this deficiency.

(2) Malfunction of the RS-2 rack selector due to frozen condensation on the relay points preventing contact at operational altitudes. These rack selectors are presently located in the crawlway outside of the pressurized compartment. UR#55-286, dated 3 Feb 55, was submitted recommending relocation of the RS-2 rack selectors within the pressurized compartment of the aircraft. A reply from Warner Robbins AFB indicates that a project has been assigned to correct this deficiency.

(3) Seven (7) sorties were lost due to the Avon Park Bombing Range being closed during the scheduled range period on 7 March 1955.

A recapitulation of night photographic runs lost during the training quarter follows:

(1)	Ground cancelled due to weather:	114 runs
(2)	Air aborted due to weather:	21 runs
(3)	Air aborted due to range closed	21 runs
(4)	Rejected due to weather	21 runs
(5)	Rejected due to camera malfunction	29 runs
(6)	Rejected due to release malfunction	15 runs
	Total Lost	221 runs

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These losses are rendering operational planning and scheduling ineffective and are causing an excessive expenditure of maintenance effort and flying hours.

It is recommended that the requirement for actual photoflash runs be waived from SAC Regulation 51-26 until such time as the aformentioned inadequacies, which are primarily beyond this Wing's control, can be resolved.

c. It is recommended that the following changes be made to paragraph F2, SAC Technical Pamphlet 170-1B, Subject: SAC Management Control System, Wing's Reconnaissance, to enable a more realistic measurement of flying hour utilization.

Flying Hours Per Unit Of Training	RB-47	KC-97
Night Celestial	2.50	2.50
Day Celestial	2.00	2.00
Grid	1.75	3.25
Pilot Proficiency	3.50	3.50
Radar Rendezvous		1.00
Trimetregon Photography	.50	

Reasons for recommended changes follows:

(1) Night celestial, day celestial, and grid navigation: Existing SAC directives require that each navigation leg flown must be of a specified minimum time duration in order to accrue training credit for its accomplishment. As applies to RB-47 and KC-97 crews, the SAC Management Control System awards flying hour utilization credit for navigation legs in an amount equal to this required minimum time. This standard of measuring proper time utilization is considered unrealistic since the greater majority of completed navigation legs require approximately thirty (30) minutes of time in excess of the established minimum time duration.

(2) Pilot proficiency missions: Same reason as noted in par (1) as applies to pilot proficiency missions.

(3) Radar rendezvous (KC-97): Change is recommended to include consideration for flying time expended by tanker aircraft in orbit area prior to start of rendezvous. This factor is recognized by current Tactical Doctrine.

(4) Trimetregon photography runs: This requirement is presently omitted from the flying hour utilization index of the Management Control System. Recommend its inclusion.

It is further recommended that consideration be given to those sorties in which no specific training is reported on the T-12 Report, i.e., transition flights, field checks, air refueling checkouts, ferry flight etc. This should be in addition to the repetitive requirement percentage.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of ~~January~~ March 1955
(RCS: 3-SAC-T12)

d. During the month, two hundred and eight (208) flying training hours were accomplished by integral non-ready crews. In addition: 34:15 flying hours which are reflected in the 5% total time were accomplished by non ready crew personnel.

H. R. SULLIVAN
Brig General, USAF
Commander

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26TH AIR REFUELING SQUADRON (H)
SQUADRON COMMANDERS REMARKS
PART III
AIR TRAINING REPORT FOR MONTH OF MARCH 1955
(RCS: 4-SAC-T12)

a. Hours flown performing missions ordered by Higher Headquarters: Operation Teapot, 49:30 hours. The effect of this commitment on training was more serious than the flying time indicates, inasmuch as three crews and aircraft were commited for an average of 21 days per crew. Ferrying aircraft to OCAMA and from NAMA, 13:40 hours. Total 63:10 hours.

b. Weather and local conditions: Six refuelings, twelve navigation legs and three long range Cruises were cancelled due to weather.

c. Restrictive Directives: None

d. Combat crew Member Gains and Losses:

(1) Crew Members Gained:

a. One Engineer Technician

(2) Crew Members Lost:

a. Two Aircraft Commanders, One PCS Loring AFB, one PCS Davis Monthan

b. Two Pilots, One PCS Loring AFB, one TDY school.

c. Four Navigators, One PCS Loring AFB, Three reassigned 26th SRW

d. Three Engineer Technicians, One PCS Loring AFB, one PCS 801st Operations Squadron and one separated from service.

e. Five Radio Operators, one PCS Loring AFB, four separated from service.

f. Seven Refueling Operators, Two PCS Loring AFB, five separated from service.

e. Crew Member Changes: Those individuals having limited retainability have been reassigned and will not accompany the unit when it transfers to Westover AFB 21 April. This factor plus the loss of individuals enumerated in paragraph "d" resulted in the following crew changes:

1. Two Pilots
2. Four Navigators
3. Four Engineer Technicians
4. Eight Radio Operators
5. Twelve Refueling Operators

f. New Crews: (1) M43 formed 18 March 1955
(2) M99TP formed 16 March 1955

g. Crew Status Changes:

(1) Crew T13 disbanded 1 March 55(Transferred PCS Loring AFB)
(2) Crew T10 disbanded 18 March 55. Aircraft Commander and Engineer transferred to Davis Monthan AFB. Remaining members assigned to other T Crews.
(3) M36 deleted 16 March 55 IAW SAC Reg 50-5
(4) M30 to T30 25 March 55 Upgraded
(5) M37 to T37 25 March 55, Upgraded

h. Standardization Crews: T03 is 26SRW Standboard crew (KC-97).

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26TH AIR REFUELING SQUADRON (M)
SQUADRON COMMANDER'S REMARKS
PART III
AIR TRAINING REPORT FOR MONTH OF MARCH 1955
(RCS: 4-SAC-T12)

I. Additional Personnel Problems:
Additional Materiel Problems: Four Aircraft at OC/MA and three aircraft and crews TDY at Davis Montham AFB average of 21 days hampered the scheduling of crews for maximum effective flight training.

j. S/C Minimum Training Requirements Not Accomplished: In additon to the factors indicated above, loss of 3 flying days due to USCM postponement, stand-down of twelve crews for Operation Openmind, and stand-down of four crews preparing for extended TDY OCLUS, all contributed to non-completion of 50-8 minimums. Primary mission of the unit during March was Air Refueling support of 26SRW crews. Sorties for completion of Long Range Cruise, Navigation, and Pilot Proficiency were extremely limited. The AC of Crew T32 was TDY at SOC the entire training quarter. Activity of this crew was limited to substitutions.

k. Non-Combat ready crews capable of deploying: None

l. Non-Combat ready crew training: Crews M30 and M37 were upgraded without the necessity of flying 30 hours per crew in March (See paragraph "g"). Crew M39 flew 15:20 as an integral crew and 22:10 under integity of Instructor crews. Crew M40 flew 14:00 under integrity of Instructor crew. No instructor crew was available for M43. Non-availability of sorties and instructor crews were the principal factors preventing 30 hours per NCR integral crew.

m. Flying time Differences: Rescinded

n. Special Training Month Remarks: Non Applicable

o. Comments or Recommendations of the Squadron Commander: Credit for a Supervised Long Range Cruise and Pilot Proficiency Mission has been awarded crews T09, T33 and T34, which completed the Flight Simulator Course during December 54 and the current Training Quarters.

No 5X sorties were flown. However, 26:25 hours were flown under instructor crew integrity, in training of NCR individuals and partial crews.

JACOB A. HUTCHISON
Lt. Col., USAF
Commander

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 7 March 55 TO 11 March 55

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	NAVIGN	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	NAVIGN	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
7 March	3	RB-47	E-37, 0-15	I		I			91000	1645	7:00	50-8	682	I			I			I	I	Avon Park 0700-0800
	3	RB-47	0-15	I	I				91000	1730	9:00	50-8	684	I	I					I	I	
	3	RB-47	E-37, 0-15	I		I	I		91000	1657	7:00	51-26	689	I			I	I		I	I	Avon Park 0700-0800
	3	RB-47	E-37, 0-15	I	I	I			91000	1615	9:00	50-8	689	I	I		I			I	I	Avon Park 0500-0700
	3	RB-47	All Cameras	I					91000	1215	7:00	51-19	683	I						I	I	
	3	RB-47							91000	1645	5:00	51-19	685	I						I	I	
	4	RB-47	All Cameras	I	I				91000	1227	10:00	51-19	708	I	I	I				I	I	Avon Park 0700-0800
	4	RB-47	E-37, 0-15	I		I			91000	1230	7:00	50-8	705	I	I		I			I	I	
	4	RB-47	All Cameras	I					75000	1218	5:00	51-19	693	I	I					I	I	Avon Park 0500-0700
	4	RB-47	E-37, 0-15	I	I	I			91000	1730	10:00	50-8	692	I	I	I	I			I	I	
	4	RB-47					I		75000	1057	4:00	50-8	708					I		I	I	
	4	RB-47					I		75000	1645	4:00	50-8	374					I		I	I	
	4	RB-47										Spare	704									
	10	RB-47	E-37, 0-15	I	I	I			90000	1857	9:30	50-8	713	I	I	I	I			I	I	Avon Park 0500-0700
	10	RB-47	0-15	I					90000	1815	6:30	50-8	717	I	I					I	I	Tampa 2300-0100
	10	RB-47							75000	1054	4:00	51-19	790							I	I	
	10	RB-47	E-37, 0-15	I	I	I			90000	1130	9:30	50-8	707	I	I	I	I			I	I	Avon Park 0700-0900
	10	RB-47	0-15	I					90000	1618	6:30	51-19	723	I	I					I	I	Tampa 2300-0100
	10	RB-47	All Cameras	I					90000	1821	6:30	50-8	725	I	I					I	I	
	10	RB-47	0-15	I					90000	1815	6:30	50-8	716	I	I					I	I	
	26	EC-97G		I	I			40000	5790	1960	7:00	50-8, 51-19	761		I	I				I	I	
	26	EC-97G		I	I			40000	5790	2018	6:00	50-8	763		I	I				I	I	
	26	EC-97G		I	I			40000	5790	2300	7:00	50-8, 51-19	763		I	I				I	I	
	26	EC-97G		I	I			40000	5790	1945	7:00	50-8, 51-19	763		I	I				I	I	
	26	EC-97G		I					6500	0530	9:00	50-8	768		I					I	I	
	26	EC-97G		I	I			40000	5790	1330	3:00	50-8	760		I	I				I	I	
	26	EC-97G		I	I			40000	5790	1995	7:00	50-8	761		I	I				I	I	
	26	EC-97G		I	I			40000	5790			Strip Alert	805		I	I				I	I	
	26	EC-97G							5000	1935	3:00	50-8	760									
9 March	3	RB-47	E-37, 0-15	I		I	I		91000	1651	7:00	51-26	693	I	I		I	I		I	I	Avon Park 1200-1330
	3	RB-47	All Cameras	I	I				85000	1130	7:00	51-26	852	I	I	I				I	I	Montreal 2300-2330
	3	RB-47	All Cameras	I	I				85000	1140	9:00	50-8	685	I	I	I				I	I	Avon Park 2200-0330
	3	RB-47	E-37, 0-15	I		I			91000	1815	7:00	51-26	686	I	I		I			I	I	Little Rock 2300-0530
	4	RB-47	All Cameras	I					85000	1415	6:00	50-8	708	I	I					I	I	Avon Park 0230-[illegible]
	4	RB-47	E-37, 0-15	I	I	I			85000	1827	10:00	50-8	873	I	I	I	I			I	I	Avon Park 0230-[illegible]
	4	RB-47	E-37, 0-15	I	I	I			85000	1818	10:00	50-8	703	I	I					I	I	Little Rock 2300-0530
	4	RB-47	All Cameras	I					85000	1827	6:00	50-8	712	I	I					I	I	
	4	RB-47	E-37, 0-15	I		I			91000	1645	7:00	50-8	701	I	I					I	I	Avon Park 2200-0330
	4	RB-47					I		75000	1054	4:00	50-8	711									
	4	RB-47							[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	I	I					I	I	
	4	[illegible]	[illegible]	I			I		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	I	I					I	I	Little Rock 2300-0530
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DATE	NO	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	PLY HRS	REMARKS
7 March	3	RB-47	E-37, O-25	I		I			90000	1047	7:00	SO-8	700									
	3	RB-47	O-25	I	I				90000	1037	7:00	SO-8	696	I	I		I			I	I	Avon Park 0500-0800
	3	RB-47	E-37, O-25	I		I	I		90000	1037	7:00	SO-8	696	I						I	I	
	3	RB-47	All Cameras	I	I	I			90000	1037	7:00	SO-8	696	I	I		I	I		I	I	Avon Park 0800-1000
	3	RB-47							90000	1037	7:00	SO-10	702	I	I		I			I	I	Avon Park 0800-1000
	3	RB-47							90000	1047	7:00	SO-10	702	I						I	I	
	4	RB-47	All Cameras	I	I				90000	1221	10:00	SO-10	706	I						I	I	
	4	RB-47	E-37, O-25	I		I			75000	1230	7:00	SO-8	706	I	I	I				I	I	
	4	RB-47	All Cameras	I					75000	1230	5:00	SO-10	692	I	I		I			I	I	Avon Park 0700-0900
	4	RB-47	E-37, O-25	I	I	I			75000	1230	10:00	SO-8	692	I	I					I	I	
	4	RB-47					I		75000	1047	4:00	SO-8	708	I	I	I	I			I	I	Avon Park 0500-0700
	4	RB-47					I		75000	1047	4:00	SO-8	708					I		I	I	
	4	RB-47										Spare	708					I		I	I	
	10	RB-47	E-37, O-25	I	I	I			90000	1057	9:30	SO-8	713	I	I	I	I			I	I	Avon Park 0500-0700
	10	RB-47	O-25	I					90000	1015	6:30	SO-8	717	I	I					I	I	Tampa 2300-0130
	10	RB-47							75000	1054	4:00	SO-10	720							I	I	
	10	RB-47	E-37, O-25	I	I	I			90000	1130	9:30	SO-8	707	I	I		I	I		I	I	Avon Park 0700-0900
	10	RB-47	O-25	I					90000	1018	6:30	SO-10	721	I	I					I	I	Tampa 2300-0100
	10	RB-47	All Cameras	I					90000	1221	6:30	SO-8	707	I	I					I	I	
	10	RB-47	O-25	I					90000	1215	6:30	SO-8	713	I	I							
	26	EC-97G		I	I			40000	5790	1940	7:00	SO-8, SI-19	744		I					I	I	
	26	EC-97F		I	I			40000	5790	2018	6:00	SO-8	743		I	I				I	I	
	26	EC-97F		I	I			40000	5790	2000	7:00	SO-8, SI-19	743		I	I				I	I	
	26	EC-97G		I	I			40000	5790	1945	7:00	SO-8, SI-19	743		I	I				I	I	
	26	EC-97G		I					6500	0530	9:00	SO-8	744		I					I	I	
	26	EC-97G		I	I			40000	5790	1330	3:00	SO-8	750		I	I				I	I	
	26	EC-97F		I	I			40000	5790	1995	7:00	SO-8	742		I	I				I	I	
	26	EC-97G		I	I			40000	5790			Strip Alert	805		I	I				I	I	
	26	EC-97G							5000	1935	3:00	SO-8	760									
9 March	3	RB-47	E-37, O-25	I		I	I		91000	1651	7:00	SI-26	693	I	I		I	I		I	I	Avon Park 1200-0030
	3	RB-47	All Cameras	I	I				85000	1130	7:00	SI-26	852	I	I	I				I	I	
	3	RB-47	All Cameras	I	I				85000	1140	9:00	SO-8	695	I	I	I				I		Montreal 2300-2330
	3	RB-47	E-37, O-25	I		I			91000	1815	7:00	SI-26	686	I	I		I			I	I	Avon Park 1230-0030
	4	RB-47	All Cameras	I					85000	1415	6:00	SO-8	708	I	I					I	I	Little Rock 0300-0530
	4	RB-47	E-37, O-25	I	I	I			85000	1827	10:00	SO-8	873	I	I	I	I				I	Avon Park 0030-0530
	4	RB-47	E-37, O-25	I	I	I			85000	1818	10:00	SO-8	703	I	I	I					I	Avon Park 0030-0530
	4	RB-47	All Cameras	I					85000	1427	6:00	SO-8	712	I	I					I	I	Little Rock 0300-0530
	4	RB-47	E-37, O-25	I		I			91000	1645	7:00	SO-8	701	I	I					I	I	
	4	RB-47					I		75000	1054	4:00	SO-8	711							I	I	Avon Park 2100-2330
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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 14 March [illegible] TO 18 March [illegible]

REQUIREMENTS										SCHEDULED					CONFIRMED									
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
14 March	3	RB-47	K-37, O-15	I		10			91000	1834	7:00	SO-8	685	I	I		I			I	I	Avon Park 2000-2300 L
	3	RB-47	K-37, O-15	I		10			91000	1817	7:00	SO-8	686	I	I					I	I	Avon Park 2000-2300 L
	3	RB-47	All Cameras	I	I				91000	0130	11:00	Teapot	687	I	I	I				I	I	
	3	RB-47							75000	1057	5:00	Standboard Phase III	688							I	I	
	3	RB-47	All Cameras	I	I		I		85000	1054	10:00	SO-8	852	I	I	I		I		I	I	A/R (767-769)
	3	RB-47							85000	1846	5:00	S1-19	851	I	I					I	I	
	3	RB-47	O-15	I					75000	1045	4:00	SO-8 FF	703							I	I	
	4	RB-47							85000	1457	7:00	SO-8	823	I	I			I		I	I	RBS Tampa 1800-1900
	4	RB-47	All Cameras	I			I		85000	1454	7:00	SO-8	374	I	I					I	I	RBS Tampa 1830-2100
	4	RB-47	All Cameras	I					85000	1445	9:00	SO-8	664	I	I	I	I			I	I	AR Avon Park 2200-2400 (759)
	4	RB-47	K-37, O-15	I	I	10			85000	1827	10:00	SO-8	698	I	I	I	I			I	I	AR Avon Park 2000-2300 (770)
	4	RB-47	K-37, O-15	I	I	10			75000	1445	4:00	S1-19	702							I	I	
	4	RB-47							75000	1051	4:00	S1-19	711							I	I	
	4	RB-47							85000	1257	5:00	Roman Proj	117					I		I	I	
	4	RB-47	All Cameras	I			I															
	10	RB-47	K-37, O-15	I	I	10			90000	1857	9:30	SO-8	709	I	I	I	I			I	I	A/R (709)
	10	RB-47	K-37, O-15	I	I	10			90000	1818	9:30	SO-8	710	I	I	I	I			I	I	A/R (716)
	10	RB-47	All Cameras	I			I		90000	1015	6:30	SO-8	716	I	I			I		I	I	To [illegible] McDill
	10	RB-47							75000	1215	4:00	SO-43	719							I	I	
	10	RB-47	All Cameras	I					90000	1228	6:30	SO-8	773	I	I					I	I	RBS Richmond 1400-1500
	10	RB-47	All Cameras	I	I				90000	1218	9:00	SO-43	774	I	I	I				I	I	A/R (267)
	10	RB-47	K-37, O-15	I		10			90000	1821	6:30	SO-8	749	I	I		I			I	I	Avon Park 2000-2300
	26	KC-97F			I			60000	5500	1325	7:00	AR & S1-19	267			I			I	I	I	(724)
	26	KC-97F			I			60000	5500	1345	7:00	AR & S1-19	268			I			I	I	I	(852)
	26	KC-97F			I			60000	5500	1930	6:00	AR & SO-8	269			I			I	I	I	(709)
	26	KC-97F			I			60000	5500	1130	7:00	AR & S1-19	757			I			I	I	I	(852)
	26	KC-97G			I			60000	5500	1745	6:00	AR & SO-8	758			I			I	I	I	(710)
	26	KC-97G			I			60000	5500	1760	6:00	AR & SO-8	769			I			I	I	I	(692)
	26	KC-97G			I			60000	5500	1975	7:00	AR & SO-8	770			I			I	I	I	(688)
	26	KC-97G			I			60000	5500	?	6:00	AR 305th BW	805			I			I	I	I	305th A/R
	26	KC-97G			I			60000	6600	0900	6:00	Strip Alert	765			I			I	I	I	Strip Alert
	26	KC-97G								0900	6:00	To Omaha	243							I	I	To Omaha
	26	KC-97F							7500	1015	4:00	To SRS Omaha	712	I	I					I	I	To McDill
15 March	4	RB-47	All Cameras	I					91000	1454	7:00	SO-8	853	I	I					I	I	
16 March	3	RB-47	O-15	I					75000	1457	9:00	SO-8	687	I	I	I	I			I	I	A/R Avon Park 2000- 2200 L (765)
	3	RB-47	K-37, O-15	I	I	10			91000	2045	7:00	S1-26, SO-8 Jolly II	691	I	I	I	I			I	I	NEAC RDU 1930L Avon Park 2200-2400
	3	RB-47	K-37, O-15	I	I	10			91000	1857	9:00	SO-8	692	I	I	I	I			I	I	Avon Park 2300-0100L A/R (763)
	3	RB-47	K-37, O-15	I	I	10			85000	1021	5:00	SO-8	694	I	I					I	I	Stand Board 2 [illegible]
	3	RB-47	All Cameras	I					75000	0815	6:00	S1-19	849	I	I	I				I	I	A/R The Hunt (752)
	3	RB-47		I	I																	
	3	RB-47	K-37, O-15	I		10			96000	1821	7:00	SO-8	827	I						I	I	Avon Park 2000-2200L
	4	RB-47	All Cameras	I					85000	1027	7:00	SO-43	697	I						I	I	
	4	RB-47	O-15	I	I				80000	1645	8:00	SO-8	702	I	I	I				I	I	A/R (763) Tampa 2130-2200
	4	RB-47	K-37, O-15	I	I	10			85000	1827	9:00	SO-8	687	I	I	I	I			I	I	A/R (760) Avon Park 2200-2400
	4	RB-47	K-37, O-15	I		10			91000	1654	7:00	SO-8	712	I	I		I			I	I	Avon Park 2000-2300
	4	RB-47	K-37, O-15	I	I	10			85000	1657	9:00	SO-8 Jolly I	705	I	I	I	I			I	I	A/R NEAC Avon Park 2200-2400 1900L Reno
	4	RB-47	K-37, O-15	I	I	10			85000	1815	9:00	SO-8 Jolly III	819	I	I	I	I			I	I	NEAC Reno 2000L Avon Park 2100-2300
	4	RB-47	K-37, O-15	I	I				65000	1651	5:00	SO-43	700		I	I				I	I	A/R Checkout (261)
	4	RB-47		I	I																	
	4	RB-47	All Cameras	I			I		85000	1257	5:00	Roman Proj	054	I	I			I		I	I	
	10	RB-47	O-15	I	I		I		90000	1615	9:30	SO-8	707	I	I	I		I		I	I	A/R (761)
	10	RB-47	All Cameras	I	I				90000	0700	9:30	SO-8	713	I	I	I				I	I	A/R (764)
	10	RB-47	All Cameras	I					90000	1045	6:30	SO-8	717	I	I					I	I	RBS Richmond 1400-1600 Local
	10	RB-47	All Cameras	I					90000	1015	6:30	SO-8	720	I	I					I	I	
	10	RB-47	O-15	I					90000	1818	6:30	SO-8	725	I	I					I	I	
	10	RB-47	K-37, O-15	I		10			90000	1824	6:30	SO-8	821	I	I		I			I	I	Avon Park 2000-2300 Local
	26	KC-97F			I			60000	5500	1740	7:00	AR & SO-8	243			I						(702) Not Conferred
	26	KC-97F			I			60000	5500	1725	6:00	AR & SO-8	761			I				I	I	(700)
	26	KC-97F			I			60000	5500	1925	7:00	AR & S1-19	763			I				I	I	(692)
	26	KC-97G			I			60000	5500	1816	4:00	AR	760			I				I	I	(687)
	26	KC-97G			I			60000	5500	1730	6:00	AR & SO-8	762			I				I	I	(707)
	26	KC-97G			I			60000	5500	0755	6:00	AR & SO-8	763			I				I	I	(849)
	26	KC-97G			I			60000	5500	0750	7:00	AR & Stand Board	764			I				I	I	(713)
	26	KC-97G			I			60000	5500	1545	7:00	AR & S1-19	765			I				I	I	(688)
	26	KC-97G			I				6500	0700	8:00	To Combr Conference	767									To Pinecastle & Rin Not Conferred
	26	KC-97F		I				60000	5500			Strip Alert	766			I				I	I	Strip Alert
	26	KC-97G			I				5000	1745	3:00	SO-8 FF	763									Turn Around Not Conferred
	26	KC-97G							5000	1930	3:00	SO-8 FF	764									Turn Around Not Conferred
	26	KC-97G																				
	26	KC-97F		I					6500	1340	9:00	SO-8 L. R. Cruise	268		I					I	I	To Iran - OCAMA
17 March																					I	
																					I	RBS Kansas City 2000-2200 L
18 March	3	RB-47	O-15	I					91000	1645	7:00	SO-8	685								I	Transition
	3	RB-47							75000	1045	5:00	S1-19	686								I	
	3	RB-47	All Cameras	I	I		I		91000	1048	7:00	SO-8 Jolly II	689	I	I	I		I		I	I	A/R NEAC RDU 1215
	3	RB-47	K-37, O-15	I		10	I		91000	1654	7:00	S1-26	693	I	I		I	I		I	I	Avon Park 2000-2200 L
	3	RB-47	All Cameras	I	I		I		85000	0857	9:00	SO-8	699	I	I	I		I		I	I	A/R (768)
	3	RB-47	All Cameras	I	I		I		85000	0854	9:00	SO-8	852	I	I	I		I		I	I	A/R (769)
	3	RB-47	All Cameras	I					85000	1051	5:00	S1-19	851	I	I					I	I	Checkout
	4	RB-47							75000	1445	4:00	SO-8	701							I	I	FF
	4	RB-47							65000	1057	4:00	SO-8	711							I	I	FF
	4	RB-47	All Cameras	I					85000	1027	7:00	SO-8	703	I	I					I	I	Mag Photo
	4	RB-47	All Cameras	I	I		I		91000	0530	7:00	SO-8 Jolly I	823	I	I	I		I		I	I	NEAC RDU 0700 RBS Tampa 1200-1600L
	4	RB-47	K-37, O-15	I	I	10			85000	1657	10:00	SO-8	704	I	I	I	I			I	I	A/R (269) Avon Park 2200-2400 L
	4	RB-47	All Cameras	I	I				75000	0600	8:00	SO-8	374	I	I	I		I		I	I	A/R (805)
	4	RB-47	All Cameras	I	I				85000	0827	5:00	Roman Proj	117	I	I	I	I			I	I	A/R (700)
	10	RB-47	K-37, O-15	I	I	10			90000	1815	9:30	SO-8 Jolly III	723	I	I					I	I	NEAC RDU 2000 Avon Park 2000-2300L
	10	RB-47	All Cameras	I					90000	1044	6:30	SO-8	[illegible]	I	I					I	I	
	10	RB-47	All Cameras	I					90000	1018	6:30	SO-8	710	I	I					I	I	
	10	RB-47	K-37, O-15	I	I	10			90000	1818	9:30	SO-8	719	I	I	I	I			I	I	A/R (267) Avon Park 2000-2300 L
	10	RB-47	All Cameras	I					90000	1021	6:30	SO-8	721	I	I					I	I	
	10	RB-47		I					75000	1015	6:30	S1-19	749		I	I				I	I	A/R (767) Checkout
	26	KC-97F			I			60000	5500	1820	6:00	AR & SO-8	267			I				I	I	(719)
	26	KC-97F			I			60000	5500	1145	6:00	AR & SO-8	269			I				I	I	(704)
	26	KC-97F			I			60000	5500	0945	7:00	AR & S1-19	757			I				I	I	(749)
	26	KC-97G			I			60000	5500	0930	5:00	AR & S1-19	768			I				I	I	(699)
	26	KC-97G			I			60000	5500	0905	7:00	AR & S1-19	769			I				I	I	(852)
	26	KC-97G			I			60000	5500	0940	7:00	AR & S1-19	770			I				I	I	(712)
	26	KC-97G			I			60000	5500			Strip Alert	766			I				I	I	Strip Alert
	26	KC-97G			I				5000	1145	4:00	SO-8 FF	805									Turn Around Not Conferred
	26	KC-97G			I				5000	1930	3:00	SO-8 FF	768									Turn Around Not Conferred
	26	KC-97G			I			60000	5500	0355	4:00	AR	805			I				I	I	(374)
	26	KC-97G																				

REQUIRED		
TYPE	SORTIES	HOURS
RB-47	63	486:30
KC-97F	10	66:00
KC-97G	22	105:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47	63	486:30
KC-97F	10	66:00
KC-97G	22	105:00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47	63	486:30
KC-97F	9	60:00
KC-97G	18	92:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting

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DATE	NO.	ACFT TYPE	CAMERA	NAVIGATOR	AIR BOMB	GUN	JET FUEL	GAS	ETD/ETA	MISSION	CAMPAIGN	NAVIGATOR	AIR BOMB	GUN	JET FUEL	GAS	TYPE	REMARKS
14 March		RB-47	K-37, O-15	I				75000	1[illegible]	[illegible]	[illegible]							[illegible]
		RB-47	K-37, O-15	I				75000	1[illegible]	[illegible]	[illegible]							[illegible]
		RB-47	All Cameras	I				75000	0130	11:00 Tampa	[illegible]							
		RB-47						75000	1057	5:00 Hardwood Phase III	[illegible]							
		RB-47	All Cameras	I	I		I	90000	1054	10:00 SO-8	802	I	I		I			A/R (781.[illegible])
		RB-47	O-15	I				90000	1[illegible]	5:00 S1-19	803							
	4	RB-47						75000	1[illegible]	4:00 SO-8 FF	803							
	4	RB-47	All Cameras	I			I	90000	1457	7:00 SO-8	811	I	I		I		I	RBS Tampa 1800-1[illegible]
	4	RB-47	All Cameras	I				90000	1[illegible]	7:00 SO-8	175						I	RBS Tampa 1[illegible]-2[illegible]
	4	RB-47	E-37, O-15	I	I	10		85000	1[illegible]	9:00 SO-8	[illegible]	I	I	I	I		I	AR Avon Park 2[illegible]-2[illegible] (7[illegible])
	4	RB-47	E-37, O-15	I	I	10		85000	1[illegible]	10:00 SO-8	[illegible]	I	I	I	I		I	AR Avon Park 2[illegible]-2[illegible] (7[illegible])
	4	RB-47						75000	1[illegible]	4:00 S1-19	773						I	
	4	RB-47						75000	1[illegible]	4:00 S1-19	771						I	
	4	RB-47	All Cameras	I			I	85000	1357	5:00 Roman Proj	767	I			I		I	
	10	RB-47	K-37, O-15	I	I	10		90000	1657	9:30 SO-8	709	I	I	I	I		I	A/R (709)
	10	RB-47	E-37, O-15	I	I	10		90000	1818	9:30 SO-8	710	I	I	I	I		I	A/R (716)
	10	RB-47	All Cameras	I			I	90000	1015	6:30 SO-8	716	I	I		I		I	To [illegible] Nov 3/11
	10	RB-47						75000	1215	4:00 SO-43	719						I	
	10	RB-47	All Cameras	I				90000	1228	6:30 SO-8	723	I	I				I	RBS Richmond 1600-1[illegible]
	10	RB-47	All Cameras	I	I			90000	1218	9:00 SO-43	724	I	I	I			I	A/R (267)
	10	RB-47	E-37, O-15	I		10		90000	1821	6:30 SO-8	749	I	I		I		I	Avon Park 2000-2300
	26	EC-97F			I		60000	5500	1325	7:00 AR & S1-19	267			I		I	I	(72[illegible])
	26	EC-97F			I		60000	5500	1345	7:00 AR & S1-19	268			I		I	I	(752)
	26	EC-97F			I		60000	5500	1930	6:00 AR & SO-8	269			I		I	I	(759)
	26	EC-97G			I		60000	5500	1130	7:00 AR & S1-19	767			I		I	I	(757)
	26	EC-97G			I		60000	5500	1745	6:00 AR & SO-8	768			I		I	I	(710)
	26	EC-97G			I		60000	5500	1740	6:00 AR & SO-8	769			I		I	I	(696)
	26	EC-97G			I		60000	5500	1925	7:00 AR & SO-8	770			I		I	I	(698)
	26	EC-97G			I		60000	5500	?	6:00 AR 305th BW	805			I		I	I	305th A/R
	26	EC-97G			I		60000	6500	0900	6:00 Strip Alert	765			I		I	I	Strip Alert
	26	EC-97F							0900	6:00 To Omaha	763						I	To Omaha
15 March	4	RB-47	All Cameras	I				75000	1015	4:00 To RBS Omaha	712	I	I				I	To Nov 3/11
16 March	3	RB-47	O-15	I				91000	1454	7:00 SO-8	853	I	I				I	
	3	RB-47	E-37, O-15	I	I	10		75000	1457	9:00 SO-8	689	I	I	I			I	A/R Avon Park 2000- 2200 L (765)
	3	RB-47	E-37, O-15	I	I	10		91000	1045	7:00 S1-26, SO-8 Jolly II	661	I	I	I	I		I	RBAC RDWG 1930L Avon Park 2300-0[illegible]
	3	RB-47	E-37, O-15	I	I	10		91000	1857	9:00 SO-8	697	I	I	I	I		I	Avon Park 2300-0100L A/R (263)
	3	RB-47	All Cameras	I				85000	1021	5:00 SO-8	694	I	I				I	Stand Board [illegible]
	3	RB-47		I	I			75000	0815	6:00 S1-19	849	I	I	I			I	A/R The Knot (763)
	3	RB-47	E-37, O-15	I		10		94000	1821	7:00 SO-8	827	I					I	Avon Park 2000-2200L
	4	RB-47	All Cameras	I				85000	1027	7:00 SO-43	697	I					I	
	4	RB-47	O-15	I	I			80000	1645	8:00 SO-8	702	I	I	I			I	A/R (243) Tampa 2100-2200
	4	RB-47	E-37, O-15	I	I	10		85000	1827	9:00 SO-8	687	I	I	I	I		I	A/R (760) Avon Park 2200-2600
	4	RB-47	E-37, O-15	I		10		91000	1654	7:00 SO-8	712	I	I		I		I	Avon Park 2000-2300 Reno
	4	RB-47	E-37, O-15	I	I	10		85000	1657	9:00 SO-8 Jolly I	705	I	I	I	I		I	A/R RBAC Avon Park 2700-2600 1900L
	4	RB-47	E-37, O-15	I	I	10		85000	1815	9:00 SO-8 Jolly III	819	I	I	I	I		I	RBAC Reno 2000L Avon Park 2100-2300
	4	RB-47		I	I			65000	1651	5:00 SO-43	700		I	I			I	A/R Checkout (251)
	4	RB-47	All Cameras	I			I	85000	1257	5:00 Roman Proj	054	I	I			I	I	
	10	RB-47	O-15	I	I		I	90000	1615	9:30 SO-8	707	I	I	I		I	I	A/R (761)
	10	RB-47	All Cameras	I	I			90000	0700	9:30 SO-8	713	I	I	I			I	A/R (756)
	10	RB-47	All Cameras	I				90000	1045	6:30 SO-8	717	I	I				I	RBS Richmond 1600-1600 Local
	10	RB-47	All Cameras	I				90000	1015	6:30 SO-8	720	I	I				I	
	10	RB-47	O-15	I				90000	1818	6:30 SO-8	725	I	I				I	
	10	RB-47	E-37, O-15	I		10		90000	1824	6:30 SO-8	821	I	I		I		I	Avon Park 2000-2300 Local
	26	EC-97F			I		60000	5500	1740	7:00 AR & SO-8	763							(702) Not Conferred
	26	EC-97F			I		60000	5500	1725	6:00 AR & SO-8	761			I			I	I (700)
	26	EC-97F			I		60000	5500	1925	7:00 AR & S1-19	763			I			I	I (692)
	26	EC-97G			I		60000	5500	1816	4:00 AR	760			I			I	I (687)
	26	EC-97G			I		60000	5500	1730	6:00 AR & SO-8	761			I			I	I (707)
	26	EC-97G			I		60000	5500	0755	6:00 AR & SO-8	763			I			I	I (849)
	26	EC-97G			I		60000	5500	0750	7:00 AR & Stand Board	764			I			I	I (713)
	26	EC-97G			I		60000	5500	1545	7:00 AR & S1-19	765			I			I	I (688)
	26	EC-97G			I			6500	0700	8:00 To Comdr Conference	267							To Pinecastle & Rin Not Conferred
	26	EC-97F		I				5500		Strip Alert	766			I			I	I Strip Alert
	26	EC-97G			I		60000	5500	1745	3:00 SO-8 FF	763							Turn Around Not Conferred
	26	EC-97G						5500	1930	3:00 SO-8 FF	764							Turn Around Not Conferred
	26	EC-97G																
17 March	26	EC-97F		I				6500	1340	9:00 SO-8 L. R. Cruise	268		I				I	I To Iran - OCAMA
																		I
18 March	3	RB-47	O-15	I				91000	1645	7:00 SO-8	685							I RBS Kansas City 2000-2300 L
	3	RB-47						75000	1015	5:00 S1-19	686							I Transition
	3	RB-47	All Cameras	I	I		I	91000	1048	7:00 SO-8 Jolly II	689	I	I	I		I	I	I A/R RBAC RDWG 1215
	3	RB-47	E-37, O-15	I		10	I	91000	1654	7:00 S1-26	693	I	I		I	I	I	I Avon Park 2000-2300 L
	3	RB-47	All Cameras	I	I		I	85000	0857	9:00 SO-8	699	I	I	I		I	I	I A/R (768)
	3	RB-47	All Cameras	I	I		I	85000	0854	9:00 SO-8	852	I	I	I		I	I	I A/R (769)
	3	RB-47	All Cameras	I				85000	1051	5:00 S1-[illegible]	851	I	I				I	I Checkout
	4	RB-47						75000	1145	4:00 SO-8	701						I	I FF
	4	RB-47						65000	1057	4:00 SO-8	711						I	I FF
	4	RB-47	All Cameras	I				85000	1027	7:00 SO-8	703	I	I				I	I Mig Photo
	4	RB-47	All Cameras	I	I		I	91000	0530	7:00 SO-8 Jolly I	823	I	I	I		I	I	I RBAC RDWG 0700 RBS Tampa 1200-1100L
	4	RB-47	E-37, O-15	I	I	10		85000	1957	10:00 SO-8	704	I	I	I	I		I	I A/R (260) Avon Park 2200-2600 L
	4	RB-47	All Cameras	I	I			75000	0600	8:00 SO-8	374	I	I	I		I	I	I A/R (805)
	4	RB-47	All Cameras	I	I			85000	0827	5:00 Roman Proj	142	I	I	I		I	I	I A/R (700)
	10	RB-47	E-37, O-15	I	I	10		90000	1815	9:30 SO-8 Jolly III	723	I	I	I	I		I	I RBAC RDWG 2000 Avon Park 2000-2300
	10	RB-47	All Cameras	I				90000	1[illegible]	6:30 SO-8	[illegible]	I	I				I	I
	10	RB-47	All Cameras	I				90000	1018	6:30 SO-8	710	I	I				I	I
	10	RB-47	E-37, O-15	I	I	10		90000	1818	9:30 SO-8	719	I	I	I	I		I	I A/R (267) Avon Park 2000-2300 L
	10	RB-47	All Cameras	I				90000	1021	6:30 SO-8	771	I	I				I	I
	10	RB-47		I	I			75000	1015	6:30 S1-19	749		I	I			I	I A/R (767) Checkout
	26	EC-97F			I		60000	5500	1820	6:00 AR & SO-8	267			I			I	I (719)
	26	EC-97F			I		60000	5500	1745	6:00 AR & SO-8	269			I			I	I (704)
	26	EC-97G			I		60000	5500	0945	7:00 AR & S1-19	757			I			I	I (749)
	26	EC-97G			I		60000	5500	0930	5:00 AR & S1-19	768			I			I	I (699)
	26	EC-97G			I		60000	5500	0925	7:00 AR & S1-19	759			I			I	I (852)
	26	EC-97G			I		60000	5500	0940	7:00 AR & S1-19	770			I			I	I (712)
	26	EC-97G			I		60000	5500		Strip Alert	765			I			I	I Strip Alert
	26	EC-97G			I			5000	1145	4:00 SO-8 FF	805							Turn Around Not Conferred
	26	EC-97G						5000	1930	3:00 SO-8 FF	768							Turn Around Not Conferred
	26	EC-97G			I		60000	5500	0355	4:00 AR	805			I			I	I (374)

TYPE	REQUIRED SORTIES	HOURS
RB-47	63	486:30
EC-97F	10	66:00
EC-97G	22	105:00

TYPE	SCHEDULED SORTIES	HOURS
RB-47	63	486:30
EC-97F	10	66:00
EC-97G	22	105:00

TYPE	CONFIRMED SORTIES	HOURS
RB-47	63	486:30
EC-97F	9	60:00
EC-97G	18	92:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 14 March 1955.

ROBERT T. HALL JR., Lt. Colonel, USAF
Director of Operations

11 March 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 21 Mar TO 25 Mar

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
21 March	3	RB-47							59000	0757	3:00	S1-4 Standboard	869									
	3	RB-47							55000	1257	3:00	S1-4 Standboard	869									
	3	RB-47	All Cameras	I	I		I		85000	1015	9:00	S1-26	684	I	I	I		I		I	I	Spec Barksdale AR (761)
	3	RB-47	0-15, E-37	I	I	10			85000	1237	9:00	S0-8	684	I	I	I	I			I	I	Arn 2000-2300 AR (765)
	3	RB-47	0-15, E-37	I		10	I		91000	1657	7:00	S1-26	690	I	I		I	I		I	I	Avon Park 2000-2300
	3	RB-47	0-15, E-37	I		10			91000	1215	7:00	S1-26	695	I	I		I			I	I	Avon Park 2000-2300
	3	RB-47	0-15, E-37						65000	1657	5:00	S1-19	691							I	I	
	3	RB-47		I					91000	1654	7:00	S1-19	853	I	I					I	I	RBS LR 1900-2100
	3	RB-47	All Cameras	I	I				91000		11:00	Tempest	690	I	I	I				I	I	
	3	RB-47	All Cameras	I					85000	1221	7:00	S0-43	697	I	I					I	I	
	4	RB-47	All Cameras	I					85000	1054	6:00	Special Project	708	I	I			I		I	I	Tempe RBS
	4	RB-47	All Cameras	I			I		91000	1734	7:00	S0-8	687	I	I					I	I	AR (763) Avon Park 2230-0100
	4	RB-47	All Cameras	I	I	10			91000	1651	8:00	S0-8	819	I	I	I	I			I	I	Tempe RBS 2100-2400B Mig Phoke
	4	RB-47	0-15, E-37	I					85000	1751	7:00	S0-8	705	I	I			I		I	I	
	4	RB-47	All Cameras	I			I		65000	1015	4:00	S0-8	715	I	I					I	I	
	4	RB-47	All Cameras	I					75000	1727	4:00	S1-19 & FC #3	700							I	I	AR (760)
	4	RB-47							65000	1648	5:00	S0-43	717							I	I	AR (764)
	4	RB-47							90000	1715	6:30	S0-43	713	I	I					I	I	AR (761)
	10	RB-47	All Cameras	I					75000	1415	6:30	S0-8	714	I	I							
	10	RB-47	0-15	I	I				85000	1445	9:30	S0-8	717	I	I	I	I			I	I	AR Avon Park 2130-2400
	10	RB-47	0-15, E-37	I	I	10			90000	1218	9:30	S0-8	730	I	I	I				I	I	AR (763) Richmond RBS 1700-1900
	10	RB-47	All Cameras	I	I				90000	1254	6:30	S0-8	891	I	I					I	I	Richmond RBS 1700-1900
	10	RB-47	All Cameras	I		10			90000	1818	6:30	S0-8	774	I	I		I			I	I	Avon Park 2000-2200
	10	RB-47	0-15, E-37	I					90000	1757	5:30	S0-8	707	I	I		I			I	I	Richmond RBS 1700-1900 AR (763)
	10	RB-47	0-15	I					5500	1145	6:00	AR & S1-19	726		I	I			I	I	I	(711)
	26	EC-97G		I	I			40000		1175	6:00	AR & S0-8	708		I	I			I	I	I	(712)
	26	EC-97G		I	I			40000		1340	6:00	AR & S1-19	863		I	I			I	I	I	(730)
	26	EC-97F		I	I			40000		1345	6:00	AR & S0-8	867		I	I			I	I	I	(734)
	26	EC-97F		I	I			40000	6000	0945	8:00	AR & S0-8	785		I	I			I	I	I	(696)
	26	EC-97G		I	I			40000		1871	6:00	AR & S1-19	745		I	I			I	I	I	(682)
	26	EC-97G		I	I			40000		1975	6:00	AR & S1-19	763		I	I			I	I	I	(707)
	26	EC-97G		I	I			40000		1745	6:00	AR & S1-19	843		I	I			I	I	I	(719)
	26	EC-97F		I	I			40000				Strip Alert	768		I	I			I	I	I	Strip Alert
	26	EC-97G		I	I			40000														
22 March	4	RB-47	All Cameras	I	I				85000	2230	10:00	S1-8	708	I	I	I				I	I	AR (805)
	4	RB-47	All Cameras	I					85000	1100	5:00	Rosen I	147	I	I					I	I	
	4	RB-47							91000	1415	7:00	S0-8	857	I	I					I	I	
23 March	3	RB-47	0-15	I					85000	1454	9:00	S1-26	689	I	I	I	I			I	I	AR (768) Avon Park 2000-2200
	3	RB-47	0-15, E-37	I	I	10			85000	1657	9:00	S1-26	689	I	I	I				I	I	AR (768)
	3	RB-47	0-15	I	I				91000	1651	7:00	S0-8	852	I	I		I			I	I	Avon Park 2000-2300
	3	RB-47	0-15, E-37	I		10			91000	1054	7:00	S0-8	693	I	I					I	I	RBS Montreal 1400-1500
	3	RB-47	All Cameras	I					91000	1057	7:00	S0-8	684	I	I					I	I	RBS Montreal 1400-1500
	3	RB-47	All Cameras	I					65000	1015	4:00	S1-19	684							I	I	
	3	RB-47							91000		11:00	Tempest	690	I	I	I				I	I	
	3	RB-47	All Cameras	I	I				85000	1421	9:00	S0-8	698	I	I	I	I			I	I	Avon Park 2130-2300 AR
	4	RB-47	0-15, E-37	I	I	10			85000	1218	9:00	S0-8	701	I	I	I				I	I	Montreal RBS 1400-1600 AR (766)
	4	RB-47	0-15	I	I				95000	1215	8:00	S0-8	374	I	I	I	I			I	I	AR (768) Avon Park 2230-0100
	4	RB-47	0-15, E-37	I	I	10			95000	1818	7:00	S0-8	873	I	I		I			I	I	Avon Park 2000-2230
	4	RB-47	All Cameras	I		10			95000	1045	6:00	Special Project	708	I	I					I	I	
	4	RB-47	All Cameras	I					85000				721	I	I					I	I	Spare
	4	RB-47	All Cameras	I	I				90000	1445	6:30	S0-8	721	I	I					I	I	
	10	RB-47	All Cameras	I					75000	1454	6:30	S0-8	773	I	I	I				I	I	AR (778)
	10	RB-47	All Cameras	I	I				75000	1027	6:30	S0-8	719	I	I	I				I	I	AR (847)
	10	RB-47	All Cameras	I	I				90000	1648	9:30	S0-8	718	I	I		I			I	I	AR RBAC Avon Park Adv. RBS-RLGS
	10	RB-47	0-15, E-37	I	I	10			90000	1857	6:30	S0-8	725	I	I					I	I	
	10	RB-47	0-15	I					90000	1851	6:30	S0-8	726	I	I		I			I	I	Avon Park RBS-RLGS
	10	RB-47	0-15, E-37	I		10			90000				724	I	I				I	I	I	
	10	RB-47	All Cameras	I			I		90000				778									
	26	EC-97G		I	I			40000	5500	0945	6:00	AR & S1-19	778		I	I	I			I	I	(783)
	26	EC-97G		I	I			40000	5500	1795	6:00	AR & S0-8	740		I	I	I			I	I	(686)
	26	EC-97G		I	I			40000	5500	0950	7:00	AR & S1-19	749		I	I	I			I	I	(716)
	26	EC-97F		I	I			40000	5500	1230	7:00	AR & S1-19	889		I	I	I			I	I	(736)
	26	EC-97G		I	I			40000	5500	1330	6:00	AR & S0-8	888		I	I	I			I	I	(736)
	26	EC-97G		I	I			40000	5500	1330	6:00	AR & S0-8	888		I	I	I			I	I	(736)
	26	EC-97G		I	I			40000	5500	1330	6:00	AR & S0-8	888		I	I	I			I	I	(736)

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	4	RB-47	All Cameras	I						75000	1377	4:00	S1-19 & [illegible]	700													
	4	RB-47								65000	1648	5:00	S0-43	713											I	I	AR (790)
	4	RB-47																							I	I	AR (784)
	10	RB-47	All Cameras	I						90000	1715	6:30	S0-43	713	I	I									I	I	AR (765)
	10	RB-47	0-15	I	I					75000	1615	6:30	S0-8	734											I	I	
	10	RB-47	0-15, E-37	I	I	10				85000	1646	9:30	S0-8	717	I	I	I	I	I					I	I	AR Avon Park 2130-2400
	10	RB-47	All Cameras	I	I					90000	1718	9:30	S0-8	730	I	I	I							I	I	AR (763) Richmond ARS 1300-1900
	10	RB-47	All Cameras	I						90000	1254	6:30	S0-8	891	I	I								I	I	Richmond ARS 1700-1900
	10	RB-47	All Cameras	I						90000	1818	6:30	S0-8	734	I	I		I						I	I	Avon Park 2000-2700
	10	RB-47	0-15, E-37	I		10				90000	1857	6:30	S0-8	707	I	I		I						I	I	Richmond ARS 1700-1900 AR (763)
	10	RB-47	0-15	I																							
	26	EC-970		I	I			60000	5500		1145	6:00	AR & S1-19	763		I	I				I	I	I	I	I	(712)
	26	EC-970		I	I			60000			1734	6:00	AR & S1-19	763		I	I				I	I	I	I	I	(790)
	26	EC-970		I	I			60000			1340	6:00	AR & S1-19	763		I	I				I	I	I	I	I	
	26	EC-970		I	I			60000			1345	6:00	AR & S0-8	767		I	I				I	I	I	I	I	(714)
	26	EC-977		I	I			60000	6000		0945	8:00	AR & S0-8	765		I	I				I	I	I	I	I	(684)
	26	EC-970		I	I			60000			1871	6:00	AR & S1-19	765		I	I				I	I	I	I	I	(682)
	26	EC-970		I	I			60000			1935	6:00	AR & S1-19	763		I	I				I	I	I	I	I	(707)
	26	EC-970		I	I			60000			1765	6:00	AR & S1-19	763		I	I				I	I	I	I	I	(819)
	26	EC-977		I	I			60000					Strip Alert	768		I	I				I	I	I	I	I	Strip Alert
	26	EC-970																									
28 March	4	RB-47	All Cameras	I	I					85000	2230	10:00	S1-8	738	I	I	I							I	I	AR (805)
	4	RB-47	All Cameras	I						85000	1100	5:00	Rosme I	147	I	I								I	I	
										91000	1615	7:00	S0-8	871	I	I								I	I	
30 March	3	RB-47	0-15	I						85000	1854	9:00	S1-26	689	I	I	I	I						I	I	AR (768) Avon Park 2000-2200
	3	RB-47	0-15, E-37	I	I	10				85000	1657	9:00	S1-26	699	I	I	I							I	I	AR (768)
	3	RB-47	0-15	I	I					91000	1651	7:00	S0-8	852	I	I		I						I	I	Avon Park 2000-2200
	3	RB-47	0-15, E-37	I		10				91000	1054	7:00	S0-8	693	I	I								I	I	RBS Montreal 1400-1500
	3	RB-47	All Cameras	I						91000	1057	7:00	S0-8	695	I	I								I	I	RBS Montreal 1400-1500
	3	RB-47	All Cameras	I						85000	1015	4:00	S1-19	686										I	I	
	3	RB-47								91000		11:00	Teapot	690	I	I	I							I	I	
	3	RB-47	All Cameras	I	I					85000	1621	9:00	S0-8	698	I	I	I	I						I	I	Avon Park 2130-2300 AR
	4	RB-47	0-15, E-37	I	I	10				85000	1018	9:00	S0-8	701	I	I	I							I	I	Montreal RBS 1400-1800 AR (766)
	4	RB-47	0-15	I	I					85000	1815	8:00	S0-8	374	I	I	I	I						I	I	AR (269) Avon Park 2230-0100
	4	RB-47	0-15, E-37	I	I	10				85000	1818	7:00	S0-8	823	I	I		I						I	I	Avon Park 2000-2230
	4	RB-47	All Cameras	I		10				85000	1045	6:00	Special Project	704	I	I								I	I	
	4	RB-47	All Cameras	I						85000				731	I	I								I	I	Space
	4	RB-47	All Cameras	I	I					90000	1018	6:30	S0-8	771	I	I								I	I	
	10	RB-47	All Cameras	I						75000	1084	6:30	S0-8	773	I	I	I							I	I	AR (770)
	10	RB-47	All Cameras	I	I					75000	1027	6:30	S0-8	719	I	I	I							I	I	AR (367)
	10	RB-47	All Cameras	I	I					90000	1648	9:30	S0-8	718	I	I		I						I	I	AR WRAC Avon Park Rdvs 2200-2400
	10	RB-47	0-15, E-37	I	I	10				90000	1857	6:30	S0-8	735	I	I								I	I	
	10	RB-47	0-15	I						90000	1821	6:30	S0-8	709	I	I		I						I	I	Avon Park 2200-2400
	10	RB-47	0-15, E-37	I		10																					
										90000			To SEB	716	I	I			I					I	I	
	10	RB-47	All Cameras	I			I																				
	26	EC-970		I	I			60000	5500		0945	6:00	AR & S1-19	770		I	I				I	I	I	I	I	(712)
	26	EC-970		I	I			60000	5500		1734	6:00	AR & S0-8	769		I	I				I	I	I	I	I	(689)
	26	EC-970		I	I			60000	5500		0940	7:00	AR & S1-19	767		I	I				I	I	I	I	I	(718)
	26	EC-977		I	I			60000	5500		1930	7:00	AR & S1-19	769		I	I				I	I	I	I	I	(374)
	26	EC-977		I	I			60000	5500		2300	3:00	AR	805		I	I				I	I	I	I	I	(703)
	26	EC-970		I	I			60000	5500		1130	7:00	AR & S0-8	768		I	I				I	I	I	I	I	(699)
	26	EC-970		I	I			60000	5500		0330	5:00	AR	766		I	I				I	I	I	I	I	(701)
	26	EC-970		I					5500		0925	4:00	AR & S0-8	805													Turn Around Not Confirmed
	26	EC-970		I					5500		1934	4:00	AR & S0-8	766													Turn Around Not Confirmed
	26	EC-970		I										767		I	I				I	I	I				Strip Alert
	26	EC-970		I	I			60000	5500																		
										65000	1054	4:00	S1-4	689										I	I	Stand Board
25 March	3	RB-47								85000	1057	9:00	S1-26	691	I	I	I							I	I	AR (764)
	3	RB-47	All Cameras	I	I					91000	1834	7:00	S1-26	690	I	I		I						I	I	Avon Park 2000-2200
	3	RB-47	0-15, E-37	I		10				85000	1654	9:00	S0-8	695	I	I	I							I	I	AR (763)
	3	RB-47	0-15	I	I					91000	1648	7:00	S1-19	853	I	I								I	I	Richmond RBS 1800-2000
	3	RB-47	All Cameras	I						85000	1051	5:00	S1-4	692	I	I								I	I	Stand Board
	3	RB-47	All Cameras	I						85000	1851	9:00	S1-26	696	I	I	I	I						I	I	AR (764) Avon Park 2000-2200
	3	RB-47	0-15, E-37	I	I	10																					
										85000	1854	9:00	S1-26	705	I	I	I	I						I	I	AR (862) Avon Park 2100-2300
	4	RB-47	0-15, E-37	I	I	10				85000	1615	9:00	S0-8	700	I	I								I	I	Dallas RBS 1800-2000
	4	RB-47	All Cameras	I						85000	1618	7:00	S0-43	697	I	I								I	I	
	4	RB-47	All Cameras	I						85000	1015	7:00	S0-43	712	I	I								I	I	
	4	RB-47	All Cameras	I						85000	1077	7:00	S0-43	819	I	I	I	I						I	I	AR (861) Avon Park 2200-2400
	4	RB-47	0-15, E-37	I	I	10				85000	1815	9:00	S0-8	687	I	I	I	I						I	I	AR (760) Avon Park 1900-2100
	4	RB-47	0-15, E-37	I	I	10				85000	1657	9:00	S0-8	707										I	I	
	4	RB-47								75000	1021	4:00	S1-19	713	I	I	I	I						I	I	AR (761) Avon Park 2200-0100
	10	RB-47	0-15, E-37	I	I	10				90000	1657	9:30	S0-8	716	I	I								I	I	Atlanta RBS 1600-1900
	10	RB-47	0-15	I						90000	1615	6:30	S0-8	730	I	I		I						I	I	Avon Park 2000-2300
	10	RB-47	0-15, E-37	I		10				90000	1818	6:30	S0-8	769	I	I		I						I	I	Avon Park 2000-2300
	10	RB-47	0-15, E-37	I		10				90000	1871	6:30	S0-8	871										I	I	PP
	10	RB-47								75000	0815	4:00	S0-8	784	I	I	I							I	I	AR (765)
	10	RB-47	All Cameras	I	I					90000	0871	9:00	S0-43	707	I	I								I	I	
	10	RB-47	0-15	I						90000	1865	9:30	S0-8	717	I	I	I							I	I	T (863)
	10	RB-47	All Cameras	I	I					90000	1015	6:30	S0-8	764		I	I				I	I	I	I	I	(681)
	26	EC-970		I	I			60000	5500		1125	7:00	AR & S1-19	763		I	I				I	I	I	I	I	(717)
	26	EC-977		I	I			60000	5500		1930	7:00	AR & S1-19	765		I	I				I	I	I	I	I	(724)
	26	EC-970		I	I			60000	5500		0945	7:00	AR & S1-19	769		I	I				I	I	I	I	I	(705)
	26	EC-977		I	I			60000	5500		1745	7:00	AR & S0-8														
	26	EC-970		I	I			60000	5500		1735	7:00	AR & S1-19	763		I	I				I	I	I	I	I	(711)
	26	EC-970		I	I			60000	5500		1730	6:00	AR & S0-8	763		I	I				I	I	I	I	I	(684)
	26	EC-977		I	I			60000	5500		1725	6:00	AR & S0-8	761		I	I				I	I	I	I	I	(695)
	26	EC-970		I	I			60000	5500		1995	7:00	AR & S0-8	762		I	I				I	I	I	I	I	(819)
	26	EC-977		I	I			60000	5500		1530	7:00	AR & S0-8	760		I	I				I	I	I	I	I	(687)
	26	EC-970		I	I			60000	5500					769		I	I				I	I	I			Strip Alert
	26	EC-970																									

TYPE	REQUIRED SORTIES	HOURS
RB-47	69	477:00
EC-977	9	59:00
EC-970	17	101:00

TYPE	SCHEDULED SORTIES	HOURS
RB-47	69	477:00
EC-977	9	59:00
EC-970	17	101:00

TYPE	CONFIRMED SORTIES	HOURS
RB-47	69	477:00
EC-977	9	59:00
EC-970	15	91:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 25 March 1955.

Robert T. Nelly
ROBERT T. NELLY, JR., Lt. Col., USAF
Director of Operations
18 March 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 26 March 1947 TO 2 April 1947

REQUIREMENTS										SCHEDULED				CONFIRMED								REMARKS
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	
26 March	3	RB-47	O-15, K-37	I	I	10			85000	1834	7:00	S1-26	689	I	I	I	10			I	I	
	3	RB-47	All Cameras	I					85000	1015	7:00	S1-26	552	I	I					I	I	AR (203) Avon Park 2200-0130
	3	RB-47	O-15, E-37	I	I	10			85000	2015	7:00	S0-8	693	I	I	I	10			I	I	AR (768) Avon Park 2300-0600
	3	RB-47	O-15, K-37	I		10			85000	1657	7:00	S0-8	698	I	I		10			I	I	Avon Park 2000-2130
	3	RB-47	O-15	I					85000	1451	7:00	S1-26	851	I	I					I	I	
	3	RB-47	All Cameras	I	I				85000	1215	6:00	S0-8	585	I	I					I	I	RBR Richmond (760) AR 1700-2000
	4	RB-47	O-15	I	I		I		85000	1645	8:00	S1-26	703	I	I	I				I	I	AR (766)
	4	RB-47	All Cameras	I					85000	1218	6:00	Special Proj	701	I	I					I	I	
	4	RB-47							85000	1224	4:00	S0-8 TP	323							I	I	
	4	RB-47	O-15, K-37	I		10			91000	1917	7:00	S0-8	704	I	I		10			I	I	Avon Park 2000-2200 RBR Atlanta
	4	RB-47	All Cameras	I	I		I		85000	1057	5:00	Sea Shore Proj	054	I	I	I		I		I	I	AR (770)
	10	RB-47	All Cameras	I	I				85000	1615	6:30	S0-8	715	I	I	I				I	I	AR (769) 1500
	10	RB-47	O-15, K-37	I	I	10			85000	1621	9:30	S0-8	719	I	I	I	10			I	I	AR (505) Avon Park 2300-0100
	10	RB-47	O-15, E-37	I		10			85000	1516	6:30	S0-8	723	I	I		10			I	I	Avon Park 2000-2130
	10	RB-47	O-15	I	I				85000	1546	4:30	S1-19	721	I	I	I			I	I	I	AR RBR: LL RW
	10	RB-47	O-15, K-37	I		10			90000	1800	7:00	S0-8	775	I	I		10			I	I	Avon Park 2000-2300
	10	RB-47	All Cameras	I			I		85000	1401	4:30	To SSI	749	I	I			I		I	I	
	26	EC-97F		I	I			40000	6000	1745	8:00	S0-8	267		I	I			I	I	I	(689)
	26	EC-97F		I	I			40000	6000	1740	8:00	S0-8	298		I	I			I	I	I	(685)
	26	EC-97G		I	I			40000	5500	1130	6:00	S0-8	770		I	I			I	I	I	(654) Land Westover
	26	EC-97G		I	I			40000	6000	1845	8:00	S0-8	769		I	I			I	I	I	
	26	EC-97G		I	I			40000	6000	1735	8:00	S0-8	766		I	I			I	I	I	(703)
	26	EC-97G		I	I			40000	6000	1930	8:00	S0-8	805		I	I			I	I	I	(719)
	26	EC-97G		I	I			40000	5500	1945	8:00	S0-8	768		I	I			I	I	I	(693)
27 March	26	EC-97G		I	I				6000		14:00	Sea Shore Proj	760		I	I				I		
	26	EC-97G							5500	1700	6:00		770									Returned From Westover
30 March	3	RB-47	All Cameras	I	I				75000	0857	6:00	S1-26	379	I	I	I				I	I	AR (763)
	3	RB-47	O-15	I	I				75000	1816	6:00	S1-26	695	I	I					I	I	AR (263)
	4	RB-47	All Cameras	I	I				85000	1667	9:00	S1-19	697	I	I	I				I	I	AR (767)
	4	RB-47	O-15, K-37	I	I	10			85000	1645	9:00	S1-19	719	I	I	I	10			I	I	AR (262) Avon Park 2200-2400
	10	RB-47	All Cameras	I	I				85000	1015	9:30	S0-8	711	I	I	I						AR (263)
	10	RB-47	O-15, E-37	I	I	10			90000	1960	9:30	S0-8	707	I	I	I	10					AR (765) Avon Park 2300-0100
	10	RB-47	O-15, K-37	I		10			90000	1836	6:30	S0-8	714	I	I		10					Avon Park 2000-2300
	10	RB-47	O-15, E-37	I	I	10			90000	1812	9:30	S0-8	717	I	I	I	10					AR (261) Avon Park 2300-0100
	10	RB-47	All Cameras	I					85000	0815	6:30	S0-8	821	I	I							
	26	EC-97F		I	I			40000	5500	0920	7:00	S0-8	243		I	I			I	I	I	(713)
	26	EC-97F		I	I			40000	5500	1930	7:00	S0-8	240		I	I			I	I	I	(717)
	26	EC-97F		I	I			40000	6000	1935	8:00	S0-8	260		I	I			I	I	I	(712)
	26	EC-97F		I	I			40000	6000	1925	8:00	S0-8	243		I	I			I	I	I	(695)
	26	EC-97G		I	I			40000	6000	1845	8:00	S0-8	767		I	I			I	I	I	(697)
	26	EC-97G		I	I			40000	6000	0925	8:00	S0-8	763		I	I			I	I	I	(179)
	26	EC-97G		I	I			40000	5500	1945	6:00	S0-8	765		I	I			I	I	I	(707)
1 April	3	RB-47		I	I				75000	0857	6:00	S1-19	699	I	I	I				I	I	AR(267)
	3	RB-47	All Cameras	I	I		I		85000	0815	7:00	S1-19	851	I	I	I		I		I	I	AR (267)
	3	RB-47	All Cameras	I	I				85000	1215	7:00	S0-8	822	I	I	I				I	I	AR (268) RBR Tampa 1500-1600
	3	RB-47	All Cameras	I	I		I		85000	1257	7:00	S1-19	853	I	I	I		I		I	I	AR (268)
	3	RB-47	All Cameras	I					85000	1054	7:00	S1-26	684	I	I					I	I	RBR Tampa 1600-1600
	3	RB-47							85000	0854	6:00	S1-19	849							I	I	
	4	RB-47	All Cameras	I	I				85000	1415	8:00	S1-19+	696	I	I	I				I	I	AR (770)
	4	RB-47	O-15, E-37	I	I	10			85000	1845	8:00	S0-8	835	I	I	I	10			I	I	AR (770) Avon Park 2300-0600
	4	RB-47	All Cameras	I			I		85000	0845	7:00	S1-26	703	I		I		I		I	I	
	4	RB-47	All Cameras	I			I		85000	1845	7:00	S1-19	702	I		I		I		I	I	
	4	RB-47							85000	1045	3:00	S1-19	704							I	I	
	4	RB-47	All Cameras	I					85000	1057	7:00	S0-8	704	I	I					I	I	Special Proj
	4	RB-47	All Cameras	I	I				85000	0834	7:00	S0-8	709	I	I	I				I	I	AR (768) RBR Montreal 1600-1600

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	2	RB-47	0-15, E-37	I		10			85000	1257	7:00	50-8	695	I	I							I	I					
	2	RB-47	0-15	I	I				85000	1315	7:00	50-8	697	I	I							I	I					
	2	RB-47	All Cameras	I	I				85000	1345	7:00	50-8	698	I	I							I	I					
	2	RB-47	All Cameras	I	I		I		85000	1445	7:00	51-19	703	I	I		I					I	I					
	4	RB-47	All Cameras	I					85000	1358	9:00	Special Proj	711	I	I													
	4	RB-47							85000	1201	9:00	50-8	711															
	4	RB-47	0-15, E-37	I		10			85000	1217	9:00	50-8	714	I	I			10				I	I					
	4	RB-47	All Cameras	I	I		I		85000	1257	9:00	Sea Shore Proj	714	I	I	I			I			I	I					
	10	RB-47	All Cameras	I	I				85000	1215	9:30	50-8	718	I	I	I						I	I					
	10	RB-47	0-15, E-37	I	I	10			85000	1321	9:30	50-8	719	I	I	I		10				I	I					
	10	RB-47	0-15, E-37	I		10			85000	1311	9:30	50-8	723	I	I			10				I	I					
	10	RB-47	0-15	I	I				85000	1345	9:30	51-19	723	I	I	I						I	I					
	10	RB-47	0-15, E-37	I		10			90000	1837	7:00	50-8	775	I	I			10				I	I					
	10	RB-47	All Cameras	I			I		85000	1227	9:30	To ZZZ	719	I	I				I		I	I	I					
	26	KC-977		I	I			40000	6000	1745	5:00	50-8	767		I	I					I	I	I					
	26	KC-977		I	I			40000	6000	1740	5:00	50-8	768		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1130	6:00	50-8	770		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1845	6:00	50-8	769		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1730	6:00	50-8	766		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1930	5:00	50-8	767		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1945	6:00	50-8	768		I	I					I	I	I					
29 March	26	KC-970		I	I				6000		14:00	Sea Shore Proj	760		I	I						I						
	26	KC-970							5500	1700	6:00		770															
30 March	3	RB-47	All Cameras	I	I				75000	0857	6:00	51-26	379	I	I	I						I	I					
	3	RB-47	0-15	I	I				75000	1316	6:00	51-26	695	I	I							I	I					
	3	RB-47	All Cameras	I	I				85000	1657	9:00	51-19	697	I	I	I						I	I					
	4	RB-47	0-15, E-37	I	I	10			85000	1545	9:00	51-19	712	I	I	I	10					I	I					
	10	RB-47	All Cameras	I	I				85000	1015	9:30	50-8	713	I	I	I												
	10	RB-47	0-15, E-37	I	I	10			90000	1840	9:30	50-8	707	I	I	I	10											
	10	RB-47	0-15, E-37	I		10			90000	1836	6:30	50-8	714	I	I		10											
	10	RB-47	0-15, E-37	I	I	10			90000	1812	9:30	50-8	717	I	I	I	10											
	10	RB-47	All Cameras	I					85000	0815	6:30	50-8	871	I	I													
	26	KC-977		I	I			40000	5500	0930	7:00	50-8	763		I	I					I	I	I					
	26	KC-977		I	I			40000	5500	1930	7:00	50-8	763		I	I					I	I	I					
	26	KC-977		I	I			40000	6000	1935	8:00	50-8	767		I	I					I	I	I					
	26	KC-977		I	I			40000	6000	1925	8:00	50-8	763		I	I					I	I	I					
	26	KC-970		I	I			40000	6000	1845	9:00	50-8	767		I	I					I	I	I					
	26	KC-970		I	I			40000	6000	0925	8:00	50-8	763		I	I					I	I	I					
	26	KC-970		I	I			40000	5500	1945	6:00	50-8	765		I	I					I	I	I					
1 April	3	RB-47		I	I				75000	0857	6:00	51-19	699	I	I	I						I	I					
	3	RB-47	All Cameras	I	I		I		85000	0815	7:00	51-19	851	I	I	I			I			I	I					
	3	RB-47	All Cameras	I	I				85000	1215	7:00	50-8	822	I	I	I						I	I					
	3	RB-47	All Cameras	I	I		I		85000	1257	7:00	51-19	853	I	I	I			I			I	I					
	3	RB-47	All Cameras	I					85000	1354	7:00	51-26	68[illegible]	I	I							I	I					
	3	RB-47							85000	0854	6:00	51-19	849									I	I					
	4	RB-47	All Cameras	I	I				85000	1415	8:00	51-19	696	I	I	I						I	I					
	4	RB-47	0-15, E-37	I	I	10			85000	1545	8:00	50-8	823	I	I	I	10					I	I					
	4	RB-47	All Cameras	I			I		85000	0845	7:00	51-26	703	I		I			I			I	I					
	4	RB-47	All Cameras	I			I		85000	1245	7:00	51-19	701	I		I			I			I	I					
	4	RB-47							85000	1045	7:00	51-19	706									I	I					
	4	RB-47	All Cameras	I					85000	1057	7:00	50-8	704	I	I							I	I	Special Proj				
	10	RB-47	All Cameras	I	I				85000	0816	9:00	50-8	709	I	I	I						I	I	AR (768) RBS Montreal 1400-1600				
	10	RB-47	All Cameras	I	I				85000	0818	6:00	50-8	710	I	I	I						I	I	AR (761)				
	10	RB-47	All Cameras	I	I				85000	0821	6:00	50-8	718	I	I	I						I	I	AR (761)				
	10	RB-47	All Cameras	I					85000	0827	6:00	50-8	719	I	I							I	I					
	10	RB-47	All Cameras	I					85000	1015	6:00	50-8	721	I	I							I	I					
	10	RB-47	All Cameras	I					85000	1018	6:00	51-26	723	I	I							I	I					
	10	RB-47	All Cameras	I					85000	1218	6:00	50-8	725	I	I							I	I	RBS Montreal 1400-1600				
	26	KC-977		I	I			24000	5500	0930	5:00	50-8	767		I	I				I	I	I	I	(853 & 899)				
	26	KC-977		I	I			24000	5500	1145	5:00	50-8	769		I	I				I	I	I	I	(822 & 853)				
	26	KC-970		I	I			40000	5500	1745	5:00	50-8	770		I	I				I	I	I	I	(822 & 696)				
	26	KC-970		I	I			40000	5500	0925	5:00	50-8	761		I	I				I	I	I	I	(710 & 718)				
	26	KC-970		I	I			24000	5500	0935	5:00	50-8	769		I	I				I	I	I	I	(709)				
	26	KC-970		I					6600		14:00	Sea Shore Proj	805		I							I						
	26	KC-970		I					6600		14:00	Sea Shore Proj	766		I							I						
	26	KC-970		I					6600		14:00	Sea Shore Proj	768		I							I						
	4	RB-47	All Cameras	I	I		I		90000		7:30	Sea Shore Proj	842	I	I		I					I	I					
	4	RB-47	All Cameras	I	I		I		90000		7:30	Sea Shore Proj	851	I	I	I						I	I					
	4	RB-47	All Cameras	I	I		I		91000		7:30	Sea Shore Proj	695	I	I	I						I	I					
	4	RB-47	All Cameras	I	I		I		91000		7:30	Sea Shore Proj	687	I	I		I					I	I					

REQUIRED

TYPE	SORTIES	HOURS
RB-47	54	344:00
KC-977	8	56:00
KC-970	15	129:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47	54	344:00
KC-977	8	56:00
KC-970	15	129:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	54	344:00
KC-977	8	56:00
KC-970	15	123:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 28 March 1955.

Robert T. Hall
ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations
25 March 1955.

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APRIL 1955

HISTORY

26TH STRAT. RECON. WING

MICROFILMED

LOCKBOURNE AIR FORCE BASE

COLUMBUS, OHIO

RSI Control No S12205

SECRET

7400 SL-1709 26 OSL-1846 Cy #1

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SECRET
AUTH: CMDR 26th SRW
DATE 31 MAY 55
NAME William C. Hans

HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 30 APRIL 1955

H. R. SULLIVAN, Brig. General
Commander

for CHARLES A. WRIGHT, Major
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

PREPARED BY: M/Sgt Curtis H. Watson

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TABLE OF CONTENTS

Title Page
Table of Contents ---------- i
Authority ---------- ii
Foreword ---------- iii

CHAPTER I ORGANIZATION AND ADMINISTRATION PAGE

Organizational Interrelation ---------- 1
Key Personnel Changes ---------- 2
8th AF Command Jurisdiction ---------- 2
Director of Safety ---------- 3

CHAPTER II PERSONNEL

Personnel Strength ---------- 4
Manning ---------- 5
Ground Safety Score ---------- 5
Personnel Shortages ---------- 6
Major Personnel Problem ---------- 7
Crew Status ---------- 8

CHAPTER III OPERATIONS AND TRAINING

Tactical Operations Analysis ---------- 9
Flying Training ---------- 10
Missions Directed By Higher Headquarters ---------- 11
Bombing Ranges ---------- 11
Matagorda Range ---------- 12
Flying Training Accomplishment ---------- 13
Wing Intelligence ---------- 14
Aircraft Accidents ---------- 15
Flying Safety ---------- 15

THIS PAGE IS DECLASSIFIED IAW EO 13526

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TABLE OF CONTENTS (Continued)

CHAPTER IV MATERIEL PAGE

Aircraft Status ---------- 18
Tactical Maintenance Summary ---------- 19
Headquarters SAC IG Visit ---------- 20
Wing Supply Section ---------- 22
2AF Materiel T-12 Report ---------- 23
Period Weighing of Aircraft ---------- 24
A&E Equipment Status ---------- 26
Bomb Navigation Systems ---------- 28
Camera System ---------- 32
Communications Navigation System ---------- 33
ARC-21 High Frequency Radio ---------- 34
N-1 Compass & Autopilot Systems ---------- 35

APPENDIX

Roster of Key Personnel ---------- 37
Glossary ---------- 38
Bibliography ---------- 42
List of Exhibits ---------- 43

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952.

SAC Manual 210-1, dated June 1951.

2AF Regulation 210-1, dated 1 July 1954.

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FOREWORD

During April 1955, a total of approximately 1,298 flying hours were accomplished by RB/YRB-47 aircraft of the Wing. The major training objective during this period was the training of non-ready crews and non-ready personnel. The overall results of this month's training program was considered successful and materially-wise increased the Wing's state of operational readiness.

On 1 April 1955, the 26th Air Refueling Squadron, which has been affiliated with this wing since June, 1953, was reassigned to Eighth Air Force, 4050th Air Refueling Wing, Westover Air Force Base, Massachusetts. Their performance of duty as a unit of this headquarters left its mark towards the wing's achievement of effective combat readiness. All personnel of this command join in wishing the 26th Air Refueling Squadron continuous success in all of their future operations.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 30 April 1955 the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

3rd Strategic Reconnaissance Squadron

4th Strategic Reconnaissance Squadron

10th Strategic Reconnaissance Squadron

26th Armament and Electronic Maintenance Squadron

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This period saw the 26th Air Refueling Squadron conclude its operations as a unit of the 26th Strategic Reconnaissance Wing. On 1 April 1955, the air refueling squadron became a unit of the 4050th Air Refueling Wing, Westover Air Force Base, Massachusetts. Additional information received by this headquarters indicated that effective 1 May 1955, the Commander of the 4050th Air Refueling Wing would be designated as Commander of Westover Air Force Base, under 8th Air Force.[1]

An information copy of a message from Headquarters Second Air Force, received by this headquarters, indicated that the command jurisdiction of the 801st Air Division would be transferred to Headquarters 8th Air Force effective on 1 July 1955. In addition, it was stated that Headquarters 8th Air Force would move to Westover Air Force Base prior to 1 July 1955.[2]

There was one key personnel change noted during this period. Colonel Lawson C. Horner, Jr., 4351A, was assigned as Wing Director of Operations, effective 1 April 1955, vice Lieutenant Colonel Robert T. Hall, Jr., 4700A. Colonel Hall was reassigned to Headquarters, 70th Strategic Reconnaissance Wing (M) (SAC), Little Rock Air Force Base, Arkansas, with permament duty station, Lockbourne[3]

1. TWX fr Cmdr 8th AF to Cmdr 2nd AF. Cite: OD03-10761 dated 7 April 1955. Subj: "Westover Transfer". CL: CONFIDENTIAL. Exhibit No. 2.
2. TWX fr Cmdr 2nd AF to Cmdr 801st ADiv. Cite: 7347 dated 16 March 1955. Subj: "Command Jurisdiction 8th AF". CL: CONFIDENTIAL. Exhibit No. 3.
3. 26th SRWg General Orders No. 7 & 8, dated 1 & 7 April 1955. Subj: "Staff Assignment" Exhibit No. 1.

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Air Force Base, Ohio. The 70th Strategic Reconnaissance Wing is presently stationed at Lockbourne for manning and equipment purpose It is pointed out that activity of the 70th Wing, involving this wing, will be found throughout present and future histories of this wing.

As directed by higher headquarters the functions of Flying Safety and Ground Safety was combined by this wing under the Director of Safety who is responsible directly to the Wing Commander. The primary function of this agency is the prevention of all types of accidents and the investigation of those which cannot be prevented. Major John J. Mason, 13482A, this headquarters, was assigned as Director of Safety, effective 1 April 1955.[4]

4. 26th SRWg General Order No. 7, dated 1 April 1955. Subj: "Staff Assignment (Major Mason)". Exhibit No. 1.

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CHAPTER II

PERSONNEL

A total of 1,634 individuals was assigned to the 26th Strategic Reconnaissance Wing, Lockbourne Air Force Base, Columbus 17, Ohio, as of the end of April 1955.[1] Of the 1,634 individuals assigned to the wing, 368 were officers and 1,266 were airmen.[2] The regressions noted in these figures compared to those reported for the month of March 1955, reflected the reassignment of the 26th Air Refueling Squadron to Westover Air Force Base.

The following is a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing as of 30 April 1955:[3]

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1. Weekly Means Strength Report, April 1955, prep by Stat Svs, 801st AB Gp.
2. Ibid.
3. Rpt, "Status of Offs and Amn", April 1955, prep by 26th SRWg Pers Sect.

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		TOTAL AUTH	TOTAL ASGD
OFFICERS		325	368
AIRMEN		1,190	1,266
	TOTAL	1,515	1,634

Of the 325 officers assigned, 286 were effectively assigned for a wing percentage of 88 percent effectively manned. This item scored 70 percent of SAC maximum scoring system for this period.[4] Of the 1,266 airmen assigned, 875 were effectively assigned. Under SAC's rating system a 10 percent score of the maximum was realized for both of the items of airmen speciality and support. Respectively, these items showed a 73.4 percent and 74.5 percent for the percentage of in-required speciality.[5]

The Wing's Ground Safety Score was 80 percent of SAC maximum scoring for the month of April. The low accident cost index of 8.33 enabled a 100 percent rating for this item. The Absent Without Leave rate was 100 percent of SAC scoring for this period, as there was only one (1) AWOL for the assigned strength of 1,634 individuals, which was a rate of point nine (.9) per 1,000 individuals.[6]

4. Ltr Cmdr 801st ADiv to Cmdr 2AF. Subj: "SAC Management Control Score System. (RCS:2AF-U2)" Unclassified. Exhibit No. 6.
5. Ibid.
6. Ibid.

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Personnel shortages in the Armament and Radar Career fields were a subject of major concern during this period. Critical personnel shortages at the "7" skill level in the K Series and Gunlaying System Career fields were most evident.[7]

The wing's personnel accounting roster reflected the following shortages:[8]

AFSC	AUTH	ASGD
32170E	35	6
32330C	7	13
32350C	45	36
32370C	12	1
30250	9	1
30270	3	0

During the past twelve months only one (1) airman AFSC 32170E has been assigned against the above shortages indicated.

It was pointed out that projected inputs are the only solution to effectively man these career fields, as the OJT Program will not alleviate the shortages at the Technical Level due to retainability, grade restriction and the low reenlistment rate.[9]

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7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of April 1955. (RCS: 3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 10.
8. Lt. HQS 2AF to Cmdr 801st ADiv. Cite: CRSO, dated 27 April 1955. Subj: "Air Training Report, RCS: SAC-T12." CL: CONFIDENTIAL Exhibit No. 7.
9. Ibid.

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In reply to the wing's personnel problems reported in the Wing Commander's Training Report for the month of March, Second Air Force stated that the administrative field is critical within Second Air Force. Quotas levied on Headquarters Second Air Force have been protested to Headquarters SAC; however, SAC has informed Second Air Force that it is manned commensurate with other SAC commands and that Second Air Force must continue to support overseas requirements.[10]

In reference to the shortages of K-System Technicians it was stated that a critical command shortage in this field existed within Second Air Force and SAC. It was also pointed out that the Survival Training and Equipment personnel (922 sub-field) is critical within Second Air Force. Further statements showed that the 801st Air Division is manned commensurate with other Second Air Force Units and that the 801st Air Division's 922 sub-field personnel is comparatively manned with Second Air Force Units.[11]

One major personnel problem of note, during this period, concerned the classification and utilization of airmen. As indicated by the wing, under the present policy on classification

10. Ltr HQS 2AF to Cmdr 801st ADiv. Cite:CRSO, dated 27 April 1955. Subj: "Air Training Report, RCS: SAC-T12." CL: CONFIDENTIAL Exhibit No. 7.
11. Ibid.

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and utilization of airmen, this headquarters can no longer train or assign airmen to duties consistent with their knowledge, capabilities and local requirements.[12]

The present system of requiring a Waiver of Project Guidance to retrain airmen because of physical defects and substandard performance in their AFSC has caused an unnecessary administrative work load, hampered the progression of the airmen concerned and created improper utilization of the airmen pending approval of waiver.[13]

As a solution to this situation it was stated that the Commander should be permitted to authorize training and retraining based on overages, shortages and local requirements in order to insure economical assignment and reassignment of personnel under his control.[14]

During the month of April, six (6) of the wing's crews were made select crews. Four (4) of these crews were in the 3rd Strategic Reconnaissance Squadron and two (2) in the 4th Strategic Reconnaissance Squadron.[15]

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12. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of April 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 10.
13. Ibid.
14. Ibid.
15. History, 26th SRW Operation for month of April. File, 26th SRWg Hist. Section.

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CHAPTER III

OPERATIONS AND TRAINING

During April 1955, reconnaissance crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 1,298 flying hours. There were 223 sorties flown during this period. Of the total flying hours flown, 25 hours were accomplished on test flights. Not included in the total flying hours performed were 120 hours programmed in support of SAC Operations Order 81-55 (Operations Seashore). Training accomplishments by crews of the 26th Wing Detachment No. 1, participating in this operation, were indeterminate at this reporting period and were not included.[1]

The major training objective of the 26th Strategic Reconni-

1. 26th SRWg Cmdr's Remarks Part V of Air Tng Rpt for the Mo. of April 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL Exhibit No. 10.

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ssance Wing during this period was the training of non-ready crews and non-ready personnel. An average of ten (10) non-ready crews were available for training during the month and accomplished a total of 468 hours and 25 minutes flying as intregal crews. Each of these non-combat crews accomplished an average of 46.8 flying training hours. In addition, 101 hours and 45 minutes of flying time were accomplished by non-ready crew members on transition flights, air refueling check-out missions and 51-19 check-out. This period saw six (6) non-ready crews complete their upgrading training and were scheduled to be declared combat ready on 1 May 1955.[2]

The 26th Wing was not in receipt of Second Air Force Operations Order 108-55 (Operations Firmground) at the time the special training month program was submitted. It was indicated that the support of this operation was the primary reason for the shortage which existed in some training categories and for corresponding overages in other training areas.[3] In addition, the loss of six (6) sorties which were scheduled to accomplish night photography reduced training accomplished

2. 26th SRWg Cmdr's Remarks Part V of Air Tng Rpt for the Mo. of April 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 10.
3. Ibid.

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in this area. Four (4) of these sorties were ground aborted due to weather at the bombing range and two (2) were air aborted due to radar malfunction.[4]

There was a total of 166 hours and 50 minutes flown performing missions ordered by higher headquarters. These missions and the number of hours taken were as follows: 28 hours devoted to SAC Operations Order 81-55 (Seashore); this time includes departure flight from Lockbourne: 78 hours and 15 minutes performing Second Air Force Operations Order 108-55 (Firmground); 51 hours and 25 minutes devoted to WADC Project Q56-700 (XQ-56 Radar); and 12 hours and 10 minutes ferrying aircraft from Boeing Airplane Company, **Wichita**, Kansas, for the 70th Strategic Reconnaissance Wing.[5] In reference to the 26th Wing's Detachment No. 1, on activity flown on Operations Seashore, no final mission report has been observed by this writer, for inclusion in this monthly report. However, upon the release of subject activity, it will be included in the history of the wing.

As previously reported, by this headquarters, the acute lack of available bombing ranges for accomplishing night

4. 26th SRWg Cmdr's Remarks Part V of Air Tng Rpt for the Mo. of April 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 10.
5. Ibid.

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photography was seriously retarding the development of this capability and was restricting this phase of Combat Crew Training.[6]

Staff action as indicated by Second Air Force Operations Directorate revealed that the problem of lack of bombing ranges for night photoflash activity has been referred to Headquarters SAC. In turn, Headquarters SAC has requested Headquarters USAF to form an agreement with the Canadian Government for joint use of a range. It was indicated that this action would take considerable time, however, Second Air Force stated that there were no other ranges available within acceptable distance of Lockbourne. In addition, Second Air Force was taking action to investigate the possibility of using Matagorda Range for night photoflash activity. This would assist Lockbourne, even though Matagorda is a greater distance than Avon Park. Second Air Force is also in the process of constructing a photoflash range at Cedar Keys, which would provide an alternate range to Avon Park.[7]

In summary, the following chart indicates programmed and training accomplishments performed by the 26th Strategic

6. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of March 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. 26th SRWg History for the Month of March 1955. Exhibit No. 12.
7. Ltr Hqs 2AF to Cmdr 801st ADiv. Cite: CRSO, dated 27 April 1955. Subj: "Air Training Report,(RCS: SAC-T12)". CL: CONFIDENTIAL. Exhibit No. 7.

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Reconnaissance Wing during the special training month of April 1955:[8]

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED Units of Tngs	Crews Involved	Percent Accompd
Total Flying Hours	1230*	1273	40	100
Total Sorties	208	223	40	100
Transition Hours	65	156	-	100
6000 lbs Hookup	82	124	17	100
Elect. Rendezvous	21	36	18	100
Aerial Photo Runs	530	597	40	100
Actual Photoflash	90	44	14	49
RBS Runs	120	71	23	59
Radar IP-Tgt	171	194	31	100
Navigation Legs	68	68	39	100
Gunnery Missions	22	13	11	60
Cruise Control	45	39	26	87
40,000 lbs Hookup	-	7	7	100

*The total flying hours programmed do not include 120 hours programmed in support of SAC Operations Order 81-55 (Operations Seashore). In addition, Training Accomplishment by crews participating in this operations was indetermined at this time and was not included in the above summary.[9]

8. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the No. of April 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 10.
9. Ibid.

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During this period the Wing Intelligence Section received a new EWP, therefore, primary activity was devoted to the preparation for and the accomplishment of general and specialized intelligence briefings. Activity of this nature concerned the revision of maps and charts in the Wing Air Room whereby they would reflect all changes in deployment routes in addition to posting new strike routes.

There were individual route overlays made for utilization in specialized briefings and during target study periods. As of 30 April, approximately 55 percent of the assigned EWP crews had received the intelligence portion of specialized briefings.[10]

Other activity performed by the Wing Intelligence Section was the accomplishment of new fighter-radar reaction forecasts on EWP routes. These routes were forwarded to Second Air Force Headquarters. Initial preparation was made during this period for the forthcoming Wing USCM, during the month of May 1955. Also included in the preparation was the accomplishment of fighter radar reaction graphs on the USCM penetration routes. This action was performed in accordance with USCM Operation Order 34-55.[11]

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10. 26th SRWg Intelligence History for the No. of April 1955. File 26th SRWg Hist Sect. CL: SECRET.
11. Ibid.

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Upon conclusion and the final mission report concerning the activity and accomplishment of the wing during it's USCM, it will be included in the Wing's History for the month of May 1955.

During the month of April 1955, two (2) aircraft accidents occured; one (1) tanker aircraft of the 26th Air Refueling Squadron skidded off an icy runway at Eielson Air Force Base, Alaska; the second accident occured when a door ripped loose on one of the RB-47 aircraft during flight. On 17 April 1955, one (1) RB-47 aircraft and crew failed to return from an operational training flight. This aircraft was with the 26th Wing's Detachment No. 1 at Eielson Air Force Base, Alaska. Missing crew members and aircraft were from the 4th Strategic Reconnissance Wing. The crew members were: Captain Lacie C. Neighbors, AO 668618, Aircraft Commander; Captain Richard E. Watkins, Jr., AO 668289, Pilot; and Captain Robert N. Brooks, AO 706684, Observer. The cause or determining factors as to the missing of this aircraft were unknown at the period of this report.[12]

The Flying Safety theme for the month of April 1955, was Crash Fire Rescue. This subject was studied very closely in

12. Interview, Capt Thomas W. Harris, Assistant Flying Safety Officer, 26th SRWg, on 25 May 1955, by M/Sgt Watson, 26th SRWg Hist Tech.

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order that a program could be planned, effectively implementing the plan as directed by SAC directives. Past difficulties were considered, and a reviewing of incidents reported in addition to the corrective action taken. The monthly program was initiated by outlining the objectives to all Wing personnel and requesting assistance of all concerned. Further action was taken to insure that all personnel understood the proper procedures for reporting emergencies. Areas were inspected to determine whether identification of individual areas were posted in order that correct location of emergencies could be reported to the Crash Station.[13]

It was observed during the interviewing of personnel assigned to the Crash Rescue Section that more information of B-47 landing characteristics, ejection seat systems, switch locations, canopy operation, emergencies entrance procedures and general cockpit configuration was urgently needed. To afford this information the 26th Wing Flying Safety Officer devoted one full afternoon showing the entire Crash Section through the B-47, explaining the operation of switches and controls. Special emphasis was placed on evacuation of unconscious crew

13. Interview, Capt. Thomas W. Harris, Assistant Flying Safety Officer. 26th SRWg, on 25 May 1955, by M/Sgt Watson, 26th SRWg Hist Tech.

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members through the space available.[14]

The Wing Flying Safety Meeting held during this period was devoted to a lecture by the team of Boeing Representatives in the aspects of High Speed Flight in the B-47 aircraft. This meeting was mandatory for all crew members and squadron staff members. Wing Staff Officers were also urged to attend. To keep abreast of current problems, Squadron Flying Safety Meetings were held on such subjects as: Hot weather take-off problems, a review on thunderstorm problems and current information on violations of flying regulations. There were approximately 76 percent of the crew members present for these meetings.[15]

14. Interview, Capt. Thomas W. Harris, Assistant Flying Safety Officer, 26th SRWg, on 25 May 1955, by M/Sgt Watson, 26th SRWg Hist Tech.
15. Ibid.

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CHAPTER IV

MATERIEL

The end of April 1955 saw a total of 53 tactical reconnaissance aircraft assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio. The average number of aircraft possessed at Lockbourne during the month was 49. Four (4) tactical aircraft were TDY with the 26th Wing's Detachment No. 1 at Eielson Air Force Base, Alaska.[1] There were two (2) RB-47Es and two (2) RB-47B-1s with the detachment. YRB-47 aircraft, after various modifications, are now referred to as RB-47B-1.

The 21 KC-97 tanker aircraft originally assigned to the

1. 801st AB Gp Statistical Digest for the Mo. of April 1955, prep by 801st AB Gp Stat Svs.

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26th Air Refueling Squadron were reassigned to Westover Air Force Base with the transfer of this squadron to Westover. This action left the wing with only reconnaissance type aircraft.

Of the four (4) aircraft assigned to the 26th Wing's Detachment in Alaska during this period, one (1) RB-47 aircraft failed to return from an operational flight. Status of this aircraft is pending official decision.

Total number of reconnaissance aircraft on hand at Lockbourne was 49 as of the end of April 1955. These aircraft were on hand for a total of 35,188 hours and in-commission for 27,877 hours. Percentage-wise, possessed aircraft reflected the following maintenance status: aircraft in-commission 79 percent; aircraft out of commission for parts 15.9 percent; and aircraft out of commission for maintenance 15.9 percent. Aircraft out of commission for other reasons was 4.3 percent.[2]

As of the end of this period there were only three aircraft possessed by the detachment in Alaska. Operational and maintenance status for each type of aircraft was as follows:

2. 801st AB Gp Statistical Digest for the Mo. of April 1955, prep by 801st AB Gp Stat Svs.

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Two (2) RB-47E aircraft on hand as of the end of the month, for a total of 1,416 hours and were in-commission for 1,100 hours. Aircraft were in-commission for 77.7 percent and out of commission for parts 18.6 percent; aircraft out of commission for maintenance was 3.7 percent. Total flying hours recorded by the two RB-47E aircraft were 76 hours.[3]

One (1) RB-47B-1 was possessed by the detachment at the end of April 1955. Total hours aircraft were on hand were 1,104 and maintained in-commission for 975 hours. Aircraft were in-commission for 88.4 percent. Aircraft out of commission for parts and maintenance were 9.4 and 1.5 percent respectively. Total flying hours for the RB-47B-1 aircraft was recorded as 54 hours, for an average of 27 flying hours.[4] Total flying hours programmed for this mission at Bielson was 120 hours.

In a letter from 801st Air Division Inspector, this headquarters, was requested to take immediate redimedial action as required in a cite letter from the Director of Materiel, Headquarters SAC.[5] There were a number of irregularities and deficiencies noted as the results of an inspection visit at this base by the Inspector General, Headquarters Strategic

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3. 801st AB Gp Statistical Digest for the Mo. of April 1955, prep by 801st AB Gp Stat Svs.
4. Ibid.
5. Ltr, 1st Ind, Hqs 801st ADiv to Cmdr 26th, 91st SRW & 801st AB Gp. Subj: "Reply to Corrective Action to Inspectional Visit Report, SAC". dated 19 April 1955. UNCLASSIFIED. Exhibit No. 9.

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Air Command during 1 through 5 March 1955.[6]

Corrective action taken by 26th Wing Materiel on subject inspection was as follows:

All organizations of the wing screened their back-order requests and those items no longer required were cancelled. It was pointed out that continued action would be taken to insure that only valid requirements would be reflected on back orders.[7]

A special project was initiated on 14 March 1955 to redistribute excess class 17-b items on hand in the wing. Maximum use was made of these excess items in filling wing shortages. A meeting was held with Air Base representatives and the remaining excesses were screened. Of the available excesses, only six (6) line items were required by those units. Transfer of those items were effected. Target date for turn in to Base Supply of the remaining excess items was 26 April 1955. However, continued difficulties were encountered by the Periodic Maintenance, Armament and Electronics and Field Maintenance Squadrons in stabilizing class 17-b items. The transfer of the 26th Air Refueling support elements from these squadrons and the

6. Ltr, 1st Ind, Hqs 801st ADiv to Cmdr 26th, 91st SRW & 801st AB Gp. Subj: "Reply to Corrective Action to Inspectional Visit, Report, SAC". dated 19 April 1955. UNCLASSIFIED. Exhibit No. 9.
7. Ibid.

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non-receipt of revised TO's reflected these deletions. This also resulted in delaying the establishment of concrete equipment authorizations. The volume of ECL changes effecting the Field Maintenance Squadron and the Armament and Electronics Squadron developed an abnormal turnover in class 17-b items, therein creating continual adjustment problems.[8]

In addition, all units of the wing submitted a listing of critical items to the Wing Supply Section. This is a monthly procedure. Upon receipt of the list, concurrently, action is taken to initiate supply difficulty letters on new items, in addition to reviewing and obtaining the latest supply action on previously submitted supply difficulty letters.[9]

The Wing Materiel Section indicated that in addition to the normal supply inspections performed in accordance with SAC Regulation 67-32, the Wing Staff Supply Section would make staff visits to each Unit Supply Section, midway between regular scheduled inspections. The areas to receive special emphasis on these visits would be; maintenance of UAL, maintenance of Air Force Form 1120, excess of unauthorized items on hand or due in, and follow up procedures.[10]

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8. Ltr, 1st Ind, Hqs 801st ADiv to Cmdr 26th, 91st & 801st AB Gp Subj: "Reply to Corrective Action to Inspectional Visit Report, SAC". dated 19 April 1955. UNCLASSIFIED. Exhibit No. 9.
9. Ibid.
10. Ibid.

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Again this month, materiel shortage in the Armament and Electronic Maintenance Squadron consisted of one (1) each vacuum gage and 1,000 amp Rectifier.[11] Second Air Force's Director of Materiel's reply to the shortage of a vacuum gage indicated that this item was previously reported in the wing's January and February T-12 report. Second Air Force advised that the referenced supply difficulty letter submitted by this station, dated March 1954, was outdated and recommended re-submission of request for supply assistance, in accordance with Headquarters SAC Regulation 67-3, dated 15 July 1953. In order for Second Air Force to initiate proper follow-up action to the applicable depot, information as requested in the cited regulation must be known. Without this information Second Air Force has no way of determining whether Lockbourne has had a firm requistion on hand for the vacuum gage at the applicable depot. In view of this situation it was strongly recommended that base supply office initiate 67-3 action to Headquarters Second Air Force as soon as possible, at which time necessary action will be taken to expedite delivery of this item to Lockbourne.[12]

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11. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of April 1955. (RCS:3-SAC-T12). Cl: CONFIDENTIAL Exhibit No. 10.
12. Ltr, Hqs 2nd AF to Cmdr 801st ADiv. Cite: CRSO, dated 27 April 1955. Subj: "Air Training Report.(RCS: SAC-T12)" CL: CONFIDENTIAL. Exhibit No. 7.

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Second Air Force Director of Materiel indicated that in regard to the 1,000 amp Rectifier, no supply difficulty letter had been received from this wing. Therefore, appropriate action by this headquarters would have to be initiated.[13]

During this period the 26th Wing's Director of Materiel prepared a letter to be forwarded to Headquarters Second Air Force in regard to the Periodic Weighing of Aircraft.[14]

The majority of the RB-47 aircraft assigned to this wing were received as new aircraft an in the same block during March, April, May and June of 1954 from Boeing Airplane Factory at Wichita, Kansas. As these aircraft will be due for a weight and balance in the next few months a study in this respect was conducted. The findings made it readily apparent that the wing was encountering a condition which is new, in that the wing has aircraft which must be weighed, if the wing is to comply with the letter of the governing technical orders, but which, on the other hand, are scheduled, some in less then one (1) month for IRAN, where they will be weighed as part of the modification procedure.[15]

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13. Ltr, Hqs 2nd AF to Cmdr 801st ADiv. Cite: CRSO, dated 27 April 1955. Subj: "Air Training Report (RCS: SAC-T12)" CL: CONFIDENTIAL. Exhibit No. 7.
14. Ltr, Hqs 801st ADiv to Cmdr 2nd AF. Cite: 26DM. Subj: "Periodic Weighing of Aircraft". UNCLASSIFIED. Exhibit No. 8.
15. Ibid.

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Most of the wing's aircraft have had a minimum of structual and equipment changes and consequently very little weight change occurred. This fact was borne out by the following data in two of the wing's aircraft which were weighed in March and April 1955:[16]

Aircraft Number	Present Computed Weight	Present Weight	Date Weighed	Difference	Factory Weight
688	83,259	83,247	23 Mar 55	-12 lbs	83,169
689	84,738	84,949	14 Apr 55	+211 lbs	83,202

The relatively more frequent return of aircraft to depot level facilities for modernization and the current program to hold to a minimum technical order compliances by wing and bases will further reduce weight changes between production and subsequent IRAN modifications. A survey of the TOC directives affecting RB-47E aircraft number 51-15849 which are to be complied with at wing level disclosed that the total change in weight was 10.02 pounds and the moment change was 3.854 inch pounds. It was pointed out by the 26th Wing's Materiel Section that the total results after completing a study of TOC directives affecting RB-47E aircraft number 51-15849, that normal weight and balance will effect the desired control and in addition,

16. Ltr, Hqs 801st ADiv to Cmdr 2nd AF. Cite: 26Dm. Subj: "Periodic Weighing of Aircraft". UNCLASSIFIED. Exhibit No. 8.

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produce satisfactory weight and balance data.[17]

It was also pointed out that the policy of weighing an aircraft solely because a specified number of days had elapsed does not serve any useful purpose if significant changes have not been made in the structure or configuration of the aircraft. This is particularly true in cases when imminent return of aircraft to IRAN is programmed. Weight gained through accumulation of maintenance debris which cannot be controlled, in addition to dirt, was not considered a significant factor percentage-wise. The only other factor expressed which could effect this problem was weight changes which are made in complying with wing and base level technical orders, however, in such cases the weight and balance information included in the T.O. are directive in nature. Proper execution of the forms and charts would give a computed weight that is entirely adequate even over an extended period. It goes without saying that changes in weight and balance configuration due to extensive modifications, undesirable flying charactistics or when the data in the weight and balance book is suspected of being in error, would require immediate weighing action.[18]

17. Ltr, Hqs 801st ADiv to Cmdr 2nd AF. Cite: 26DM. Subj: "Periodic Weighing of Aircraft". UNCLASSIFIED. Exhibit No. 8.
18. Ibid.

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This letter pointed out that no proposal to revise the weight and balance time compliance period could be justified solely as a measure to conserve manpower or to provide relief for overcrowed maintenance facilities, but in view of the extensive changes that have been made in procedures which affect weight and balance of wing aircraft, it may be well to consider the advantages that could be gained if the period were to be extended.[19]

The 26th Wing received its aircraft over a relatively short period of time and consequently the weight checks will be performed in approximately the same period. Even spreading out the program over a longer interval generates a considerable amount of extra work for the Armament and Electronic Maintenance Squadron, Field Maintenance Squadron and the tactical units. All of these organizations are short of qualified personnel and any relief which can be granted will enable them to devote more time to routine maintenance and improvement of their maintenance capability.[20]

Another obstacle which must be considered is the availability of hanger space which on most bases is at a premium. Project air-

19. Ltr, Hqs 801st ADiv to Cmdr 2nd AF. Cite: 26DM. Subj: "Periodic Weighing of Aircraft". UNCLASSIFIED. Exhibit No. 8.
20. Ibid.

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craft which are being modified at this station occupy a great deal of the area available. Fuel leaks, retraction, major component changes and other items of maintenance, generally take priority which relegates this project into an overtime or weekend duty.[21]

In summary, it was recommended that the calendar weight and balance check on new RB-47 aircraft which are scheduled for IRAN within twenty-four months of production, be suspended. It was reiterated that aircraft are being weighed and subsequently shipped to IRAN in a short period of time. Furthermore, it was not believed that under normal conditions significant weight and balance changes can possibly be encountered which would affect flight characteristics and go undetected if proper control procedures were followed, therefore, relief from this unnecessary workload should be provided.[22]

Any further information received in regards to this letter will be included in the historical report of this wing.

The following discussion will deal primary with the Operational Effectiveness of A&E equipment during the period of 21 March 1955 through 20 April 1955: Bomb Navigation Systems effective-

21. Ltr, Hqs 801st ADiv to Cmdr 2nd AF, Cite: 20DM, Subj: "Periodic Weighing of Aircraft". UNCLASSIFIED. Exhibit No. 8.
22. Ibid.

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ness for this period increased approximately 3.5 percent above the previous reporting period (21 February through 21 March 1955). During the period of this report, a total of 191 "K" missions were flown, of which 90 missions were rated good; 60 missions were fair or satisfactory and 41 missions were unsatisfactory. The percentage of good, fair and satisfactory missions of the total 191 missions was 78.4 percent. This is approximately five (5) percent above the Second Air Force average of all wing's "K" system missions effectiveness. The 3rd Strategic Reconnaissance Squadron averaged 77 percent effective "K" missions; the 4th Strategic Reconnaissance Squadron averaged 81 percent; and the 10th Strategic Reconnaissance Squadron had an average of 78 percent during this period.[23]

An analysis of all Bomb Navigation Systems malfunctions revealed that 83 percent were due to materiel failure; eight (8) percent were charged to operator error; six (6) percent to maintenance personnel errors and approximately three (3) percent to other or unknown cause. In other words, of the 41 unsatisfactory missions, 34 can be considered due to materiel failures; three (3) to operator error; three (3) to maintenance personnel error and

23. Ltr, 26th A&E Maint Sqdn. Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955." CL: CONFIDENTIAL. dated 9 May 1955. Filed 26th DM Office.

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one (1) to unknown causes.[24]

During the 21 March through 20 April 1955 reporting period there were 97 materiel failures of Bomb Navigation System equipment. Twenty-three percent of these materiel failures occurred in receiver transmitter units (RT-124s); 56 percent of the receiver transmitter failures were a crystal failure (13 crystals failed); the remaining causes of receiver transmitter failures were about evenly divided between tube and transformer failures. It was pointed out that crystal failures or the RT units can be and usually are caused by either sudden loss or surges of power to the "K" system. Crystals can also be damaged by other radar transmitting RF energy which strikes the antennae while the radar portion of the Bomb Navigation System is in the off position on the ground. All personnel were cautioned to be sure that the antennae is stowed to the rear when the Bomb Navigation System is turned off. This would give minimized damage to crystals by giving a maximum physical block to stray RF energy that might be picked up by the antennae. In addition, further instruction indicated that all aircraft should be parked in a nose to tail position and aircraft should never be taxied thru the parking

24. Ltr, 26th A&E Maint Sqd; Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955." CL: CONFIDENTIAL, dated 9 May 1955. Filed 26th DM Office.

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area with its "K" system operating so that the antennae may be operated while taxing until just prior to the take off run at the end of the runway.[25]

Sealed amplifiers accounted for the second largest number of materiel failures or 16 percent of the total. An important note here is that the spare amplifier, of the type most commonly failing, are available to the operator to replace in flight. Indicators were the next most frequently failing item accounting for 13 percent of the total, closely followed by modulators with 12 percent of the total failures. Tubes were the most commonly failing major components were stabilization amplifier units. SN-47, PP-259s antennae and A-1 power supplies each accounting for about seven (7) percent of the total failures. A good indication of the number of materiel failures of the Bomb Navigation System is the number of unsatisfactory reports. For this reporting period a total of 88 individual satisfactory reports were submitted by the 26th A&E Maintenance Squadron of "K" System failures.[26]

During this reporting period 21 March through 20 April 1955, 86

25. Ltr, 26th A&E Maint Sqdn, Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955. CL: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.
26. Ibid.

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percent of the camera missions flown were rated good or satisfactory. This is an overall camera system effectiveness. Individual camera systems such as K-37 night cameras were not up to this standard. The K-37 night camera effectiveness was only 60 percent. Most malfunctions were due to the shutter trip control unit. This is a recognized design deficiency and the present trip control unit is scheduled to be replaced by a new trip control unit, the type LA-54, now in production.[27]

In the last several months the tri-met camera system utilizing the LA-12 magazine, LA-13 amplifier and KA-3 camera has had more malfunctions than any other malfunctions on the tri-met then on the prime vertical, forward oblique or split vertical which utilize K-38 cameras and A-8B magazines.

From the experience gained to date from those aircraft equipped with universal camera control system, it appears that this is a much more reliable system than the interim camera control system installed in our older aircraft. Very few malfunctions have occurred on missions involving the UCCS equipped aircraft. The only problems that the 26th A&E Squadron has at present with the UCCS is the lack of replacement

27. Ltr, 26th A&E Maint Sqdn, Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955." CL: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.

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parts and test equipment. Adequate supply action has been taken by the 26th A&E Squadron, however, no target date is known for receipt of UCCS test equipment or pre-issue supplies.[28]

The UHF ARC-27 radio continues to be the major problem of the Communications Navigation System of the RB-47E aircraft. During the last reporting period, the malfunction rate of the ARC-27 was 23 percent unsatisfactory operation on the missions flown during this period. The major cause of UHF ARC-27 radio failure is tube failure. There were 27 failures of type 6J4 tubes and nine (9) failures involving three (3) other types of tubes during the last reporting period. Although a fix has been developed to minimize tube failure in the ARC-27, the technical order No. 16-35RT178-102 which directed replacement of 6J4 tubes with ruggedized version has not yet been received by this headquarters to date.[29]

The antennae is located on the aircraft in such a position that whenever the battery overflows, the acid gets on the ARC-27 antennae and its associated cabling. Several URs and a letter to Headquarters, Second Air Force have been written on this subject, recommending that the UHF antennae be relocated. To date

28. Ltr, 26th A&E Maint Sqdn. Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955. CL: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.
29. Ibid.

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the wing has received no answer to these URs or to the letter, however, on the late model aircraft the antennae has been relocated. Continued difficulty will be encountered as long as the antennae is located in it's present position on the older model aircraft. The Wing Maintenance Standardization Board is aware of this problem and is taking action to remedy the situation.[30]

Although a relatively large number of malfunctions have been reported on the ARC-21 High Frequency liasion radio, it has been found that a large number of the reported malfunctions were actually due to the lack of knowledge by the operator on the procedure necessary for proper operation. The 10th Strategic Reconnaissance Squadron has initiated a training program for their air crew personnel, utilizing the 26th Wing's A&E Radio mechanics as one means of instruction on this radio set. It has been recommended that the other squadrons start a similar program. Other types of communications navigation equipment have given relatively little difficulty and do not appear to have an abnormally large number of failures.[31]

The Gunnery Systems fire out effectiveness dropped from 80%

30. Ltr, 26th A&E Maint Sqdn. Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955. CL: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.
31. Ibid.

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on the previous month, to 76 percent for the March-April reporting period. The cause of rounds not fired is attributed to 43 percent maintenance personnel error; 35 percent materiel failure and 22 percent air crew error. Two (2) cases of maintenance personnel error were due to improper torquing of ammunition into the feeder mechanism, (this is also supposed to be checked by the aircrew at pre-flight), and one (1) case was due to a burr on the firing pin which should have been found during gun inspection and maintenance and also at pre-flight checks. There were two (2) cases of materiel failure; one (1) a gun charger failure and the other a defective Junction Box. There was one instance of air crew error, which involved firing too long a burst with the turret in the same position, causing an ejection chute jam to expended brass and links. Since there was a total of only fifteen (15) gunnery missions flown during this reporting period, the personnel errors, though few in number, were the largest factors in reducing the wing's fire out effectiveness.[32]

The N-1 compass and autopilot systems have given generally satisfactory performance during the 21 March through 20 April 1955 reporting period, however, a problem existed with the N-1 compass

32. Ltr, 26th A&E Maint Sqdn. Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955. CL: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.

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system. The N-1 compass amplifier was the component of this system which failed most frequently. The fact that the amplifier is located in a position which makes it very difficult to remove and replace (approximately 1½ hours) the amplifier could be changed in a matter of ten minutes. This could prevent unnecessary delays which now occur whenever an amplifier fails during pre-flight or taxi before flights. This condition has been reported in URs, however, the Boeing Representative and A&E personnel are also trying to find a solution to this equipment location problem.[33]

33. Ltr, 26th A&E Maint Sqdn. Subj: "Operational Effectiveness Rpt of A&E Equipment from 21 March thru 20 April 1955. Cl: CONFIDENTIAL. Dated 9 May 1955. Filed 26th DM Office.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF APRIL 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ENSIGN, LEWIS P.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Operations	HORNER, LAWSON, JR.	Colonel
Director of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Lt. Col.
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sqdn Section, 26th Recon Wg	ROBERTS, JAMES A.	Major
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

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Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

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Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit

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Abbreviations Used in Aircraft Operations (Continued)

to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Personnel, 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, Heqdquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observation of the Historian.

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LIST OF EXHIBITS

1. 26th Wing General Order Nos. 7 & 8, dated 1 & 7 April 1955. Subj: "Staff Assignment".

2. TWX fr Cmdr 8th AF to Cmdr 4050th AR Wg. Cite: OD03 10761, dated 7 May 1955. Subj: "Westover Transfer" CL: CONFIDENTIAL.

3. TWX fr Cmdr 2AF to Cmdr 8Olst ADiv. Cite: DPLM 7347, dated 16 March 1955. Subj: "8th AF Command Juridiction" CL: CONFIDENTIAL.

4. TWX fr Cmdr 8th AF to Cmdr 2nd AF. Cite: ODO1 10437, dated 4 Apr 1955. Subj: "SAC OPORD 34-55" CL: CONFIDENTIAL.

5. DD Form 96, File No. 26DS fr Office of Safety. Subj: "Reorganization of Safety Functions", dated 14 April 1955.

6. Ltr Hqs 8Olst ADiv to Cmdr 2nd AF, Cite: 26CR. Subj: "SAC Management Control System Scores (RCS:2AF-U2)" UNCLASSIFIED.

7. Ltr Hqs 2nd AF to Cmdr 8Olst ADiv. Cite: CRSO, dated 27 April 1955. Subj: "Air Training Report, RCS: SAC-T12" CL: CONFIDENTIAL.

8. Ltr, Hqs 8Olst ADiv to Cmdr 2nd AF. Cite: 26DMM. Subj: "Period Weighing of Aircraft". UNCLASSIFIED.

9. Ltr, Hqs 8Olst ADiv to Cmdrs 26th, 91st SRWgs & 8Olst AB Gp. Subj: "Reply to Corrective Action to Inspectional Visit Report, SAC", dated 19 April 1955.

10. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Month of April 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL.

11. Ltr, Hqs 8Olst ADiv, dated 27 April 1955. Subj: "Minutes of Master Planning Board Meeting". UNCLASSIFIED.

12. 26th SRWg Weekly Aircraft Requirement Records for the Month of April 1955". UNCLASSIFIED.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

1 April 1955

GENERAL ORDERS)

NUMBER 7)

STAFF ASSIGNMENTS.—1. COLONEL LAWSON C. HORNER JR., 351A, this headquarters, is assigned as Director of Operations, effective this date, vice LIEUTENANT COLONEL ROBERT T. HALL JR., 4700A, reassigned.

2. LIEUTENANT COLONEL ROBERT T. HALL JR., 4700A, Headquarters, 70th Strategic Reconnaissance Wing (M) (SAC), Little Rock Air Force Base, Arkansas, with permanent duty station Lockbourne Air Force Base, Ohio, attached to this headquarters for duty, is assigned as Deputy Director of Operations, effective this date.

3. MAJOR JOHN J. MASON, 13482A, this headquarters, is assigned as Director of Safety, effective this date.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 7 April 1955

NUMBER 8)

STAFF ASSIGNMENTS.--1. SHOP 2 GO 7 CS, this headquarters relating to the Staff Assignment of LIEUTENANT COLONEL ROBERT T. HALL JR., 4700A, as reads "is assigned as Deputy Director of Operations, effective this date" is amended to read "as Acting Deputy Director of Operations, 26th Strategic Reconnaissance Wing (M), effective this date".

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

WILLIAM C. HAUS
1st Lt, USAF
Asst Adjutant

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FM COMAF 8 CARSWELL AFB TEX
TO JWFKL/COMAF 2 BARKSDALE AFB LA
JEPHO/COMAIRFLWG 4050 WESTOVER AFB MASS
INFO JEDSO/COMAIRDIV 601 LOCKBOURNE AFB OHIO
BT
/C O N F I D E N T I A L /0103 10701. SUBJ: WESTOVER FW. EFF 1 MAY 55
COMDR 4050TH AIRFLWG W/S DOG AS COMDR, WESTOVER TF AND WILL ASSUME
RESP FOR PLANNING AND EXECUTION OF SAL OPERATION UNDER INFL. FOR 2AF
REQ COMDR, COLST AIRDIV COMDCT INFORMAL BRIEFING ON PRESENT TF PLAN
AT LOCKBOURNE AFB 14 APR 55. PERS TO ATTEND WILL INCL COMDR AND STAFF
FOR 4050TH AIRFLWG, REP OF THIS HQ AND, IF DESIRED, REP OF 20AF HQ.
FURTHER, REQ COPY YOUR OPLAN 50-55 BE FWD 4050TH AIR FLWG.
BT
07/2320Z APR J WFKB

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"WILLIAM C. HAUS"

1st Lt., USAF

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KLDOOGRIA 45 — OT- RIR
RR JEDDC JEDXC JEDOP
DE JAFKL 44
R 161630Z
FM CONAF 2 BARKSDALE AFB LA
TO JEDSO /CINCAFT 601 LOCKBOURNE AFB OHIO
JEDRO/CONAMAC 340 SCHALIA AFB MO
JEDMP/CONADPEN 4002 CHAPMAN AFB KY
BT
/C O N F I D E N T I A L/DPEN 7387. INFO REC FROM RR BAG INDICATES THAT COMD JURISDICTION OF YOUR CMD W/B TAF TO RR BAG EFFECTIVE 1 JUL 55. RR BAF WILL MOVE TO BARKSDALE AFB PRIOR TO 1 JUL 55. ADD INFO W/B PKD WHEN REC.
BT
16/1630Z MAR JAFKL

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FM COMAF 8 BARKSDALE AFB LA
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JLPLO/COMAIRFLWG 4050 WESTOVER AFB MASS
JLPLO/CINCSAC OFFUTT AFB NEBR
TILO [illegible]/OTIG USAF HOUSTON AFB CALIF
JAOLO/COMAIRV 801 LOCKBOURNE AFB OHIO
JAOLO/COMAIRES 26 LOCKBOURNE AFB OHIO
BT
/C O N F I D E N T I A L/0001 10137. YOURMG HOUP 7634, 1 APR 55,
CONFIDENTIAL SUBJ: SAC OPORD 38-55. THIS MSG IN 2 PARTS. PART 1. FOR
2D AF AND SAC: THIS HQ CONCURS IN PRINCIPLE WITH USE OF 26 AMERS,
PARTICULARLY SINCE SUBJ UNIT IS PROGRAMMED TO COMPL ITS MOVE BY 21
APR 55 WHICH WILL GIVE 16 DAYS FOR STABILIZATION PRIOR TO PARTICIPATION
IN 26 STRATRECONWG, USCM ON OR ABT 10 MAY 55. HOWEVER, SINCE ANOTHER 2D
AF AMERS HAS BEEN PLANNED FOR STANDBY IN ATTNT MOV DATES OR 26 AMERS SLIP OR
UNIT BECOMES INCAPABLE THROUGH THAIR MOVE TO WESTOVER BY SEPT 26 STRAT
RECONWG. REQ THIS HQ AND CO 4050 AIRFLWG REC COPY DTL OPORD AND SUBJ
UNIT BE CONSIDERED AS TASK ORG. ANY ADVERSE PLANNING INFO AS TO NR,

Paraphrase not required
Consult Crypto before
Declassifying

PAGE TWO JWFJB 130

ACPT, DATES. SPC BE FWD ASAP. PART 2. FOR COMDR 4050 AIRFLWG,
WES TOVER: REQ YOU ADVISE THIS HQ INFO 2D AF ANY CHANGE IN PROGRAMMED MOV
DATES OR IF THROUGH MOV 26 AMERS IS INCAPA LESSPP 26 STRATRECONWG
USCM ON OR ABT 10 MAY 55.
BT
041/2320 Z APR JWFJB

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26SW Reorganization of Safety Functions

See DISTRIBUTION Office of Safety 1st April 1955
Major Mason
S-321/10h/ajk

1. The functions of Flying Safety and Ground Safety have been combined in this wing under the Director of Safety who is responsible directly to the Wing Commander. The primary function of this agency is the prevention of all types of accidents and the investigation of those which can not be prevented.

2. Concurrently with the reorganization of the Safety functions, the Commander in Chief, SAC, assumed a much more critical attitude toward ground accidents, directing that Commanders whose accident experience show no improvement by 1 May 1955 will explain to him personally. This necessitates the immediate implementation of an aggressive ground safety program. Realizing the present workload of all units a program is being organized to most effectively comply with the intent of SAC directives with the least interference with normal operating procedures. The proposed program will be reviewed with each squadron commander for appropriate comment before establishing wing policies. For immediate action request all personnel be informed of the new functions of the Safety Office and instructed that no unsafe condition is too inconsequential for our attention.

3. For most effective results in the implementation of the 26th Wing Safety program the cooperation of everyone is essential, especially that of the Wing Staff and the Squadron Commanders. Your assistance is solicited in our effort to reduce the overall accident rate thereby preventing unfavorable reflection on the 26th Strategic Reconnaissance Wing (M).

/s/John J. Mason
/t/ JOHN J. MASON
Major, USAF
Director of Safety

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HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

20CR

SUBJECT: SAC Management Control System Scores
(RCS: 2AF-02) (Unclassified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

In accordance with 2AF Reg 170-2 dated 16 March 1954 and SAC Technical Pamphlet 170-1 and 170-1B, February 1955, the predicted scores for the 20th Strategic Reconnaissance Wing (M) for the month of April are inclosed. (Unclassified)

FOR THE COMMANDER:

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1 Incl:
2AF-02 Rpt

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SAC MANAGEMENT CONTROL SYSTEM SCORES (ACS: 2AF-02)

A. PERSONNEL

1. Manning in Required Specialties

	Authorized	TRS	AIRS	% of Max. Score
Officer:	325	286	88	70
Amn. Spec.	749	550	73.4	10
Amn. Supt.	436	325	74.5	10
				(Unclassified)

2. AWOL Rate

	April	% of Max. Score
No. of AWOLs	1	100
Mean Strength	1735	
		(Unclassified)

3. Ground Safety

	April	% of Max. Score
Mil Lost time Acct.	3	
Mil. Man days exposed.	52,050	
Civ. Lost time acct.	0	
Civ. Man-hours exposed.	504	
Gov't Veh. Acct.	0	
Gov't Veh Mil exposed.	18,609	
Ground Safety Index:	5.76	
Acct. Cost	$573	
Mean Strength	1735	
Acct. Cost Index:	0.33	80
		(Unclassified)

4. Reenlistment Rate

	Discharges	Reenlistments	Rate	% of Max. Score
April:	47	5	10	10
				(Unclassified)

5. MTD Utilization

	April	% of Max. Score
B/RR-47 Mech	2547	80.9
B/RR-47 Elect.	1500	
		(Unclassified)

B. MATERIEL

1. Flying Hours Delivered as a percent of Required

Utilized	Required	% of Max. Score
1207	1286	98.3
		(Unclassified)

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Hq 2d SAW , Apr 1955: 2AF-02 Rpt Cont'd

2. Reports of Survey

	No. of Surveys	# Cost	Div Strnt	Bil. Strnt	Avg # Cost	Rate per 1000	% of Max.
April	2	77.29	3	1034	38.64	1.22	100

(Unclassified)

C. UNIT SIMULATED COMBAT MISSION

No USCM Mission flown during April.

D. FLYING SAFETY

	No. of Acct.	Hours flown	Acct Rate	% of Max.
April:	1#	1267	78.9	5

(Unclassified)

E. PHYSICAL CONDITIONING

	No. of Combat Crew Pers .Asgd	No. of Combat Crew Pers Compl Cum Hrs Rqmts	% of Crew Compl.	% of Max. Score
April	177	129	72.86	40

(Unclassified)

Not included - 1 acft missing whose status is unknown.

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CHSC 27 APR 1955

SUBJECT: Air Training Report, CSC: SAC-UL2

TO: Commander
601st Air Division
Lockbourne Air Force Base

1. The attached Report of Staff Action, Headquarters Second Air Force Form 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training-ing to your organization.

2. When inclosures are withdrawn, this correspondence will be downgraded to Unclassified.

BY ORDER OF THE COMMANDER:

1 Incl
Rept of Staff Action
(10 parts, 2 cys each)

t/ W. B. KEEFER
Lt Colonel, USAF
Deputy Director of Comptroller

7

"A TRUE COPY"
William C. Haus
WILLIAM C. HAUS
1st Lt., USAF

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26th Strategic Reconnaissance Wing SAC-772 dated February 19 55

DIVISION COMMANDER REMARKS

Para 4 - "Reference is made to SAC message D)DT 0251, dated 1 February 1955, subject, "Mid-Air Collisions. This headquarters is coordinating to the maximum the operations of both reconnaissance wings; however, this does not preclude other Air Division, Air Forces, or other USAF agencies from colliding with Lockbourne aircraft. A central controlling agency from comparable to CAA is the only type of control that can guarantee any degree of safety. The present Air Division requirement for preventing mid-air collisions is ineffective."

STAFF ACTION

Part II, SAC message DCDT 0257, 1 February 1955 requires that each Division Operations or, in the case of a one wing station, the Wing Operations provide a system of flight monitoring which will insure aircraft separation either by time or altitude. This headquarters made a study of procedures that would eliminate the possibility of mid-air collisions; however, results of consultation with ARTC and AACS personnel, in addition to discussion with operations personnel at this headquarters and in the field, reveals, that in order to provide separation of VFR and on-top traffic, a requirement for increased personnel and equipment at our stations and an assumption of a task which duplicates in part, a function which belongs to CAA.

A message was sent to SAC (DCDC 1811, 11/1650Z Apr 55) outlining the objections of this headquarters to the content of Part II of the referenced SAC message. Further, an officer from the Directorate of Operations will visit SAC Headquarters as soon as SAC representation for a conference on this subject is arranged.

Operations Division s/James B. Rhiott 12 April 1955

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26th Strategic Recon Wing SAC-T12 dated March 1955

Para 2a

a. 7040-352675, Gage Vacuum, 1 ea:

This item was previously reported on your January and February T-12 Reports. This headquarters advised that the referenced supply difficulty letter submitted by your station, dated in March 1954, was outdated and recommended re-submission of request for supply assistance in accordance with Headquarters SAC Regulation 67-3, dated 15 July 1953. To date, this headquarters is not in receipt of recommended action. In order to allow this headquarters to initiate proper follow-up action to the applicable depot, information as requested by cite SAC Regulation must be known. Example: Requisition number, date requisition submitted and follow-up action accomplished. Without referenced information, this headquarters has no way to determine whether your station has a firm requisition on hand for cited item at applicable depot. In view of the above, it is strongly recommended that your base supply officer initiate 67-3 action to this headquarters as soon as possible, at which time necessary action will be taken to expedite delivery of this item to your station.

b. 6100-629550, Rectifier, 100 AMP, 1 ea:

This item was included in your February T-12 Report and you were advised at this time that no supply difficulty letter had been received from the 26th Strategic Reconnaissance Wing on this item. You were also advised that 9 each, C-26 Power Units, were on hand at Lockbourne Air Force Base, in excess of current authorization. Substitution of the C-26 for the rectifiers was recommended. Suggest action in compliance with SAC Regulation 67-3.

Para 16b(1)

The 91st Armament-Electronics Maintenance Squadron is in possession of a WADC designed tester, which is used for adjustment and matching of the K-37 camera trip unit to a specific K-37 camera. Recommend a similar tester be locally

D/Materiel

s/ W.E. Ruark, Jr
t/ WILLIAM E. RUARK, JR 22 APR 1955
Colonel USAF
Deputy Director of Materiel

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Para 16b(1) (Cont'd)

fabricated by camera maintenance personnel of the 26th Armament-Electronics Maintenance Squadron with the assistance of the Fairchild technical representative currently assigned to the 91st SRW.

Para 16b (2)

This headquarters has requested WTAMA to advise the estimated date when the referenced relocation program will be initiated and the priority of the 26th SRW in the program.

D/Materiel

s/W.E. Ruark, Jr
t/ WILLIAM E. RUARK, JR
Colonel, USAF
Deputy Director of Materiel

22 APR 1955

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26 SUM March 1955

Part V.

Para 22(1) The administrative field is critical within Second Air Force. Quotas levied on this Headquarters have been and continuedto protested to Headquarters, SAC; however, SAC has informed this headquarters that Second Air Force is manned commensurate with other SAC commands, and that they must continue to support overseas requirements.

Para 22(2) A critical command shortage exists within Second Air Force and SAC for M-Systems Technicians. There is no available resource within the command for M-Systems personnel. 801st Air Division is manned commensurate with other Second Air Force Units.

Para 22(3) Survival Training and Equipment personnel (922 sub-field) are critical within Second Air Force. 801st Air Division is comparatively manned in 922 sub-field with other Second Air Force units.

D/Personnel 22 April 1955

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26th Strategic Reconnaissance Wing SAC-72 dated March 1955

Para 16a. "As previously reported, the acute lack of available bombing ranges for accomplishing night photography is seriously retarding the development of this capability and is restricting this phase of Combat Crew Training."

Staff Action. Problem of lack of bombing ranges for night photoflash activity has been referred to Headquarters SAC. In turn, Headquarters SAC has requested Headquarters USAF to form an agreement with Canadian Government for joint use of a range. This will take considerable time. However, to our knowledge, no other ranges are available within acceptable distance of Lockbourne. We are taking action to investigate the possibility of using Matagorda Range for night photoflash activity. This will assist Lockbourne even though Matagorda is a greater distance than Avon Park. We are also in the process of constructing a photoflash range at Cedar Keys, which will provide an alternate to Avon Park

Operations Directorate

ROBERT D. ROBINSON, Colonel, USAF
Deputy Director of Operations

22 Apr 55

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26th Strategic Reconnaissance Wing SAC-72 March 1955

Para 16b(3) "Seven (7) sorties were lost due to the Avon Park Bombing Range being closed during the scheduled range period on 7 March 1955."

Staff Action: The loss of periods referred to was due to a misunderstanding between 6th and 801st Air Division regarding C time and date. It is not likely to recur.

Operations Directorate

t/HOWARD T. ROBINSON, Colonel, USAF
Deputy Director of Operations

22 Apr 55

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Page 16: "It is recommended that the following changes be made to paragraph T2, SAC Technical Pamphlet 170-1T, Subject: SAC Management Control System, Wing's Reconnaissance, to enable a more realistic measurement of flying hour utilization.

Flying Hours Per Unit of Training	RF-4C	RC-97
Night Celestial	2.50	2.50
Day Celestial	2.00	2.00
Grid	1.25	3.25
Pilot Proficiency	1.50	1.50
Radar Rendezvous		1.00
Trimetrogen Photography	.50	

"Reasons for recommended changes follow:

(1) Night celestial, day celestial, and grid navigation: Existing SAC directives require that each navigation leg flown must be of a specified minimum time duration in order to accrue training credit for its accomplishment. As applies to RF-4C and RC-97 crew the SAC Management Control System awards flying hour utilization credit for navigation legs in an amount equal to this required minimum time. This standard of measuring proper time utilization is considered unrealistic since the greater majority of completed navigation legs require approximately thirty (30) minutes of time in excess of the established minimum time duration.

(2) Pilot proficiency missions: Same reasonsas noted in par (1) as applies to pilot proficiency missions.

(3) Radar rendezvous (RC-97): Change is recommended to include consideration for flying time expended by tanker aircraft in orbit area prior to start of rendezvous. This factor is recognized by current Tactical Doctrine.

(4) Trimetrogen photography runs: This requirement is presently omitted from the flying hour utilization index of the Management Control System. Recommend its inclusion:

It is further recommended that consideration be given to those sorties in which no specific training is reported on the T-12 Report, i.e.,

Cont Pg 3 ——>

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Para 16c - CONTINUED

transition flights, field checks, air refueling checkouts, ferry flight, etc. This should be in addition to the repetitive requirement percentage."

Staff Action:

This headquarters concurs with your recommendations concerning flying time utilization factors in the SAC Management Control System.

A message has been prepared for Headquarters SAC requesting these changes be made and calling attention to your 7-12 comments.

Directorate of Operations

WALTER T. MOLLISON, Col, USAF
Director of Operations

22 Apr 55

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HEADQUARTERS
80TH AIR DIVISION
LOCKBOURNE AIR FORCE BASE

26DRM

SUBJECT: Periodic Weighing of Aircraft

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The majority of the RB-47 aircraft assigned to this wing were received as new aircraft and in the same block during March, April, May and June of 1954 from the Boeing factory at Wichita, Kansas. As these aircraft will be due for a weight and balance in the next few months a study of the project was conducted. The findings have made it readily apparent that we are encountering a condition which is new in that we have aircraft that must be weighed if we are to comply with the letter of the governing technical orders but which, on the other hand, are scheduled, some in less than one month for IRAN where they will be weighed as part of the modification procedure.

2. Most of our aircraft have had a minimum of structural and equipment changes and consequently very little weight change has occurred which is borne out by the following data on two of our aircraft which were weighed in March and April. The 91st Strategic Reconnaissance Wing has also experienced this same condition.

Aircraft Number	Present Computed Weight	Present Weight	Date Weighed	Difference	Factory Weight
688	83,259	83,247	23 Mar 55	+12 Pounds	83,159
689	84,738	84,949	14 Apr 55	+211 Pounds	83,202

8

3. The relatively more frequent return of aircraft to depot level facilities for modernization and the current program to hold to a minimum technical order compliances by wings and bases will further reduce weight changes between production and subsequent IRAN modifications. A survey of the TOC directives affecting RB-47E aircraft number 51-15849 which are to be complied with at our level discloses the following weight and balance changes and a summary of the total result bears out our contention that normal weight and balance procedures will effect the desired control and will produce satisfactory weight and balance data. The total change in weight was -10.02 pounds and the moment changes was -3.854 inch pounds.

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Hq 90lst ADiv, 26DMM, Sub4: Periodic Weighing of Aircraft

Technical Order Number	Weight Change	Moment Change
1B-1-31	Negligible	Negligible
1B-47-225	"	"
1B-47-240	"	"
1B-47-253	+8	+1.7
1B-47-320	Negligible	Negligible
1B-47-328	"	"
1B-47-331	"	"
1B-47-332	-6	-1.074
1B-47-336	-13	-1.5
1B-47-345	Negligible	Negligible
1B-47-359	"	"
1B-47-369	"	"
1B-47-387	"	"
1B-47-439	"	"
1B-47-475	"	"
1B-47-495	"	"
1B-47-506	"	"
1B-47-509	"	"
1B-47-518	"	"
1B-47-527	"	"
1B-47-534	"	"
1B-47-537	"	"
1B-47-544	"	"
1B-47-547	"	"
1B-47-538	"	"
1B-47-558	"	"
1B-47-565	"	"
1B-47-568	"	"
1B-47-577	"	"
1B-47-583	"	"
1B-47-589	"	"
1B-47-593	"	"
1B-47-594	"	"
1B-47-600	"	"
1B-47-605	"	"
1B-47-616	"	"
1B-47-619	"	"
1B-47-620	"	"
1B-47-629	"	"
1B-47-659	"	"
1B-47-670	"	"
1B-47-676	"	"
1B-47-689	"	"
1B-47-690	"	"
1B-47-695	"	"
1B-47-751	"	"

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Technical Order Number	Weight Change	Moment Change
1B-47-765	Negligible	Negligible
1B-47EE-201	"	"
1B-47EE-203	"	"
1B-47EE-206	"	"
1B-47EE-219	"	"
1B-47EE-225	"	"
1B-47EE-228	"	"
1B-47EE-516	"	"
2J-KC7-201	"	"
2J-KC7-308	+0.08	+0.02
2J-KC7-372	Negligible	Negligible
2J-KC7-506	"	"
2J-KC7-204	"	"
2J-KC7-205	"	"
2J-KC7-206	"	"
2J-KC7-207	"	"
2J-KC7-214	"	"
2J-KC7-219	"	"
2J-KC7-252	"	"
2J-KC7-255	"	"
11-70AAF-41	"	"
11-70AAF-48	"	"
12RS-2AAN14-502	"	"
16-30AFY6-102	"	"
16-30AFY6-104	"	"
16-30AFS23-130	"	"
16-351-2	"	"

4. The policy of weighing an aircraft solely because a specified number of days has elapsed does not serve any useful purpose if significant changes have not been made in the structure or configuration of the aircraft. This is particularly true in cases when imminent return of aircraft to IRAN is programmed. Weight gain through accumulation of maintenance debris which cannot be controlled and dirt is not a significant factor percentage-wise. The only other factor which can affect this problem is weight changes which are made in complying with wing and base level technical orders and in each such case the weight and balance information included in the T.O. is directive in nature. Proper execution of the forms and charts will give a computed weight that is entirely adequate even over an extended period. It goes without saying that changes in the weight and balance configuration due to extensive modifications, undesirable flying characteristics or when the data is the weight and balance book is suspected of being in error would require immediate weighing action.

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Hq 801st ADiv, AFMC, Subj: Periodic Weighing of Aircraft

5. The proposal to revise the weight and balance time compliance period could be justified solely as a measure to conserve manpower or to provide relief for overcrowded maintenance facilities but in view of the extensive changes that have been made in procedures which affect weight and balance of our aircraft, it may be well to consider the advantages that would be gained if the periods were to be extended.

6. This organization received its aircraft over a relatively short period of time and consequently the weight checks will be performed in approximately the same period. Even spreading out the program over a longer interval generates a very considerable amount of extra work for the A/C Squadron, Field Maintenance Squadron and the tactical units. All of these organizations are short of qualified personnel and any relief which can be granted will enable them to devote more time to routine maintenance and improvement of their maintenance capability.

7. Another obstacle which must be considered is the availability of hanger space which on most bases is at a premium. Project aircraft which are being notified at this station occupy a great deal of the area available. Fuel leaks, retractions, major component changes, etc., generally take priority which relegates this project into an overtime or weekend duty which is not considered to be in the best interest of the re-enlistment program. For wings in more northerly climates, this problem must surely be aggravated.

8. In view of these facts, it is recommended that the calendar weight and balance check on new TB-47 aircraft which are scheduled for ERAN within twenty-four months of production be suspended. If this is not deemed advisable, your attention is invited to the conditions referred to above in paragraphs 1 and 4 in which aircraft are being weighed and subsequently shipped to ERAN in a short period of time. It is not believed that under normal conditions significants weight and balance changes can possibly be encountered which would affect flight characteristics and go undetected if proper control procedures were followed; therefore, relief from this unnecessary workload should be provided.

FOR THE COMMANDER:

A TRUE COPY:
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
801st AIR DIVISION
Office of the Division Inspector
Columbus 17, Ohio

I 19 April 1955

SUBJECT: Reply of Corrective Action to Inspectional Visit Report, SAC

TO: Commander, 26th Strategic Reconnaissance Wing (M)
Commander, 91st Strategic Reconnaissance Wing (M)
Commander, 801st Air Base Group
Lockbourne Air Force Base
Columbus 17, Ohio

1. Quoted herewith is letter received from Headquarters Strategic Air Command and first indorsement thereto from Headquarters Second Air Force, 13 April 1955:

"1. Review of subject report, covering inspectional visit made by the SAC Inspector General from 1 to 5 March 1955, indicates that certain problems area at this base require immediate corrective action to insure that adequate logistical support is effected.

2. These problem areas fall into the following major categories:

a. Unit supply activities.

(1) Thorough screening of all back-orders to insure that items no longer required due to change in mission, cancellation of work orders, etc., are cancelled.

(2) Redistribution of excesses within units (primarily Class 17B items) to insure that allrequirements of these units are filled to the maximum extent possible from existing base resources.

(3) Request for initiation of supply difficulty letters in accordance with SAC Regulation 67-3 for those items urgently required but not available from normal Air Force supply channels within required deadlines.

b. Base supply.

9

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DM301-12-19
SUBJECT: Report of Inspectional Visit - Lockbourne Air Force Base

(1) Establishment of procedures to insure delivery of aircraft service unit items directeto the end user, rather than to an intermediate point.

(2) Complete implementation of the procedures of SAC Manual 65-2.

(3) Review of all outstanding purchase requests to insure that items no longer required are cancelled. Cancellation in this manner will have the dual benefits of reducing the unsatisfactory backlog in Purchasing and Contracting and of conserving limited base funds.

(c) Division, Wing and Air Base Group materiel staff offices are not usually monitoring and supervising functions under their jurisdiction.

d. Inadequate control is being exercised over Officer and NCO open messes, airman dining halls and the Base Exchange by the Air Base Group staff.

3. It is requested that this Headquarters be advised not later than 20 April 1955 of action taken to resolve these deficiencies. For your information, representatives of the Supply Division, this Headquarters, have tentatively scheduled a supply assistance visit to Lockbourne Air Force Base for the week of 2 May 1955 to render any assistance possible and to verify corrective action taken on this report.

BY ORDER OF THE COMMANDER IN CHIEF:

/s/ C. J. Bondley Jr.
/t/ C. J. BONDLEY JR
Brigadier General, USAF
Director of Materiel

Hq SAC, Offutt AFB, Nebr., DM301-12-19, Subj: Rept of Inspectional Visit - Lockbourne AFB

DM (8 Apr 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
13 Apr 1955
TO: Commander, 801st Air Division, Lockbourne Air Force Base, Columbus, Ohio

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1st (8 Apr 55), subj: Rept of Inspectional Visit - Lockbourne AFB

Your attention is invited to deficiencies noted in basic letter. It is desired that immediate corrective action be taken to alleviate this unsatisfactory condition. Advise this Headquarters not later than 25 April 1955 of action taken.

BY ORDER OF THE COMMANDER:

/s/ Robert R. McCrery
/t/ ROBERT R. McCRERY
Colonel, USAF
Director of Materiel"

2. Request directors and section heads concerned take immediate remedial action required by the quoted correspondence, and that all like irregularities and deficiencies noted in the recent report of inspectional visit by the Inspector General, Headquarters Strategic Air Command be corrected.

3. It is requested that your reply of corrective action be forwarded to the Commander, Headquarters 801st Air Division, attention: Division Inspector, not later than 1600, 21 April 1955, in order that this office will have sufficient time to prepare and indorsement for the division commander to Headquarters Second Air Force.

/s/ Lloyd A. Freeman
/t/ LLOYD A. FREEMAN
Division Inspector

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Reply of Corrective Action to Inspection Visit Report
SAC

Cmdr, 80LSGIV 26DM 21 April 1955
ATTN: Visit Dept, SAC Col Haussmr/mc/514

1. Corrective action taken by this office on subject inspection is as follows:

Para 2a (1) - All organizations of this wing have screened all back-order requests and these items no longer required have been cancelled. Continuing action will be taken to insure only valid requirements are reflected on back orders.

Para 2a(2) - A special project was initiated on 14 March 1955 to redistribute excess class 17-8 items on hand in this wing. Maximum use of these excesses was made in filling wing shortages. A meeting was held with Air Base Group representatives and remaining excesses screened. Of the available excesses only six (6) line items were required by those units. Transfer of those items was effected. Target date for turn in to base supply of the remaining excess items is 20 April 1955. Continuing difficulties are being encountered by the FM, AMM, and Field Maintenance Squadron in stabilizing class 17-8 items. The transfer of MC-97 support elements from these squadrons and the non-receipt of revised TO's reflecting these deletions, delays the establishment of concrete equipment authorizations. The volume of SCL changes affecting the FM and AMM Squadrons has caused an abnormal turnover in class 17-8 items creating continual adjustment problems.

Para 2a(3) - All units of this wing are presently submitting listings of critical items to the Wing Staff Supply Section each month. Concurrently, action is taken to initiate supply difficulty letters on new items and to review and obtain latest supply action on previously submitted supply difficulty letters.

Para 2b(2) - Complete implementation of the procedures of SAC Manual 65-2 is complete with the exception of paragraph 75, sub-paragraph (2), SAC Manual 65-2, dated December 1953. A change request to SAC Manual 65-2 will be submitted on 24 April 1955 concerning delivery point of aircraft spares.

Para 2c - In addition to the normal supply inspections performed IAW SAC Regulation 67-32, the wing staff supply section will make staff visit to each unit supply section midway between regular scheduled inspections. Areas receiving special emphasis on these visitis are, maintenance of UAL, maintenance of AF Forms 1120, excess or unauthorized items on hand or due in, and follow up procedures.

WILLIAM J. HAUSSMR
Lt Colonel, USAF
Director of Materiel

"A True COPY"
WILLIAM C. HAUG
1st Lt., USAF

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	SAC Ops Order 81-55 (Seashore) (Includes departure flights from LKN only)	28:00 hours
b.	2AF Ops Order 108-55 (Firmground)	75:15 hours
c.	WADC Project Q56-700 (XQ-56 Radar)	51:25 hours
d.	Ferrying Aircraft	12:10 hours
	Total	166:50 hours

2. Weather or local conditions which effect training: Six (6) scheduled sorties and forty five (45) flying hours were cancelled due to adverse weather conditions.

3. Restrictive Directive: None

4. Combat crew member gains and losses:

a. Crew members gained: 1 Acft Cmdr

b. Crew members lost:
1 Acft Cmdr transferred to 70 SRW
1 Acft Cmdr to AOB School
1 Acft Cmdr to SOC
1 Plt to AOB School
2 Obs to SOC
1 Obs to Squadron Staff

5. Crew member changes:

1 Acft Cmdr
4 Plts
2 Obs

6. New Crews:

N27 formed effective 1 Apr 55
N61 formed effective 19 Apr 55

7. Crew status changes:

R34 to L34, 1 Apr 55. Upgraded

R41 to L41, 1 Apr 55. Upgraded

L21 disbanded, 1 Apr 55. Acft Cmdr and Plt transferred.

10

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

7. Crew status changes:

R77 disbanded, 11 Apr 55. Loss of crew members and excessive crew changes.

R52 disbanded, 11 Apr 55. Loss of crew members and excessive crew changes.

8. Standardization crews:

Wing Standardization Board Crew:	R37
3rd SRS Standarization Board Crew:	L07
4th SRS Standarization Board Crew:	L40
10th SRS Standarization Board Crew:	R68

9. Additional materiel and personnel problems:

a. Materiel shortages in the A&E Squadron are hampering maintenance operations. These shortages are as follows:

S/N	ITEM	QUANTITY	SUP DIFFICULTY LTR SUBMITTED
7CAD-352675	Gage, Vacuum	1 ea	5 Mar 54
8100-629550	Rectifier, 1000 amp	1 ea	4 Feb 55

b. The classification and utilization of Airmen:

(1) Under the present policy on classification and utilizatior of airmen, the Commander can no longer train or assign airmen to duties consistent with their knowledge, capabilities and local requirements.

(2) Requiring a Waiver of Project Guidance to retrain airmen because of physical defects and substandard performance in their AFSC has cause an unnecessary administrative work load, hampered the progression of the airmen concerned and improper utilization of the airmen pending approval of waiver.

(3) The Commander should be permitted to authorize training and retraining based on overages, shortages and local requirements in order to insure economical assignment and reassignments of personnel under his control.

c. Personnel shortages in the Armament and Radar Carreer Fields:

(1) Each month during the past year this report has indicated our critical personnel shortages at the '7' skill level in the K Series and Gunlaying System Career Fields.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

9. Additional materiel and personnel problems:

c. (2) The Personnel Accounting Roster reflects the following shortages:

AFSC	AUTH	ASGD
32170E	35	6
32330C	7	13
32350C	45	36
32370C	12	1
30250	9	1
30270	3	0

(3) During the past twelve months only one airmen AFSC 32170E has been assigned against the above shortages indicated.

(4) Projected imputs is the only solution to effectively man these career fields as the OJT Program will not alleviate the shortages at the Technician Level due to retainability, grade restriction and the low reenlistment rate.

10. SAC Minimum Training Requirements not accomplished: Not Applicable.

11. Non Combat Ready Crews capable of deploying:

Six (6) Crews: N14
N39
N59
N79
N88
N99

12. Non Combat Ready Crew Training:

A recapitulation of non ready crew flying and disposition during the period follows:

CREW#	REMARKS
N14	Crew accomplished 50:50 flying hours. Will be upgraded 1 May 55.
N26	Crew accomplished 62:00 flying hours. 6:40 additional for Acft Cmdr.
N27	Plt attending CCTS. Obs returned from CCTS 25 Apr 55. 23:25 hours accomplished by Acft Cmdr. 2:50 by Obs.
N39	Crew accomplished 37:50 hours. 4:20 additional for Acft Cmdr. 4:45 additional for Plt. Will be upgraded 1 May 55.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

12. Non Combat Ready Crew Training:

CREW#	REMARKS
N54	Crew accomplished 27:05 flying hours. 13:25 addition for Obs.
N60	Crew accomplished 41:35 flying hours.
N59	Crew accomplished 39:25 flying hours. Will be upgraded, 1 May 55.
N61	Crew formed 19 Apr 55. Crew accomplished 11:15 flying hours. 9:05 additional for Acft Cmdr. 6:30 additional for Plt. 12:00 additional for Obs.
N88	Crew accomplished 62:40 flying hours. Will be upgraded 1 May 55.
N90	Crew accomplished 60:10 flying hours.
N97TP	Plt and Obs attending CCTS. Acft Cmdr accomplished 13:40 hours.
N98TP	Acft Cmdr and Plt attending CCTS. Obs requires CCTS.
N99TP	Crew accomplished 61:20 flying hours. 4:05 additional for Plt. Will be upgraded 1 May 55.

13. Flying Time Differences: Rescinded.

14. Field Training Operations: Not Applicable.

15. Special Training Month Remarks:

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED Units of Tng	Crews Involved	Percent Accompd
Total Flying Hours	1230*	1273	40	100
Total Sorties	208	223	40	100
Transition Hours	65	156	-	100
6000# Hookup	82	124	17	100
Elect. Rendezvous	21	36	18	100
Aerial Photo Runs	530	597	40	100
Actual Photoflash	90	44	14	49

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

15. Special Training Month Remarks:

TRAINING ITEM	PROGRAMMED	TOTAL TRAINING ACCOMPLISHED Units Of Tng	Crews Involved	Percent Accompd
RBS Runs	120	71	23	59
Radar IP-Tgt	171	194	31	100
Navigation Legs	68	68	39	100
Gunnery Missions	22	13	11	60
Cruise Control	45	39	26	87
40,000# Hookup	-	7	7	100

*Does not include 120:00 hours programmed in support of SAC Ops Order 81-55 (Operations Seashore). In addition Training Accomplished by crews participating in this operations is indeterminate at this time and is not included.

a. During the month a total of 1298:20 flying hours were accomplished by RB/YRB-47 aircraft of which 25:05 hours were accomplished on test flights. This does not include flying hours accomplished by aircraft participating in SAC Ops Order 81-55 (Operations Seashore).

b. The major training objective during the month was the training of non ready crews and non ready personnel. An average of ten (10) non ready crews were available for training during the month and accomplished a total 468:25 flying hours as intregal crews. Each of these non ready crews accomplished an average of 46.8 flying training hours. In addition 101:45 flying hours were accomplished by non ready crew members on transition flights, air refueling check out mission, 51-19 checkout, etc. Six (6) non ready crews completed their upgrading training and will be declared combat ready on 1 May.

c. This Wing was not in receipt of 2AF Ops Order 108-55 (Operations Firmground) at the time the special training month program was submitted. The support of this operation is the primary reason for shortages which exist in some training categories and for corresponding overages in other training areas. In addition, the loss of six sorties which were scheduled to accomplish night photography reduced training accomplished in this area. Four of these sorties were ground aborted due to weather at the bombing range; two were air aborted due to radar malfunction.

d. The overall results of the special training month program are considered successful and have materially increased this Wing's state of operational readiness.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
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Air Training Report for Month of April 1955
(RCS: 3-SAC-T12)

16. Comments or Recommendations of the Wing Commander:

a. Reference 2AF msg DOTB 4435, dated 23 Feb 55, the following gunnery missions were flown by crews attending SES during the period:

CREW#	ACFT CMDR	ROUNDS LOADED	ROUNDS FIRED
L40	WILLIAMS	700	700
L72	MUNDY	700	700
L80	BURKHART	700	250

H. R. Sullivan
H. R. SULLIVAN
Brig General, USAF
Commander

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HEADQUARTERS
801ST AIR DIVISION
LOCK BOURNE AIR FORCE BASE
Columbus 17, Ohio

27 April 1955

SUBJECT: Minutes of Master Planning Board Meeting

TO : SEE DISTRIBUTION

1. A meeting of the Master Planning Board was held at 1500 hours, 27 April 1955, in Building S-414. Reference AFR 85-10 and 801st AD Ltr Ord 839 dated 21 Apr 55.

2. Members present:

Brig Gen Hewitt T. Wheless	Hq 801st Air Div
Colonel Hervey A. McDaniel, Jr.	Hq 801st AD Gp
Colonel Charles M. Eisenhart	Hq 91st Strat Recon Wg
Colonel Robert E. Kimmel	Hq 801st Air Div
Colonel Raymond W. Cassell	Hq 801st Air Div
Colonel Louis P. Ensign	Hq 26th Strat Recon Wg
Lt Col Harris S. Wendorf	91st Tac Hosp
Major William F. Allbright	801st Installation Sq
Major Meryl K. Finefrock	Hq 801st AD Gp
Major Eldon C. Folgate	801st Operation Sq
Capt Frank A. Fischl, Jr.	801st Installation Sq
Mr. King	801st Installation Sq
Mr. Vogel	Project Engineer
Mr. Chapman	Project Engineer
2nd Lt Louis R. Lestermann	USAF Inst Rep Officer
Mr. Shilling	USAF Inst Rep Officer

3. Members absent:

Brig Gen H. R. Sullivan	Hq 26th Strat Recon Wg
Colonel James T. Gribble, Jr.	Hq 26th Strat Recon Wg
Colonel Clyde E. Kelsey	Hq 91st Strat Recon Wg
Lt Col Stanley W. Eberli	Hq 801st Air Div
Lt Col Frederic E. Whitker	Hq 801st AD Gp
Lt Col Charles L. S. Evans	91st Tac Hosp
Lt Col David A. Washburn	USAF Inst Rep Officer

4. The following matters were presented to the board for consideration and action:

11

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a. Reviewed Military Construction Programs.

(1) FY-55 as programmed for construction.

(2) FY-56 as presented to Congress.

(3) FY-57 as approved by Secretary of Defense.

(4) The purpose of this review was to familiarize new members with construction proposed.

b. Siting of Facilities.

(1) Officers Dormitories, Club and Swimming Pool, as resited by Higher Headquarters. Area siting approved. Individual building arrangement subject to further study.

(2) Airmen's Dormitories, as resited by Higher Headquarters. Area siting approved. Individual building arrangement subject to further study, particularly encroachment on existing family quarters.

(3) Sentry Dog Facility. Sited approximately midway between airfield security fence gate and Ammo area gate.

(4) Diesel Fuel Storage and Dispensing Facilities, one (1) for each Wing. Approved in areas predetermined by Installations Engineer.

(5) Library, Higher Headquarters desires in close proximity to Service Club. Recommended as addition to Service Club if approved by Higher Headquarters.

(6) New Parachute Building. Approved recommendations to construct new facility and request deletion from M&O Program for addition to building.

c. Reviewed SAC Message DM7C4 29242, Subject, Total Military Requirements Report (due 10 May 55). Decision required for preparation of report.

(1) Recommended all mobilization type structures constructed prior to FY-51 be replaced with permanent structures.

(2) Recommended that in addition to facilities authorized by "USAF Installation Facility Requirements Manual", the following facilities be included in report as a requirement:

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(a) New Comptroller Building
(b) Aircraft Maintenance Control Building
(c) Consolidated Training Building.

d. Establish Master Plan for Community Area. To be based on long range planning. This feature deferred to subsequent meeting.

5. Meeting adjourned at 1645 hours.

HEWITT T. WHELESS
Brig General, USAF
President

DISTRIBUTION:
1 ea Bd Member
4 ea Historian

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 4 April 55 TO 9 April 55

REQUIREMENTS										SCHEDULED				CONFIRMED								REMARKS
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	
4 April	3	RB-47	0-15	I	I				85000	1215	8:00	Fire Ground	379	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1216	8:00	Fire Ground	693	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1217	6:00	Fire Ground	689	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1218	6:00	Fire Ground	694	I	I	I				I	I	
	3	RB-47	0-15	I	I				85000	1219	8:00	Fire Ground	688	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1220	8:00	Fire Ground	697	I	I	I				I	I	AR
	3	RB-47	0-15	I					85000	1657	7:00	SI-26	690	I	I					I	I	RBS LA 1900-2000
	4	RB-47	All Cameras	I					91000	1057	7:00	SI-19	717	I	I					I	I	
	4	RB-47	0-15, K-37	I		10			85000	1215	9:00	SI-19	700	I	I		I			I	I	Avon Park 2100-2300
	4	RB-47							65000	1257	5:00	SI-19	719							I	I	Inst. Check
	4	RB-47	All Cameras	I					85000	1241	7:00	SI-19	707	I	I					I	I	Special Trvl
	4	RB-47							85000	1140	6:00	Stand Board	705									
	10	RB-47	All Cameras	I	I				85000	1045	7:00	SO-43	709	I	I	I				I	I	AR-PA3
	10	RB-47	All Cameras	I					85000	1048	7:00	SO-43	713	I	I	I				I	I	
	10	RB-47	All Cameras	I	I				85000	1051	7:00	SO-43	714	I	I	I				I	I	AR-PA3
	10	RB-47	All Cameras	I					85000	1245	6:30	SO-8	821	I	I					I	I	
	10	RB-47							75000	1238	4:00	IF Check	769							I	I	
	26	EC-97F		I				40000	5500	1145	5:00	SI-19	843		I	I				I	I	AR(10:00)
	26	EC-97F		I	I			30000	6500	1225	7:00	Fire Ground	761		I	I			I	I	I	
	26	EC-97F		I	I			30000	6500	1226	7:00	Fire Ground	762		I	I			I	I	I	
	26	EC-97F		I	I			30000	6500	1229	7:00	Fire Ground	763		I	I			I	I	I	
	26	EC-97G		I	I			30000	6500	1228	7:00	Fire Ground	763		I	I			I	I	I	
	26	EC-97G		I	I			30000	6500	1229	7:00	Fire Ground	764		I	I			I	I	I	
	26	EC-97G		I	I			30000	6500	1230	7:00	Fire Ground	765		I	I			I	I	I	
6 April	3	RB-47	0-15	I	I				85000	1215	7:00	Fire Ground	691	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1216	7:00	Fire Ground	693	I	I	I				I	I	A
	3	RB-47	0-15	I	I				85000	1217	7:00	Fire Ground	695	I	I	I				I	I	A
	3	RB-47	0-15	I	I				85000	1218	7:00	Fire Ground	685	I	I	I				I	I	AR
	3	RB-47	0-15	I	I				85000	1219	7:00	Fire Ground	686	I	I	I				I	I	AR Work Tanker after Formation
	3	RB-47	0-15	I	I				85000	1220	7:00	Fire Ground	699	I	I	I				I	I	AR
	3	RB-47	0-15	I					75000	1027	6:00	SI-19	851	I	I	I						
	4	RB-47	0-15	I					85000	1708	9:00	SO-8	703	I	I	I				I	I	Richmond RBS 2000-2200
	4	RB-47	All Cameras	I					85000	1021	7:00	SI-19	706	I	I					I	I	
	4	RB-47	All Cameras	I					85000	1026	7:00	SI-19	706	I	I					I	I	
	4	RB-47							65000	1015	5:00	SI-19	374							I	I	Stand Board
	4	RB-47							65000	1018	5:00	SI-19	823							I	I	Stand Board
	10	RB-47	All Cameras	I	I				85000	0815	7:00	SO-43	707	I	I	I				I	I	
	10	RB-47	All Cameras	I	I				85000	0818	7:00	SO-43	710	I	I	I				I	I	
	10	RB-47	All Cameras	I					85000	0877	6:30	SI-19	716	I	I					I	I	
	10	RB-47	All Cameras	I	I				85000	0871	7:00	SO-43	718	I	I	I				I	I	
	10	RB-47	All Cameras	I	I				85000	0874	7:00	SO-43	719	I	I	I				I	I	
	10	RB-47							75000	1048	4:00	SI-19	723							I	I	IF Check
	10	RB-47	All Cameras	I					85000	1218	6:30	SO-8	725	I	I					I	I	
	26	EC-97G		I	I			26000	6000	1825	5:00	Fire Ground	749		I	I			I	I	I	
	26	EC-97F		I	I			26000	6000	1827	5:00	Fire Ground	749		I	I			I	I	I	
	26	EC-97G		I	I			26000	6000	1829	5:00	Fire Ground	751		I	I			I	I	I	
	26	EC-97G		I	I			26000	6000	1831	5:00	Fire Ground	757		I	I			I	I	I	
	26	EC-97F		I	I			26000	6000	1833	5:00	Fire Ground	757		I	I			I	I	I	
	26	EC-97G		I	I			26000	6000	1835	5:00	Fire Ground	770		I	I			I	I	I	
8 April	3	RB-47	All Cameras	I	I			75000	85000	1025	7:00	SI-19	853	I	I	I				I	I	AR (752)
	3	RB-47	0-15	I	I				85000	1615	7:00	SI-19	680	I	I	I				I	I	AR (263) Tampa RBS 1500-1900
	3	RB-47	0-15	I					85000	1647	7:00	SO-8	692	I	I					I	I	Tampa RBS 1830-1930
	3	RB-47	0-15, K-37	I					85000	1647	7:00	SI-26	379	I	I		10			I	I	Avon Park 2000-2130
	3	RB-47	All Cameras	I	I				75000	1057	6:00	SI-19	688	I	I	I				I	I	AR AZARES
	3	RB-47							75000	1057	6:00	SI-19	849							I	I	

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DATE	NO	ACFT TYPE	CAMERA	RADOP	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMRADOP	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
5 April	3	RB-47	[illegible]	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	AR Work Tanker after Formation
	3	RB-47	[illegible]	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	AR Work Tanker after Formation
	3	RB-47	[illegible]	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	AR Work Tanker after Formation
	3	RB-47	B-45	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	
	3	RB-47	B-45	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	AR work Tanker after Formation
	3	RB-47	B-45	I	I				[illegible]	[illegible]	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	AR
	3	RB-47	B-45	I					[illegible]	1230	[illegible]	Fire Ground	[illegible]	I	I	I			I	I	
	3	RB-47	B-45	I					[illegible]	1407	7:00	S1-26	[illegible]	I	I				I	I	AR (4 [illegible])
	4	RB-47	All Cameras	I					91000	1057	7:00	S1-29	717	I	I				I	I	
	4	RB-47	B-45, B-37	I		10			89000	1835	9:00	S1-29	788	I	I		I		I	I	Green Park 1500-2300
	4	RB-47							89000	1357	5:00	S1-29	839						I	I	Check Chief
	4	RB-47	All Cameras	I					89000	1741	7:00	S1-29	708	I	I				I	I	Special Trel
	4	RB-47							89000	1140	6:00	Stand Board	705								
	10	RB-47	All Cameras	I	I				89000	1045	7:00	S0-43	709	I	I	I			I	I	AR-763
	10	RB-47	All Cameras	I					89000	1048	7:00	S0-43	713	I	I	I			I	I	
	10	RB-47	All Cameras	I	I				89000	1051	7:00	S0-43	714	I	I	I			I	I	AR-763
	10	RB-47	All Cameras	I					85000	1245	6:30	S0-8	871	I	I				I	I	
	10	RB-47							75000	1238	4:00	IF Check	749						I	I	
	26	EC-97F		I				40000	5500	1145	5:00	S1-19	843		I	I			I	I	AR(10%ABG)
	26	EC-97F		I	I			30000	6500	1275	7:00	Fire Ground	748		I	I		I	I	I	
	26	EC-97F		I	I			30000	6500	1276	7:00	Fire Ground	749		I	I		I	I	I	
	26	EC-97F		I	I			30000	6500	1279	7:00	Fire Ground	753		I	I		I	I	I	
	26	EC-970		I	I			30000	6500	1228	7:00	Fire Ground	763		I	I		I	I	I	
	26	EC-970		I	I			30000	6500	1229	7:00	Fire Ground	764		I	I		I	I	I	
	26	EC-970		I	I			30000	6500	1230	7:00	Fire Ground	765		I	I		I	I	I	
6 April	3	RB-47	B-45	I	I				85000	1815	7:00	Fire Ground	691	I	I	I			I	I	AR Work Tanker after Formation
	3	RB-47	B-45	I	I				85000	1816	7:00	Fire Ground	692	I	I	I			I	I	AR
	3	RB-47	B-45	I	I				85000	1817	7:00	Fire Ground	695	I	I	I			I	I	AR
	3	RB-47	B-45	I	I				85000	1818	7:00	Fire Ground	685	I	I	I			I	I	AR
	3	RB-47	B-45	I	I				85000	1819	7:00	Fire Ground	686	I	I	I			I	I	AR work Tanker after Formation
	3	RB-47	B-45	I	I				85000	1820	7:00	Fire Ground	699	I	I	I			I	I	AR
	3	RB-47	B-45	I					75000	1027	6:00	S1-19	851	I	I	I					
	4	RB-47	B-45	I					85000	1708	9:00	S0-8	703	I	I	I			I	I	Richmond RBS 2000-2200
	4	RB-47	All Cameras	I					89000	1021	7:00	S1-19	706	I	I				I	I	
	4	RB-47	All Cameras	I					85000	1024	7:00	S1-19	704	I	I				I	I	
	4	RB-47							66000	1015	5:00	S1-19	374						I	I	Stand Board
	4	RB-47							66000	1018	5:00	S1-19	823						I	I	Stand Board
	10	RB-47	All Cameras	I	I				85000	0815	7:00	S0-43	707	I	I	I			I	I	
	10	RB-47	All Cameras	I	I				85000	0818	7:00	S0-43	710	I	I	I			I	I	
	10	RB-47	All Cameras	I					85000	0877	6:30	S1-19	716	I	I				I	I	
	10	RB-47	All Cameras	I	I				85000	0821	7:00	S0-43	718	I	I	I			I	I	
	10	RB-47	All Cameras	I	I				85000	0824	7:00	S0-43	719	I	I	I			I	I	
	10	RB-47							75000	1048	4:00	S1-19	723						I	I	IF Check
	10	RB-47	All Cameras	I					85000	1718	6:30	S0-8	725	I	I				I	I	
	26	EC-97F		I	I			24000	6000	1825	5:00	Fire Ground	759		I	I		I	I	I	
	26	EC-97F		I	I			24000	6000	1727	5:00	Fire Ground	759		I	I		I	I	I	
	26	EC-970		I	I			24000	6000	1729	5:00	Fire Ground	761		I	I		I	I	I	
	26	EC-970		I	I			24000	6000	1831	5:00	Fire Ground	767		I	I		I	I	I	
	26	EC-97F		I	I			24000	6000	1833	5:00	Fire Ground	767		I	I		I	I	I	
	26	EC-970		I	I			24000	6000	1835	5:00	Fire Ground	770		I	I		I	I	I	
8 April	3	RB-47	All Cameras	I	I			75000	85000	1803	7:00	S1-19	853	I	I	I			I	I	AR (742)
	3	RB-47	B-45	I	I				85000	1615	7:00	S1-19	690	I	I	I			I	I	AR (263) Tampa RBS 1500-1900
	3	RB-47	B-45	I					85000	1617	7:00	S0-8	697	I	I				I	I	Tampa RBS 1830-1930
	3	RB-47	B-45, B-37	I					85000	1642	7:00	S1-26	379	I	I		10		I	I	Avon Park 2000-2130
	3	RB-47	All Cameras	I	I				75000	1057	6:00	S1-19	688	I	I	I			I	I	AR (2ABSC)
	3	RB-47							75000	0857	6:00	S1-19	849						I	I	
	3	RB-47	[illegible]	[illegible]	[illegible]				85000	1815	[illegible]	[illegible]	[illegible]								
	4	RB-47	All Cameras	I					91000	1027	7:30	S1-19	819	I	I				I	I	AR 1500-1900
	4	RB-47	All Cameras	I					66000	1024	5:00	S1-19	702						I	I	
	4	RB-47							85000	0824	7:00	S0-43	709	I	I	I			I	I	AR (263)
	10	RB-47	All Cameras	I	I				85000	0821	7:00	S0-43	713	I	I				I	I	
	10	RB-47	All Cameras	I					85000	0818	7:00	S0-43	714	I	I	I			I	I	AR (262)
	10	RB-47	All Cameras	I	I				85000	1218	6:00	S0-43	871	I	I				I	I	Charlotte RBS 1700-1900
	10	RB-47	All Cameras	I					85000	1715	4:00	S0-43	749						I	I	IF Check
	10	RB-47							75000	0755	6:00	S1-19	243		I	I		I	I	I	AR (708)
	26	EC-97F		I	I			12000	5500	1925	6:00	S1-19	261		I	I		I	I	I	AR (712)
	26	EC-97F		I	I			40000	5500	0750	6:00	S1-19	262		I	I		I	I	I	AR (714-717)
	26	EC-97F		I	I			40000	5500	1545	6:00	S1-19	263		I	I		I	I	I	AR (690)
	26	EC-97F		I	I			24000	5500	1125	6:00	S1-19	763		I	I		I	I	I	AR (853)
	26	EC-970		I	I			30000	5500	1375	6:00	S1-19	764		I				I	I	
	26	EC-970		I					5500	1140	5:00	S1-19	765		I						
	26	EC-970		I					5500												

AR, IRED		
TYPE	SORTIES	HOURS
RB-47	53	354:00
EC-97F	10	60:00
EC-970	10	58:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47	53	354:00
EC-97F	10	60:00
EC-970	10	58:00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47	53	354:00
EC-97F	10	60:00
EC-970	10	58:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 4 April 1955.

Robert T. Hall Jr.
ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations
1 April 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 11 April 55 TO 15 April 55

REQUIREMENTS										SCHEDULED				NOT CONFIRMED								REMARKS
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	
11 April			No Scheduled Flying																			
12 April	3	RB-47	All Cameras	I	I				85000	1224	7:00	50-8	822									
	3	RB-47	All Cameras	I					85000	1618	7:00	51-19	691									A/R 767 (RDZ Columbus 1315)
	3	RB-47	All Cameras	I					85000	1257	7:00	50-8	699									
	3	RB-47	None						75000	1054	6:00	51-19	694									RBS St. Louis 1500-1900E
	3	RB-47	All Cameras	I			I		85000	1221	7:00	51-26	852									Field Check
	3	RB-47	All Cameras	I					85000	1418	7:00	50-8	689									
	3	RB-47	0-15	I	I				75000	1815	6:00	51-19	685									RBS St. Louis 1500-2000E
	4	RB-47	None						65000	1015	5:00	51-19	823									A/R 770 (RDZ Findlay VOR 2030)
	4	RB-47	All Cameras	I	I		I		85000	1245	8:00	51-19 and Special Proj	701									Field Check and Instrument Check
	4	RB-47	All Cameras	I					85000	1218	7:00	51-19	374									A/R 371 (RDZ Findlay VOR 1430)
	4	RB-47	All Cameras	I	I				85000	1254	9:00	51-19	696									
	4	RB-47	0-15, and Tri-Met	I					85000	1727	7:00	Special Project	703									A/R 769 (RDZ Findlay VOR 1630)
	10	RB-47	0-15	I					90000	1851	7:00	50-8	707									
	10	RB-47	All Cameras	I	I				90000	1251	7:00	50-8	710									
	10	RB-47	None						75000	1057	6:00	Stand Board	709									A/R 264 (RDZ Columbus 1420)
	10	RB-47	0-15	I	I				90000	1421	7:00	51-19	718									
	10	RB-47	None	I	I				75000	1845	6:00	A/R Check Out	719									A/R 264 (RDZ Kirtlee VOR 1530) RBS St. Louis 1800-2000E
	10	RB-47	All Cameras	I					90000	1215	7:00	51-26	723									A/R 763 (RDZ Kirtlee VOR 1930)
	10	RB-47	All Cameras	I					90000	1218	7:00	50-8	725									
	26	KC-97F		I					5500	1115	6:00	51-19	267									
	26	KC-97F		I					5500	1130	5:00	51-19	264									
	26	KC-97F		I	I			40000	6500	1325	8:00	51-19	269									
	26	KC-97F		I	I			12000	6500	1330	8:00	51-19	371									A/R 710-718
	26	KC-97G							5500	1140	5:00	51-19	761									A/R 701
	26	KC-97G		I	I			24000	6500	1745	8:00	51-19	763									
	26	KC-97G		I	I			12000	6500	1145	7:00	51-19 and Stand Board	767									A/R 719
	26	KC-97G		I	I			40000	6500	1530	8:00	51-19	769									A/R 822
	26	KC-97G		I	I			24000	6500	1925	8:00	51-19	770									A/R 696
																						A/R 851
13 April	3	RB-47	0-15	I	I				85000	1815	7:00	51-19	695									
	3	RB-47	Vertical Camera 0-15	I					85000	1615	7:00	51-26	379									A/R 42nd ARS (RDZ 2015-2400E)
	3	RB-47	All Cameras	I					85000	1257	7:00	51-26	693									RBS Montreal 1730-1800E
	3	RB-47	All Cameras	I					85000	0957	7:00	Wright Patterson	853									RBS Charlotte 1600-1700E
	3	RB-47	All Cameras	I					85000	0958	7:00	Wright Patterson	690									
	3	RB-47	All Cameras	I					85000	0956	7:00	Wright Patterson	692									
	3	RB-47	None						75000	1215	6:00	Field Check	849									
	4	RB-47	None						75000	1027	5:00	IP Check Out	700									
	4	RB-47	All Cameras	I					90000	1018	7:00	51-19	712									
	4	RB-47	All Cameras	I					75000	1015	6:00	51-26 and Stand Board	819									
	4	RB-47	Tri-Met, and 0-15	I					90000	1057	7:00	Special Project	702									
	4	RB-47	All Cameras	I	I		I		85000	1028	9:00	51-19	715									
	10	RB-47	All Cameras	I					85000	0954	6:30	Wright Patterson	716									A/R 42nd ARS (RDZ 1200-1300)
	10	RB-47	0-15, K-37	I	I	I			85000	1657	8:00	50-8	713									
	10	RB-47	0-15, K-37	I		I			85000	1857	6:30	51-19	714									A/R 42nd ARS (RDZ 1845) Avon Park 2100-2300E
	10	RB-47	None	I					75000	0955	4:30	Wright Patterson	717									
	10	RB-47	0-15, K-37	I	I	I			85000	1618	8:00	51-19	721									Avon Park 2100-2300E, A/R 2145
	10	RB-47	None	I	I				65000	1045	6:00	Stand Board Check	749									
	10	RB-47	All Cameras	I					85000	0959	6:30	Wright Patterson	821									A/R 42nd ARS (RDZ 1130)
15 April	3	RB-47	All Cameras	I					85000	1018	7:00	50-8	822									
	3	RB-47	All Cameras	I					85000	1218	7:00	51-19	851									RBS Richmond 1200-1300
	3	RB-47	None						75000	0854	6:00	Field Check	691									
	3	RB-47	All Cameras	I					85000	1027	7:00	50-8	689									
	3	RB-47	All Cameras	I					85000	1045	7:00	50-8	685									RBS Richmond 1230-1130E
	3	RB-47	0-15	I					85000	1615	7:00	51-19	694									RBS Richmond 1230-1130E
	4	RB-47	None						75000	1024	6:00	Stand Board	696									RC RBS 1800-1900E
	4	RB-47	None						75000	1021	5:00	51-19 Field Check	823									
	4	RB-47	All Cameras	I			I		90000	0957	7:00	Special Project 51-19	703									
	4	RB-47	All Cameras	I	I		I		85000	1048	9:00	51-19	374									
	4	RB-47	0-15, Tri-Met	I					90000	1057	7:00	Special Project	704									A/R 42nd ARS (RDZ 1230)
	4	RB-47	0-15	I					90000	1857	7:00	51-19		I	I			I			I	Not Confirmed, No ACFT Available
	10	RB-47	0-15, K-37	I	I	I			85000	1815	8:00	51-19	708									A/R 42nd ARS (RDZ 1845) Avon Park
	10	RB-47	All Cameras	I					85000	0954	6:30	51-26	718									

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				CONFIRMED								WEEK OF 17 April TO 23 April
DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMPHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS		REMARKS
16 April	3rd	RB-47E	All Cameras	1					85000	1221	7:00	SL-9	772									
	3rd	RB-47E	D-17	1					85000	1357	7:00	SL-17	797									
	3rd	RB-47E	All Cameras	1	1				85000	1418	7:00	SL-26	808									
		RB-47E	All Cameras	1					85000	1236	7:00	SL-8	661									AMC Charlotte 15-[illegible]
	3rd	RB-47E	All Cameras	1					85000	1227	7:00	SL-19	753									
	3rd	RB-47E							85000	1510	6:00	SL-19	749									
	3rd	RB-47E							85000	1617	6:00	SL-26	800									
17 April	4th	RB-47E							85000	1218	5:00	SL-19, IF Check	819									AMC Charlotte 15-[illegible] Atlanta 15-[illegible]
	4th	RB-47E	All Cameras	1	1				85000	1633	9:00	SL-26	700									
	4th	RB-47E	All Cameras	1					85000	1527	7:00	SL-19	717									A/R Wind AOC 10AAE
	4th	RB-47E	Tri-Camera	1					85000	1636	7:00	Speed Project	702									AMC Atlanta 17-[illegible]
	4th	RB-47E							85000	1618	5:00	Field Check, IF Check	708									
18 April	10th	RB-47E	All Cameras	1					85000	1735	6:30	Special Project, SAC	713									
	10th	RB-47E	D-17, R-27	1		10			85000	1721	6:30	SL-19	734									
	10th	RB-47E	All Cameras	1			1		85000	1657	6:30	SL-26	716									Avon Park 20-22NN
	10th	RB-47E	All Cameras	1					85000	1615	6:30	SL-8	721									To SAC MAF
	10th	RB-47E	D-17, R-27	1		10			85000	1710	6:30	SL-19	723									
	10th	RB-47E	All Cameras	1					85000	1645	6:30	SL-26	717									Avon Park 20-07NN
	10th	RB-47E	All Cameras	1			1		85000	1424	6:30	SL-9	721									AMC Tampa 17-15NN
																						AMC Tampa 17-15NE
20 April	3rd	RB-47E	All Cameras	1	1		1		85000	1357	7:00	SL-19	751									A/R Wind AOC 12NN
	3rd	RB-47E							85000	1457	6:00	SL-19	691									
	3rd	RB-47E		1	1				85000	1307	7:00	SL-19	757									
	3rd	RB-47E	D-17	1	1				85000	1621	7:00	SL-8	699									A/R Wind AOC 12NNE
	3rd	RB-47E	D-17, R-27	1		10			85000	1757	7:00	SL-26	727									AMC Little Rock 17-2000 (DPE 12001) 1 & 2 Dec
	3rd	RB-47E	D-17, R-27	1		10			85000	2132	7:00	SL-19	689									Avon Park 21-23NN-30N
	3rd	RB-47E	D-17, R-27	1		10			85000	1712	7:00	SL-8	695									Avon Park 22-24NN-31N
21 April	4th	RB-47E	All Cameras	1					85000	1935	5:00	SL-19	804									Avon Park 20-22NN-31N
	4th	RB-47E	All Cameras	1					85000	1215	7:00	SL-19	717									
	4th	RB-47E	All Cameras	1	1				85000	1615	7:00	SL-19	701									AMC Tucson
	4th	RB-47E							85000	1615	5:00	Seat Check, Field Check	723									A/R Wind AOC 15AAE
	4th	RB-47E	Tri-Camera	1					85000	1030	7:00	Special Project	736									
22 April	10th	RB-47E	All Cameras	1	1		1 1		85000	0954	6:30	SL-19	707									A/R Wind 13NE
	10th	RB-47E							85000	1617	6:30	SL-19	700									
	10th	RB-47E	All Cameras	1					85000	0827	6:30	SL-19	719									
	10th	RB-47E	D-17, R-27	1		10			85000	1917	6:30	SL-19	717									Avon Park 20-21NN-31N
	10th	RB-47E	All Cameras	1	1		1		85000	0915	6:30	SL-19	719									A/R Wind AOC 18AAE
	10th	RB-47E	All Cameras	1					85000	1118	6:30	SL-19	749									AMC Charlotte 13-18NN
	10th	RB-47E	All Cameras	1					85000	0918	6:30	SL-8	725									
23 April	3rd	RB-47E	D-17, R-27	1		10			85000	1811	7:00	SL-19	693									Avon Park 20-22NN-31N
	3rd	RB-47E	All Cameras	1					85000	1137	7:00	SL-8	679									
	3rd	RB-47E	D-17, R-27	1		10			85000	0915	7:00	SL-26	690									Avon Park 22-24NN-31N
	3rd	RB-47E	D-17, R-27	1		10			85000	1917	7:00	SL-26	697									Avon Park 21-23NN-30N
	3rd	RB-47E							85000	1954	6:00	SL-19	692									
	3rd	RB-47E			1				85000	1215	6:00	SL-19	719									A/R Wind AOC 14AAE
	3rd	RB-47E	All Cameras	1			1		85000	1854	7:00	SL-19	753									
24 April	4th	RB-47E	All Cameras	1					85000	1219	7:00	SL-26	702									AMC Richmond 16-17NNE
	4th	RB-47E	All Cameras	1					85000	1027	7:00	SL-19	706									
	4th	RB-47E	All Cameras	1	1		1		85000	1015	9:00	SL-8	706									AMC Richmond 16-17NNE-A/R Wind AOC 15AAE
	4th	RB-47E	All Cameras	1			1		85000	1057	7:00	SL-19	712									AMC Richmond 16-17NNE
	4th	RB-47E							85000	1157	5:00	Field Check, IF Check	719									
	4th	RB-47E	All Cameras	1					85000	1615	7:00	SL-19	375									
	4th	RB-47E	All Cameras	1					85000	1257	7:00	SL-19	697									
25 April	10th	RB-47E	All Cameras	1			1		85000	0821	6:30	SL-19	713									AMC Richmond 16-18NN
	10th	RB-47E	All Cameras	1	1		1		85000	1015	8:30	SL-19	716									
	10th	RB-47E	All Cameras	1			1		85000	1057	6:30	SL-8	721									A/R Wind AOC 11SYE
	10th	RB-47E	D-17	1					85000	1527	6:30	SL-19	723									
																						AMC Little Rock 19-20NNE

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DATE	SQ	ACFT TYPE	CAMERA	FIGHT AIR SCANS				FUEL						
12 April	3rd	RB-47E	All Cameras	X				85000	1201	7:00	S1-19		707	
	3rd	RB-47E	All Cameras	X				85000	1241	7:00	S1-19		707	
	3rd	RB-47E	All Cameras	X				85000	1126	7:00	S0-8		707	
	3rd	RB-47E	All Cameras	X				85000	1207	7:00	S1-19		707	
	3rd	RB-47E	All Cameras	X				85000	1157	6:00	S1-19		749	
	3rd	RB-47E	All Cameras	X				85000	1227	6:00	S1-19		680	
	3rd	RB-47E		X				85000	1218	6:00	S1-19, IT Check		829	
	3rd	RB-47E		X				85000	1221	6:00	S1-26		700	
13 April	4th	RB-47E	All Cameras	X	X			85000	1227	7:00	S1-19		713	
	4th	RB-47E	All Cameras	X				85000	1235	7:00	Special Project		702	
	4th	RB-47E	All Cameras	X				85000	1219	6:00	Field Check, IT Check		705	
	4th	RB-47E	Tri-Camera					85000	1232	6:30	Special Project, NC		713	
	4th	RB-47E						85000	1221	6:30	S1-19		714	
15 April	10th	RB-47E	All Cameras	X		10		85000	1227	6:30	S1-26		718	
	10th	RB-47E	O-15, K-37	X			X	85000	1215	6:30	S0-8		771	
	10th	RB-47E	All Cameras	X				85000	1215	6:37	S1-19		737	
	10th	RB-47E	All Cameras	X		10		85000	1242	6:30	S1-26		719	
	10th	RB-47E	O-15, K-37	X				85000	1234	6:30	S0-8		721	
	10th	RB-47E	All Cameras	X			X	85000						
	10th	RB-47E	All Cameras											
20 April	3rd	RB-47E	All Cameras	X	X		X	85000	1057	7:00	S1-19		851	
	3rd	RB-47E						85000	0957	6:00	S1-19		691	
	3rd	RB-47E		X	X			85000	1457	6:00	S1-19		853	
	3rd	RB-47E		X	X			85000	0921	7:00	S0-8		693	
	3rd	RB-47E	O-15	X		10		85000	1057	7:00	S1-26		523	
	3rd	RB-47E	O-15, K-37	X		10		85000	0915	7:00	S1-19		689	
	3rd	RB-47E	O-15, K-37	X		10		85000	1415	7:00	S0-8		695	
	3rd	RB-47E	O-15, K-37	X				85000	1015	5:00	S1-19		686	
20 April	4th	RB-47E	All Cameras	X				85000	1015	7:00	S1-19		717	
	4th	RB-47E	All Cameras	X				75000	1615	7:00	S1-19		701	
	4th	RB-47E	All Cameras	X	X			75000	1615	6:00	Inst Check, Field Check		573	
	4th	RB-47E						85000	1035	7:00	Special Project		704	
	4th	RB-47E	Tri-Camera	X	X		X	85000	0954	6:30	S1-19		707	
20 April	10th	RB-47E	All Cameras	X				75000	1012	6:30	S1-19		709	
	10th	RB-47E		X				85000	0827	6:30	S1-19		710	
	10th	RB-47E	All Cameras	X		10		85000	1817	6:30	S1-19		717	
	10th	RB-47E	O-15, K-37	X	X		X	85000	0915	6:30	S1-19		718	
	10th	RB-47E	All Cameras	X				85000	1212	6:30	S1-19		719	
	10th	RB-47E	All Cameras	X				85000	0918	6:30	S0-8		725	
	10th	RB-47E	All Cameras											
22 April	3rd	RB-47E	O-15, K-37	X		10		85000	1815	7:00	S1-19		693	
	3rd	RB-47E	All Cameras	X				85000	1115	7:00	S0-8		379	
	3rd	RB-47E	O-15, K-37	X		10		85000	2015	7:00	S1-26		690	
	3rd	RB-47E	O-15, K-37	X		10		85000	1457	7:00	S1-26		695	
	3rd	RB-47E						75000	1054	6:00	S1-19		692	
	3rd	RB-47E			X			75000	1215	6:00	S1-19		849	
	3rd	RB-47E		X			X	85000	1254	7:00	S1-19		853	
	3rd	RB-47E	All Cameras	X				85000	1215	7:00	S1-26		700	
22 April	4th	RB-47E	All Cameras	X				85000	1027	7:00	S1-19		705	
	4th	RB-47E	All Cameras	X				85000	1015	9:00	S0-8		706	
	4th	RB-47E	All Cameras	X	X		X	85000	1057	7:00	S1-19		712	
	4th	RB-47E	All Cameras	X			X	85000	1457	6:00	Field Check, IT Check		819	
	4th	RB-47E						85000	1615	7:00	S1-19		375	
	4th	RB-47E	All Cameras	X				85000	1057	7:00	S1-19		697	
	4th	RB-47E	All Cameras	X			X	85000	0821	6:30	S1-19		713	
22 April	10th	RB-47E	All Cameras	X	X		X	85000	1017	6:30	S1-19		714	
	10th	RB-47E	All Cameras	X			X	85000	0957	6:30	S0-8		723	
	10th	RB-47E	All Cameras	X				85000	1427	6:30	S1-19		723	
	10th	RB-47E	O-15	X				85000	0915	6:30	S0-8		719	
	10th	RB-47E	All Cameras	X				85000	0819	6:30	S0-8		921	
	10th	RB-47E	All Cameras	X										
19 April	26th	KC-97G		X				5500	0900	3:00	To Westover		745	
	26th	KC-97G		X				5500	0805	3:00	To Westover		757	
	26th	KC-97G		X				5500	0810	3:00	To Westover		749	
	26th	KC-97G		X				5500	0815	3:00	To Westover		770	
	26th	KC-97G		X				5500	0830	3:00	To Westover		843	
	26th	KC-97F												
21 April	26th	KC-97F		X				5500	1315	3:00	To Westover		259	
	26th	KC-97G		X				5500	1530	3:00	To Westover		757	
	26th	KC-97G		X				5500	1330	3:00	To Westover		763	
	26th	KC-97G		X				5500	1335	3:00	To Westover		746	
	26th	KC-97G		X				5500	1340	3:00	To Westover		764	
	26th	KC-97G		X				5500	1345	3:00	To Westover		243	
	26th	KC-97G		X				5500	1350	3:00	To Westover		267	
	26th	KC-97F												
23 April	26th	KC-97G		X				5500	1530	3:00	To Westover		749	
	26th	KC-97F		X				5500	1325	3:00	To Westover		261	
	26th	KC-97F		X				5500	1330	3:00	To Westover		243	
	26th	KC-97F		X				5500	1335	3:00	To Westover		764	
	26th	KC-97F		X				5500	1340	3:00	To Westover		371	
	26th	KC-97F		X				5500	1345	3:00	To Westover		262	
	26th	KC-97F		X										

REQUIRED

TYPE	SORTIES	HOURS
RB-47	58	183
KC-97F	7	21
KC-97G	11	33

SCHEDULED

TYPE	SORTIES	HOURS
RB-47	58	183
KC-97F	7	21
KC-97G	11	33

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	58	183
KC-97F	7	21
KC-97G	11	33

The ACCTS requirements were given by Operations and confirmations noted agreeded upon by Maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 18 April 1955.

[signature]
JACK C. [illegible]
Colonel, USAF
Dir of Operations
15 April 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				NON-CONFIRMED							WEEK OF 25 April TO 29 April
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
April 25	3rd	RB-47	All Cameras	X				85000		1341	7:00	50-8	684									
	3rd	RB-47	G-45	X	X			85000		1417	7:00	50-8	689									1350 EST Philipsburg Pa. 12nd
	3rd	RB-47			X			85000		1215	7:00	CT Crew	695									1350 EST Philipsburg Pa. 42nd
	3rd	RB-47	All Cameras	X				85000		1221	7:00	Stand Board	801									
	3rd	RB-47	All Cameras	X				85000		1324	7:00	51-19	699									
	4th	RB-47	All Cameras	X				85000	85000	1215	6:00	51-26	715									
	4th	RB-47	G-45	X				85000	85000	1248	6:00	51-19	694									
	4th	RB-47	F, G, X-37	X	X	X		85000	85000	1215	6:00	50-8 40,000#	703									Avon Park 22-2300 Albany FTR 1930E
	4th	RB-47	35, X-37					75000	75000	1618	6:00	51-19	893									
	10th	RB-47	G-45	X	X			85000	85000	1445	8:00	51-19 40,000#	727									Albany FTR 1945E 35,000# 0145
	10th	RB-47	G-45, X-37	X		10		85000	85000	2015	6:30	51-19	709									Avon Park 22-2100 35,000#L.
	10th	RB-47	G-45	X				85000	85000	1457	6:30	51-26	710									RBS Kirkwood 17-1900
	10th	RB-47						75000	75000	1727	4:30	Stand Board	717									
	10th	RB-47	F.G. TRM. G-45	X				85000	85000	1257	6:30	51-26	718									
	10th	RB-47	All Cameras	X			X	85000	85000	1254	6:30	51-26	719									
	10th	RB-47	All Cameras	X				85000	85000	1245	6:30	51-19	725									
April 27	3rd	RB-47	All Cameras	X				85000		1045	7:00	50-8	692									
	3rd	RB-47	G-45	X				85000		2015	7:00	51-26	881									
	3rd	RB-47	G-45	X				85000		1457	7:00	51-26	779									
	3rd	RB-47	All Cameras	X	X			85000		0847	6:00	51-19 40,000#	863									Philipsburg Pa. 0930E
	3rd	RB-47	All Cameras	X				85000		1251	7:00	50-8	872									
	4th	RB-47	All Cameras	X	X			85000		1015	7:00	50-8 20,000#	897								Same Tasker	Albany 1115E 42nd
	4th	RB-47	G-45, X-37	X		X		85000		1715	6:00	51-26	702									Avon Park 21-2200E
	4th	RB-47	All Cameras	X	X			85000		1015	6:00	Stand Board	700									Albany 1230 12,000 Ft 42nd
	4th	RB-47	All Cameras	X		10		85000		1821	6:00	50-8	706									
	10th	RB-47	TRM, F.V. G-45	X				85000		0815	6:30	51-26	713									
	10th	RB-47	All Cameras	X				85000		1247	6:30	51-19	714									RBS DEC 16-1700E
	10th	RB-47	All Cameras	X				85000		1024	6:00	Stand Board	721									
	10th	RB-47	All Cameras	X				85000		0821	6:30	51-19	722									
	10th	RB-47	All Cameras	X	X			85000		0815	8:00	51-26 40,000#	749	ARC 21 Not Confirmed								Albany FTR 1500 0900 1030E
	10th	RB-47	All Cameras	X				85000		1254	6:30	51-19	821									RBS DEC 16-1700E
April 29	3rd	RB-47	G-45	X				85000		2015	7:00	51-26	691									
	3rd	RB-47	G-45	X				85000		1437	7:00	51-26	685									
	3rd	RB-47		X	X			75000		1457	6:00	51-26 40,000#	685									Philipsburg Pa. 1750
	3rd	RB-47	All Cameras	X				75000		0824	8:00	51-19, 40,000#	609									Philipsburg Pa. 0950
	3rd	RB-47						75000		1015	6:00	50-8	851									
	3rd	RB-47						85000		1145	6:00	Crew 51-19	852									
	4th	RB-47	TRM	X				85000		1015	6:00	Special Project	703									
	4th	RB-47	G-45	X				85000		1857	6:30	51-26	374									
	4th	RB-47	All Cameras	X				85000		1027	6:00	51-19	715									
	10th	RB-47	All Cameras	X				85000		1245	6:30	51-19	707									RBS DEC 16-1700E 42nd
	10th	RB-47	All Cameras	X	X		X	85000		0835	8:00	51-19 20,000#	709								Same Tasker	Albany FTR 1030E 15M
	10th	RB-47	All Cameras	X				85000		1021	6:30	51-26	710									
	10th	RB-47	All Cameras	X				85000		0845	6:30	51-19	717									
	10th	RB-47	G-45, X-37	X		10		85000		1827	6:30	51-19	718									Avon Park 20-2200E 35M
	10th	RB-47	All Cameras	X				85000		1048	6:30	51-26	719									
	10th	RB-47	All Cameras	X	X			85000		0815	8:00	50-8 20,000#	795									Albany FTR 0845E 15M 42nd

Required

Type	Section	Hours
RB-47	A3	315

Scheduled

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DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AIR	BOMB	GUN	JET FUEL	GAS	ETD/DUR	MISSION		CAMPHORE	AIR	BOMB	GUN	FUEL	TANKER	REMARKS
April 26	3rd	RB-47	All Cameras	X				85000		1801	[illegible]	691							Phillipsburg Pa. 1200
	3rd	RB-47	O-15	X	X			85000		1847	[illegible]	695							Phillipsburg Pa. 1200
	3rd	RB-47			X			85000		1915	[illegible]	697							
	3rd	RB-47		X				85000		1931	7:00	Stand Board	699						
	3rd	RB-47	All Cameras	X				85000		1946	7:00	51-19	701						
	3rd	RB-47	All Cameras	X				75000	75000	1915	6:00	51-19	703						
	4th	RB-47	All Cameras	X				75000	75000	1958	6:00	51-19	705						Avon Park 22-2200 Albany 1200
	4th	RB-47	O-15	X	X	X		85000	85000	1925	6:00	50-8	707	20,000#					
	4th	RB-47	O-15, K-37	X				75000	75000	1918	6:00	51-19	709						Albany 1200 11,000' 42nd
	4th	RB-47			X			85000	85000	1945	6:00	51-19	711	20,000#					Avon Park 22-2200 35,000Ft.
	10th	RB-47	O-15	X			10	85000	85000	2015	6:30	51-19	713						RAF Richmond 17-1700
	10th	RB-47	O-15, K-37	X				85000	85000	1457	6:30	51-26	715						
	10th	RB-47	O-15	X				75000	75000	1207	6:30	Stand Board	717						
	10th	RB-47						85000	85000	1257	6:30	51-26	718						
	10th	RB-47	F.V. THM, O-15	X			X	85000	85000	1354	6:30	51-26	719						
	10th	RB-47	All Cameras	X				85000	85000	1745	6:30	51-19	725						
	10th	RB-47	All Cameras	X															
										1045	7:00	50-8	692						
April 27	3rd	RB-47	All Cameras	X				85000		2015	7:00	51-26	693						
	3rd	RB-47	O-15	X				85000		1157	7:00	51-26	699						Phillipsburg Pa. 0930Z
	3rd	RB-47	O-15	X	X			85000		0957	6:00	51-19	10,000# 697						
	3rd	RB-47	All Cameras	X				85000		1251	7:00	50-8	702					Same Tanker	Albany 1215Z 42nd
	3rd	RB-47	All Cameras	X	X			85000		1015	7:00	50-8	20,000# 697						Avon Park 21-2200Z
	4th	RB-47	All Cameras	X		X		85000		1515	6:00	51-26	707						Albany 1230 12,000 Ft 42nd
	4th	RB-47	O-15, K-37	X	X			75000		1014	6:30	Stand Board	700						
	4th	RB-47	All Cameras	X			10	85000		1921	6:00	50-8	706						
	4th	RB-47	All Cameras	X				85000		0815	6:30	51-26	713						RAF OKC 16-1700Z
	10th	RB-47	THM, F.V. O-15	X				85000		1257	6:30	51-19	711						
	10th	RB-47	All Cameras	X				85000		1024	6:00	Stand Board	721						
	10th	RB-47	All Cameras	X				85000		0821	6:30	51-19	722						Albany Wx 1500 0900 1030Z
	10th	RB-47	All Cameras	X	X			85000		0818	8:00	51-26	10,000# 719		ARC 21 Not Confirmed				RAF OKC 16-1700Z
	10th	RB-47	All Cameras	X				85000		1254	6:30	51-19	721						
	10th	RB-47	All Cameras	X															
										2015	7:00	51-26	691						
April 29	3rd	RB-47	O-15	X				85000		1127	7:00	51-26	685						Phillipsburg Pa. 1750
	3rd	RB-47	O-15	X				80000		1657	6:00	51-26	10,000# 685						Phillipsburg Pa. 0950
	3rd	RB-47		X	X			75000		0821	8:00	51-19	10,000# 689						
	3rd	RB-47		X				75000		1015	6:00	50-8	691						
	3rd	RB-47	All Cameras					75000		1115	6:00	Crew 51-19	692						
	3rd	RB-47						85000		1014	6:00	Special Project	703						
	3rd	RB-47						85000		1857	6:30	51-26	374						
	4th	RB-47	THM	X				85000		1027	6:00	51-19	715						
	4th	RB-47	O-15	X				85000		1245	6:30	51-19	707					Same Tanker	OKC RAF 16-1700Z 42nd
	4th	RB-47	All Cameras	X				85000		0815	8:00	51-19	20,000# 709						Albany 270° 1030Z 15M'
	10th	RB-47	All Cameras	X	X		X	85000		1021	6:30	51-26	710						
	10th	RB-47	All Cameras	X				85000		0945	6:30	51-19	717						Avon Park 20-2200Z 35M'
	10th	RB-47	All Cameras	X				85000		1927	6:30	51-19	718						
	10th	RB-47	All Cameras	X			10	85000		1048	6:30	51-26	719						Albany 030° 0945Z 15M' 42nd
	10th	RB-47	O-15, K-37	X				85000		0818	8:00	50-8	20,000# 720						
	10th	RB-47	All Cameras	X	X			85000											
	10th	RB-47	All Cameras																

Required

Type	Sorties	Hours
RB-47	47	312

Scheduled

Type	Sorties	Hours
RB-47	47	312

Confirmed

Type	Sorties	Hours
RB-47	47	312

The above requirements were given by Operations and confirmations noted above were by Maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 25 April 55.

[signature]
LANDON C. BERRY JR., Maj, USAF
Director of Operations
22 April 1955

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HISTORY OF 26TH S.R.W. (M)

801ST AIR DIVISION

LOCKBOURNE AIR FORCE BASE

1 MAY 55 30 SEPT 55

MICROFILMED

RSI Com. Sec. S15296

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

RFSL-290

Cards

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HISTORY OF THE

26TH STRATEGIC RECONNAISSANCE WING, (M)

801ST AIR DIVISION

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 MAY 1955 THROUGH 30 SEPTEMBER 1955

W. J. MENG
Colonel, USAF
Commander

for JAMES A. ROBERTS
Major, USAF
Historical Officer

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

This History was prepared by Richard M. Rogers, Captain, USAF.
Typist was M/Sgt. Samuel R. Spencer

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TABLE OF CONTENTS

CHAPTER	T I T L E	PAGE NO.
I	ORGANIZATION AND ADMINISTRATION	1
II	PERSONNEL	6
III	OPERATIONS AND TRAINING	18
IV	MATERIEL	54
V	SAFETY	67

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Roster of Key Personnel for May 1955	73
Roster of Key Personnel for June 1955	74
Roster of Key Personnel for July 1955	75
Roster of Key Personnel for August 1955	76
Roster of Key Personnel for September 1955	77
Glossary of Abbreviations Used	78
Bibliography	81
List of Exhibits	82

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COLONEL WILLIAM J. MENG

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Colonel WILLIAM J. MENG

William J. Meng was born in North Middletown, Kentucky, on 19 May 1917. He attended Transylvania College at Lexington, Kentucky, from 1935 - 1939.

He entered flying training as a Caded in November of 1939. Graduated in August, 1940 from Kelly Field, Texas, and appointed a 2nd Lt. His first assignment was in the Panama Canal Zone as aircraft commander in A-20 type aircraft.

During his tour of duty in the Canal Zone, Colonel Meng was credited with a "probable kill" of a submarine. The submarine had been spotted in the Maracaibo Bay just north of Venezuela in the Caribbean Zone. The Colonel was flying with the 59th Bomb Squadron at the time.

Upon his return to the Zone of Interior in July of 1943, he was assigned to Lake Charles Air Base in La., as the Commander of the 670th Bomb Squadron, 416th Bomb Group. He departed with this Group for England in January, 1944. Colonel Meng flew 50 combat missions with the 416th Bomb Group and was appointed Deputy Group Commander in August of 1944.

Colonel Meng returned to the ZI again in October of 1945. During the next few years he commanded both a B-29 and a B-45 Reconnaissance Squadron. He was assigned as Director of Materiel of the 91st Reconnaissance Wing in August of 1951. In June, 1953, assigned as Deputy Commander, 26th Strategic Reconnaissance Wing. In July of 1954, he was assigned to the 5th Air Division in French Morrocco, North Africa, as Director of Operations. He served in the 5th Air Division until July of 1955.

The Colonel was appointed Commander of the 26th Strategic Reconnaissance Wing on 16 August 1955.

His decorations and awards include the Presidential Unit Citation, the Distinguished Flying Cross, the Air Medal with eight Oak Leaf Clusters and the Purple Heart.

He is married to the former Miss Betty Beutschner of Tampa, Florida. The Colonel and his wife have two children, a daughter, Ann, age 10 years, and a son, Bill, age 7 years.

PROMOTIONS

2nd Lt., Reserve, 31 Aug 1940; 1st Lt., 1 Feb 1942; Captain, 10 Dec 1942; Major, 6 March 44, Lt Col, 1 Oct 44; Colonel 19 Jan 1951.

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F O R E W O R D

"THE MISSION OF THE 26TH STRATEGIC RECONNAISSANCE WING, MEDIUM, IS TO EXECUTE LONG RANGE STRATEGIC RECONNAISSANCE OPERATIONS ALONE OR JOINTLY WITH FORCES FROM PERMANENT FIXED BASES OR OVERSEAS BASES TO FULFILL REQUIREMENTS FOR COMPLETED RECONNAISSANCE REPORTS AND TARGET MATERIALS."

The period covered in these writings is from 1 May 1955 through 30 September 1955. Authority for consolidating the monthly writings for this five month period was granted by Headquarters Eighth Air Force letter; subject: Authority to Combine Histories of 801st Air Division, dated 27 October 1955.

During this five month period a change of command jurisdiction was experienced effective 1 July 1955, reassigning the 801st Air Division, Lockbourne Air Force Base, Columbus 17, Ohio, from the command of Headquarters Second Air Force, Barksdale Air Force Base, Louisiana to the command of Headquarters Eighth Air Force, Westover Air Force Base, Massachusetts.

The 26th Strategic Reconnaissance Wing experienced another change in command during this period. Brigadier General Henry R. Sullivan, Jr., former commander of the 26th Strategic Reconnaissance Wing was reassigned to Forbes Air Force Base, Topeka, Kansas on 1 August 1955.

Colonel William J. Meng, upon his return assignment to this headquarters from an overseas tour of duty, assumed command of the 26th

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Strategic Reconnaissance Wing effective 16 August 1955.

Also covered in these writings for this five month period the wing saw a number of changes in key personnel assignments.

This five month period showed an overall total of approximately 8,250:00 flying hours accomplished by RB-47 aircraft of the 26th Strategic Reconnaissance Wing.

The major training objectives during this overall period was training of non-ready crews and non-ready personnel; also, emphasis on training and upgrading of air crews was effective.

Of the overall flying hours accomplished during the five months, a total of 1,372 hours were flown by the wing performing missions ordered by higher headquarters.

The primary factors which hampered air crew training, was adverse weather conditions, runway construction at Lockbourne Air Force Base, and the loss of air refueling phase of combat crew training due to the unavailability of tanker support.

The overall training program for the period covered was considered effective in improving this wing's capability to carry out it's assigned mission.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 30 September 1955 the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

3rd Strategic Reconnaissance Squadron

4th Strategic Reconnaissance Squadron

10th Strategic Reconnaissance Squadron

26th Armament and Electronics Squadron

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During the five month period covered in this writing, from 1 May 1955 through 30 September 1955, a number of changes in key personnel of the 26th Strategic Reconnaissance Wing has been effected.

Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), was discontinued effective 2400 hours, 6 May 1955 at APO 937, Seattle, Washington.[1] This detachment was commanded by Colonel Alan F. Adams,[2] 4429A.

Lieutenant Colonel William J. Bausser, 7825A, of this headquarters, was assigned as Director of Materiel, effective 13 June 1955, vice Colonel James T. Gribble Jr., 3695A, reassigned.[3]

Colonel Lawson C. Horner Jr., 4351A, of this headquarters, was assigned as Acting Deputy Commander, effective 4 July 1955, vice Colonel Lewis P. Ensign, 1901A, reassigned.[4] Colonel Ensign was reassigned to the 801st Air Division, this station, effective 1 July 1955.

Lieutenant Colonel Henry M. Hennington, 9696A, of this headquarters, was assigned as Acting Director of Operations, effective 4 July 1955, vice Colonel Horner.[5] Lieutenant Colonel Hennington was the former commander of the 3rd Strategic Reconnaissance Squadron of this headquarters.

---

1. 26th SRWg General Orders No. 9, dated 12 May 1955.
   Subj: "Discontinuance of Detachment" Exhibit No. 1.
2. 26th SRWg General Orders No. 6, dated 25 March 1955.
   Subj: "Announcement of Appointment of Commander" Exhibit No. 2.
3. 26th SRWg General Orders No. 10, dated 13 June 1955.
   Subj: "Staff Assignment" Exhibit No. 3
4. 26th SRWg General Orders No. 11, dated 2 July 1955.
   Subj: "Staff Assignment" Exhibit No. 4.
5. Ibid.

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Lieutenant Colonel Kenneth H. Goetzke, 5839A, of this headquarters, was assigned as Deputy Director of Operations effective 15 July 1955.[6]

Colonel Lawson C. Horner Jr., 4351A, of this headquarters, was assigned as Deputy Commander, effective 18 July 1955.[7]

Lieutenant Colonel Henry M. Hennington, 9696A, of this headquarters, was assigned as Director of Operations, effective 18 July 1955, vice Colonel Horner, relieved.[8]

Colonel Lawson C. Horner Jr., 4351A, of this headquarters, assumed command of the 26th Strategic Reconnaissance Wing (M), effective 22 July 1955.[9] Brigadier General Henry R. Sullivan Jr., 1655A, of this headquarters, the former commander of the 26th Wing, was reassigned to Forbes Air Force Base, Topeka, Kansas, effective 1 August 1955, and departed this station on 22 July 1955.

Colonel William J. Meng, 4510A, of this headquarters, assumed command of the 26th Strategic Reconnaissance Wing (M), effective 16 August 1955, vice Colonel Horner relieved.[10] Colonel Meng, about one year ago was Deputy Commander of the 26th Wing under General (then Colonel) Sullivan. Colonel Meng has returned to this headquarters after a tour overseas as Director of Operations of the 5th Air Division.

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6. 26th SRWg General Orders No. 12, dated 19 July 1955.
   Subj: "Staff Assignment" Exhibit No. 5.
7. Ibid.
8. Ibid.
9. 26th SRWg General Orders No. 13, dated 22 July 1955.
   Subj: "Assumption of Command" Exhibit No. 6
10. 26th SRWg General Orders No. 16, dated 16 August 1955.
   Subj: "Assumption of Command" Exhibit No. 7

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Colonel Lawson C. Horner Jr., 4351A, of this headquarters, was reassigned as Deputy Commander of the 26th S. R. Wing, effective 16 August 1955.[11]

Major James A. Roberts, A0664259, of this headquarters, was assigned as Adjutant of the 26th Strategic Reconnaissance Wing (M), effective 31 August 1955, vice Major Charles A. Wright, A0415651, deceased.[12] Major Roberts was the former commander of the Headquarters Squadron Section of the 26th Strategic Reconnaissance Wing. Major Wright was the 26th S. R. Wing Adjutant for the past three and half years.

Captain Jean Y. J. Sharp, A0800409, of this headquarters, was appointed as Commander, Headquarters Squadron Section, of the 26th S. R. Wing, effective 31 August 1955, vice Major Roberts relieved.[13]

The 6th Strategic Reconnaissance Squadron (M) of the 70th Strategic Reconnaissance Wing (M) (SAC), Little Rock Air Force Base, Arkansas, was attached to the 26th Strategic Reconnaissance Wing (M) for training purposes only, effective 2 May 1955.[14]

The 4025th Strategic Reconnaissance Squadron, Light, was organized at this station effective 8 June 1955, and assigned to the 801st Air Division, and was further attached to the 26th Strategic

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11. 26th SRWg General Orders No. 17, dated 16 August 1955. Subj: "Staff Assignment" Exhibit No. 8
12. 26th SRWg General Orders No. 18, dated 31 August 1955. Subj: "Announcement of Appointment of Commander" & "Staff Assignment" Exhibit No. 9
13. Ibid.
14. 801st AD General Orders No. 8, dated 5 May 1955. Exhibit No. 10

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Reconnaissance Wing, this station for all purposes.[15]

Operational control of this unit will be retained by Headquarters Strategic Air Command.

Authority was: SAC Regulation 20-4, 12 March 1953, General Order number 43, Headquarters Strategic Air Command, 10 June 1955, and SAC message DPLMC 41765, 28 May 1955.

Command jurisdiction of the 801st Air Division, this station, was effected by Headquarters Eighth Air Force, Westover Air Force Base, Massachusetts, effective 1 July 1955.[16] The 801st Air Division, this station was formerly under the command jurisdiction of Headquarters Second Air Force, Barksdale Air Force Base, Louisiana.

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15. 801st AD General Orders No. 11, dated 14 July 1955. Subj: "Attachment of the 4025th S.R. Sqdn,(L)" Exhibit No. 11
16. SAC General Orders No. 45, dated 16 June 1955. Subj: "Intercommand Transfer of Jurisdiction of Strategic Air Command Air Force Bases". Exhibit No. 18.

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CHAPTER II

PERSONNEL

The following breakdown by month for the five month period covered in these writings, 1 May 1955 through 30 September 1955, shows a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wings as of the last day of each month:

MAY 1955[1]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	325	286
AIRMEN	1189	1207
TOTAL. .	1514	1493

JUNE 1955[2]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	325	281
AIRMEN	1203	1200
TOTAL. .	1528	1481

1. Report, "Status of Officers and Airmen" May 55, prepared by 26th SRWg Pers Section.
2. Ibid., June 55.

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JULY 1955[3]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	325	275
AIRMEN	1203	1191
TOTAL. .	1528	1466

AUGUST 1955[4]

OFFICERS	325	273
AIRMEN	1203	1191
TOTAL. .	1528	1472

SEPTEMBER 1955[5]

OFFICERS	325	271
AIRMEN	1205	1197
TOTAL. .	1530	1468

Changes noted in assigned strength between months was due to normal attrition.

For the month of May 1955, of the 325 officers authorized, 269 were effectively assigned for a wing percentage of 83 percent effectively manned. Of the 1189 airmen authorized, 922 were effectively assigned in May, for a wing percentage of 79 percent effectively manned.[6]

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3. Report, "Status of Officers and Airmen" July 55, prepared by 26th SRWg Pers Section.
4. Ibid., August 55.
5. Ibid., Sept 55.
6. 26th SRWg Manning Status Report, 31 May 55.

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For the month of June 1955, 252 officers were effectively assigned for a wing percentage of 78 percent effectively manned. In June there were 907 airmen effectively assigned for a wing percentage of 75 percent effectively manned.[7]

For the month of July 1955, 275 officers were effectively assigned for a wing percentage of 77 percent effectively manned. Of the 1191 airmen assigned in July, 88 percent were effectively assigned by UAFSC for a wing percentage of 74 percent effectively manned.[8]

For the month of August 1955, 273 officers were assigned for a wing percentage of 84 percent body manned. There were 249 officers effectively assigned by DAFSC for an effective manning percentage of 77 percent. Of the 1199 airmen assigned in August, 882 were effectively assigned by UAFSC for a wing percentage of 73 percent effectively manned.[9]

For the month of September 1955, 271 officers were assigned for a wing percentage of 83 percent body manned. There were 250 officers effecrively assigned by DAFSC for an effective manning percentage of 79 percent. Of the 1197 airmen assigned in September, 829 were effectively assigned by UAFSC for a percentage of 69 percent effectively manned.[10]

It was reported during the month of June 1955, that a numerical shortage as well as a "7" supervisor and technician level shortage had

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7. 26th SRWg Manning Status Report, 30 June 55.
8. Ibid., 31 July 55.
9. Ibid., 31 Aug 55.
10. Ibid., 30 Sept 55.

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developed in certain AFSC's within the Wing due to overseas commitments and discharges during May and June 1955. A listing of the critical "7" level shortages were as follows:[11]

AFSC	AUTH	ASGD
32170E	35	11
32370C	12	1*
43171E	97	47
60170	8	4
92270	3	0

* Reported as 6 due for separation within 60 days at end of June 1955.

The numerical shortage in June, in the following career fields were:

AFSC	AUTH	ASGD
70010	0	10
70230	22	22*
70250	47	25**
70270	6	6
70252	1	0
TOTAL	76	63

*Indicated five were DALVP for overseas in June.
**Indicates nine were due for separation within 30 days at end of June.

The above manning figures indicated a critical shortage of 27 administrative clerks within the following 30 days at the end of June 1955; ten of the remaining 49 airmen in this field were at the helper level.

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11. Air Tng Rpt for Month of June 55 (RCS: 3-SAC-T12) Exhibit No. 12

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AFSC	AUTH	ASGD
73231	2	2
73251	17	5
73230	4	4
73250	7	5
73270	3	5
TOTAL	33	21

It was reported during the month of July 1955 that the following figures reflected the critical shortage of qualified personnel specialist and administrative clerks assigned the Wing.[12]

AFSC	AUTH	ASGD
73230	4	4*
73250	7	4**
73231	2	1
73251	17	7
73270	3	3
TOTAL	33	19

* Indicated 2 on O/S project in July
**Indicated 1 - ZI PCS in July

It was reported during the month of August 1955 that a numerical shortage at the supervisor and technician level had developed in the following AFSC's:[13]

Administration

AFSC	AUTH	ASGD
70010	0	8
70230	23	18*
70250	47	19**
70270	6	7
TOTAL	76	52

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12. Air Tng Rpt for month of July 55 (RCS: 3-SAC-T12) Exhibit No. 13.
13. Air Tng Rpt for month of Aug 55 (RCS: 3-SAC-T12) Exhibit No. 14.

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* Indicated four on O/S projects in August.
**Indicated five DOS in September.

Personnel

AFSC	AUTH	ASGD
73230	3	4
73250	7	4*
73270	3	3
TOTAL	13	11

*Indicated 2 O O/S projects in August.

K-Systems

AFSC	AUTH	ASGD
32170E	35	7*

*Indicated reassignments in ZI in September.

Aircraft Maintenance Technician

AFSC	AUTH	ASGD
43171E	97	56*

*Indicated 1 O DOS in September.

For the month of September 1955 a numerical shortage at the supervisor and technician level still exist in the following career fields:[14]

Administration

AFSC	AUTH	ASGD
70010	0	8 *
70230	23	20 *

14. Air Tng Rpt for month of Sept 55 (RCS: 3-SAC-T12) Exhibit No. 15.

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Administration (Continued)

AFSC	AUTH	ASGD
70250	47	13**
70270	6	7*

* Indicated 7 - O/S projects
**Indicated 2 - DOS in October

Personnel

AFSC	AUTH	ASGD
73230	3	4
73250	7	2 *
73270	3	5

* Indicated 1 - O/S project and 1 - DOS in October

73231	2	1
73251	17	7*

* Indicated 1 - O/S project

Aircraft Maintenance Technicians

AFSC	AUTH	ASGD
73171E	97	59 *

* Indicated 1 - DOS in October

The continuous withdrawal of qualified personnel specialist and administrative clerks for ZI and foreign service assignments and shortages indicated by the foregoing manning figures has impaired the overall efficiency of the wing. Consideration should be given by higher headquarters to levy foreign service quotas on the number of airmen assigned who are eligible for overseas assignments in accordance with AFM 35-11.

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Foreign service levies and separations from the service continue to be a "sore spot" in the wing's capability to fulfill the assigned mission.

As a result of our shortage of personnel and administrative career field personnel, and our assignment to Eighth Air Force control on the 1 July 1955 and Eighth AF Regulation 30-2, the 26th Wing Directorate of Personnel has established a consolidated records section. The first phase in establishing the section was initiated on 2 June 1955. Action was completed and all records in place by the 6 June 1955. Our request for waiver of Eighth AF Reg 30-2 for consolidation of M/R was not favorably considered. The morning report along with SF 601, immunization records, has been consolidated for all squadrons of the wing. This action was completed on 26 September 1955.

During the month of May 1955 there were 1 AWOL's for a rate of .57 percent. Three individuals were punished under Article 15 for a percentage of .2 percent. There were four court martials administered for a rate of .3 percent.[15]

During the month of June 1955 there were two AWOL's for a rate of 1.33 percent. Six individuals were punished under Article 15 for a rate of .4 percent. There were no court martials administered.[16]

During the month of July 1955 there were 3 AWOL's for a rate of 2.6 percent.[17]

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15. Rpt, SAC Management Control Systems scores, 16 Aug 55.
16. Rpt, SAC Management Control System scores, June 55.
17. Rpt, SAC Management Control System scores, July 55.

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During the month of August 1955 there were 1 AWOL's for a rate of .73 percent.[18]

During the month of September 1955 there were 3 AWOL's for a rate of 2.14 percent.[19]

During the month of May 1955, the following changes in crew status became effective: Crew N-14 upgraded to R-14; crew N-39 upgraded to R-39; crew R-37 upgraded to L-37; crew R-53 upgraded to L-53; crew R-67 upgraded to L-67; crew R-70 upgraded to L-70; crew R-74 upgraded to L-74; crew N-79 upgraded to R-79; crew N-88 upgraded to R-88; crew N-99 upgraded to R-99; crew L-34 was transferred to the 70th SRWing on 17 May 1955.[20]

In May there were five crews classified as select, for a percentage classified as select of 11 percent. There were 19 crews either lead or select for a percentage of 42 percent. There were 37 crews or 82 percent in a training status, ready, lead or select. The total number of crews assigned for the month of May was 45.[21]

At the end of June 1955, 14 observers AFSC 1521 A/F were assigned with 12 still attending B-47 upgrading course 152100B at Mather Air Force Base, California. Upon completing of subject course phase II observer training will be required with a completion date approximately October through December 1955. For assignment to crews a total of 11 aircraft commanders and 10 pilots will be required to form 12 crews to effectively utilize these observers.[22]

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18. Rpt, SAC Management Control System scores, Aug 55.
19. Ibid., Sept 55.
20. Air Tng Rpt for Month of May 55 (RCS: 3-SAC-T12) Exhibit No. 16.
21. Ibid., June 55. Exhibit No. 12.
22. Ibid., June 55. Exhibit No. 12.

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The following is a rundown on combat crews for the month of June 1955:

SELECT	LEAD	READY & NON-COMBAT READY
5	16	24

During the month of June, this wing had an average under operational control of 45 crews. During June this wing had an average of 33.6 percent operational ready crews. The following changes in crew status became effective: Crew L-80 downgraded to N-80; crew R-71 downgraded to N-71; crews R-01, R-25, R-69 and R-03 were upgraded to lead, L-01, L-25, L-69, and L-03, respectively, effective 1 June 1955. Crew R-14 was downgraded to N-14, effective 6 June 1955; crew L-72 was downgraded to IN-72 effective 9 June 1955.[23]

During the month of July 1955, six "5 X" staff crews were formed, crew positions were filled by personnel working in wing staff positions.[24]

One lead crew, L-19, was reassigned to the 70th SRWing effective 15 July 1955. This action caused this wing to regress in combat readiness from 34 combat ready crews to an all time low of 33 during the first half of 1955.[25]

The combat ready crews were upgraded to lead status effective 1 July 1955. Crew IN-27 was disbanded effective 18 July 1955. This action brought the total number of assigned crews to 43.[26] In order for the wing to be at combat ready strength we must have at least 32 crews

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23. Air Tng Rpt for month of June 55 (RCS: 3-SAC-T12) Exhibit No. 12.
24. Ibid., July 55. Exhibit No. 13.
25. Ibid.
26. Ibid.

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combat ready.

This wing had a total of 43 assigned crews in July against an authorization of 66 crews. Of the 43 assigned, five were select or 12 percent; 15 crews were lead and select or 47 percent; 33 crews were combat ready, lead or select for an average of 77 percent. Ten crews were non-combat ready, and of this ten, only one was checked out in accordance with SAC Regulation 51-19.[27]

During the month of August 1955, crew R-75 was upgraded to lead effective 1 August 1955. Crew IN-61 and IN-64 were upgraded to combat ready effective 1 August 1955.[28]

A letter was forwarded to Headquarters Eighth Air Force on 4 August 1955 requesting the Eighth AF P13 report be discontinued and that the additional information required by Eighth AF Reg 51-11 be added to the SAC - P13 report and SAC - P53 report.

Crew IN-26 was upgraded to R-26 effective 15 August 1955. Orders were requested forming crews IN-28 effective 19 August 1955.[29]

During the month of September 1955, crews IN-92 and IN-28 were upgraded to combat ready effective 1 September. On 8 September, crew IN-29 was formed and crew R-11 was disbanded. Crew L-41 was disbanded on 15 September along with L-84. Crew IN-30 was formed effective 15 September 1955.[30]

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27. Air Tng Rpt for month of July 55 (RCS: 3-SAC-T12) Exhibit No. 13
28. Ibid., Aug 55, Exhibit No. 14.
29. Ibid.
30. Ibid., Sept 55, Exhibit No. 15.

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As of 1 September, a total of 38 combat ready and 6 non-combat ready crews were assigned, of which five were IN crews.[31]

On 30 September, the 26th SR Wing had a total of 35 combat ready crews and 8 non-combat ready crews, of which seven crews were IN crews assigned. A total of 44 combat crews were assigned against an authorization of 66 crews.[32]

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31. Air Tng Rpt for month of Sept 55 (RCS: 3-SAC-T12) Exhibit No. 15.
32. Ibid.

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CHAPTER III

OPERATIONS AND TRAINING

During the five month period covered in these writings, from 1 May 1955 through 30 September 1955, reconnaissance crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of approximately 9,659:05 flying hours.[1] This time included the flying hours accomplished on training missions, missions directed by higher headquarters, special missions, and time logged on test flights.

The following chart shows the total flying hours accomplished for training missions by month covering the five month period in comparision with that scheduled:[2]

MONTH	FLYING HOURS ACCOMPLISHED	SCHEDULED
May	1504:35	1402:00
June	1467:20	1329:00
July	1048:10	1021:00
August	1128:40	1032:00
September	1186:25	1301:00
TOTAL	6335:10	6085:00

1. 26th SRWg Operations & Training History for months indicated. On File in 26th SRWg Hist Section, Cl: SECRET.
2. Ibid.

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Included in the total of 9,659:05 flying hours accomplished during the five month period are the following times: 1,372:45 flying hours accomplished performing missions ordered by higher headquarters; crews and aircraft of the 6th Strategic Reconnaissance Squadron, of the 70th Strategic Reconnaissance Wing (attached to the 26th SRW for flying purposes) accomplished 1,829 flying hours; from 1 May 1955 through 7 May 1955, 22:10 flying hours was performed by the 26th SRWing in support of SAC Operations Order 81-55 (Operations Seashore); approximately 100 flying hours was accomplished on test flights.[3]

There were 1443 sorties flown during the five month period.[4] Included in this total were 344 sorties flown by crews and aircraft of the 6th Strategic Reconnaissance Squadron, 70th SRW. The number of sorties actually flown by members of the 26th SRW totalled 1,099.

The following chart shows the number of sorties flown by month for the period in comparison with the number scheduled.[5]

	SORTIES FLOWN	SORTIES SCHEDULED
May	206	186
June	256	208
July	212	226
August	223	263
September	202	225
TOTAL	1099	1108

3. 26th SRWg Operations & Training History for Months indicated. On file in 26th SRWg Hist Section. CL: SECRET.
4. Ibid.
5. Ibid.

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For the period covered in these writings, from 1 May 1955 through 30 September 1955, the following breakdown by month shows flying hours flown by the 26th Strategic Reconnaissance Wing performing missions ordered by higher headquarters:

MAY 1955[6]

MISSION	HOURS FLOWN
WADC Project Q-56-700 (XQ-56 Radar)	38:50
Armed Forces Day Flyover	44:15
SAC Ops Order 81-55 (Seashore) (Includes return flights from OCLUS only)	22:10
Ferrying Aircraft	20:30
TOTAL	134:45

The loss of air refueling due to the unavailability of tanker support during May seriously hampered the operational planning and scheduling of this wing and restricted this phase of combat crew training. During the month of May, 21 scheduled sorties were incomplete due to the unavailability of tankers for air refueling.[7]

JUNE 1955[8]

MISSION	HOURS FLOWN
WADC Project Q-56-700 (XQ-56 Radar)	39:25
SAC Ops Order 86-55 (Airblast)	82:35
Ferrying Aircraft	14:50
TOTAL	136:50

6. Air Tng Rpt for month of May 55 (RCS: 3-SAC-T12) Exhibit No. 16
7. Ibid.
8. Ibid., June 55. Exhibit No. 12.

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Three scheduled sorties and 19 flying hours were cancelled due to adverse weather conditions during the month of June.[9]

JULY 1955[10]

MISSION	HOURS FLOWN
WADC Project Q-56-700 (XQ-56 Radar)	56:15
Detroit Flyover	135:25
SES	81:45
8AF Ops Order 92-55 ("Lock-On")	49:50
8AF Reno Project (Photography of Westover AFB and Portsmouth AFB)	13:55
Ferrying Aircraft	4:35
TOTAL	341:45

Nineteen scheduled sorties and 120:30 flying hours were cancelled due to adverse weather or excessive wind conditions during the month of July.[11]

AUGUST 1955[12]

MISSION	HOURS FLOWN
WADC Project Q-56-700 (XQ-56 Radar)	103:40
SES	120:55
Sioux Fall, S. D. Flyover	21:10
USAF Project 54-N-56 (Photography of Lockbourne AFB)	13:00

9. Air Tng Rpt for month of June 55. (RCS: 3-SAC-T12) Exhibit No. 12.
10. Ibid., July 55, Exhibit No. 13.
11. Ibid.
12. Ibid., Aug 55. Exhibit No. 14.

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AUGUST 1955 (Continued)

MISSION	HOURS FLOWN
8AF Project 55-N-56 (Photography of Westover AFB and Portsmouth AFB)	8:50
SAC Radar Reconnaissance Project (Testing of Radar Calibration Devices)	15:30
TOTAL	283:05

Runway construction at Lockbourne AFB during the month of August has materially hampered flying training and had adversely affected flying hour utilization. Alternately the active runway has been restricted to take-offs and landings in one direction only, dependent on the area of runway undergoing construction. This condition has caused ten sortie cancellations due to excessive tailwind component on the active runway, and has caused numerous airborne aircraft to be diverted to alternate bases.[13]

In addition, nine scheduled sorties were cancelled due to saturation of the ARTC clearance capability by inbound, hurricane evacuation aircraft. Total flying hours lost during the month of August due to weather or local conditions was 106:30 hours.[14]

SEPTEMBER 1955[15]

MISSION	HOURS FLOWN
Operations "Posthole"	230:15
Q-56 Radar Project	78:30
SAC Reconnaissance Competition	38:20

13. Air Tng Rpt for month of Aug 55 (RCS: 3-SAC-T12) Exhibit No. 14.
14. Ibid.
15. Ibid., Sept 55. Exhibit No. 15.

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SEPTEMBER 1955 (Continued)

MISSION	HOURS FLOWN
Ferrying Aircraft	64:35
8AF Ops Order 135-55 (Grainfield)	25:05
8AF 55-M5 (Photography of Westover AFB and Portsmouth AFB)	15:50
Operations "Late Summer"	6:00
SAC Radar Reconnaissance Project (Testing of Radar Calibration Devices)	6:50
Indoctrination for 8AF Staff	10:15
TOTAL	475:40

Forty-seven scheduled sorties and 285 flying hours were cancelled during the month of September due to adverse weather. In addition 12 sorties and 52 hours flown in support of Operations "Posthole" were ineffective due to weather conditions.[16]

The following Wing Commander's "comments or recommendations" were extracted from Part V of the Air Training Reports (RCS: 3-SAC-T12) for the months of May through September 1955, as indicated:

MAY 1955[17]

The continuing loss of air refueling due to the unavailability of tanker support is seriously hampering the operational planning and scheduling of this wing and is restricting this phase of combat crew training. During the month, twenty-one scheduled sorties were

16. Air Tng Rpt for month of Sept 55 (RCS: 3-SAC-T12) Exhibit No. 15
17. Ibid., May 55. Exhibit No. 16.

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incomplete due to the unavailability of tankers for air refueling.

This problem will become extremely acute during the month of June. To date not a single tanker has been confirmed for air refueling support for June. The 26th Air Refueling Squadron, 42nd Air Refueling Squadron, 91st Air Refueling Squadron and the 321st Air Refueling Squadron have been contacted for support with negative results.

During the month of June this wing will require six tankers each Monday, Wednesday and Friday, with tankers capable of off-loading 40,000# of fuel. Higher headquarters assistance is needed to fulfill this requirement whereby quarterly training minimums can be accomplished and a high degree of air refueling proficiency maintained.

Reference 2AF message DOTB 4435, dated 23 Feb 55, the following gunnery mission was flown at SES during the period.

Crew	ACFT CMDR	ROUNDS LOADED	ROUNDS FIRED
L34	AUERBACH	700	700
L41	HIGGINS	700	200

Training accomplished by crews presently attending SES will be reported in the monthly 3-SAC-T12 correction report.

JUNE 1955[18]

Clarification is requested of SAC messages DOTRPO 33796 dated 30 Apr 55 and DOTRPO 34747, dated 4 May 55, Subject: RBS bombing requirement contained in SAC Regs 50-8 and 51-26. Subject messages indicate

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18. Air Tng Rpt for month of June 55 (RCS: 3-SAC-T12) Exhibit No. 12.

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that policies contained therein apply to RBS photoflash runs only and that only record RBS will be accomplished during a normal training quarter with the option of record or practice RBS during the special training month. Informal interpretations received verbally from officer members of the SAC Surveillance Branch indicate that cited policies should apply to all 50-8 training activity. A clear interpretation of this policy is requested.

Reference 2AF message DOTG 2628, dated 14 June 55, Subject: Judo Injuries, the following is submitted: During the period 1 Jan 55 thru 30 Jun 55 three combat crew personnel were seriously injured while participating in judo training. These injuries, shoulder, collarbone and back, rendered subject personnel incapable of performing combat crew duty for a period of two to three weeks each. In addition, numerous other combat crew personnel received minor injuries which were incurred while participating in judo training. These injuries prevented personnel from accomplishing further judo training for a period of one to seven days.

Reference 2AF message DOTB 4435, dated 23 Feb 55, the following gunnery missions were flown at SES during the period.

CREW #	ACFT COMDR	ROUNDS LOADED	ROUNDS FIRED
L03	O'NEILL	700	700
L25	SIMON	700	340
L37	GUISINGER	700	28
L53	MELVILLE	700	700

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CREW#	ACFT COMDR	ROUNDS LOADED	ROUNDS FIRED
L67	ROBINSON	700	700
L70	HARRIS	700	700

It is recommended that par 7i (3) (a), Suppl XI, SAC Reg 50-8, dated 16 Jun 55, which requires the dropping of three photoflash bombs when accomplishing a high altitude night photographic run, be amended to require stereo coverage of the target only. This can be accomplished with the dropping of only two bombs for each run and is recognized by SAC Reg 50-26, dated 16 Jun 55, Subject: Specification and Standards of Acceptability for Evaluation of Aerial Photography.

To satisfy the present quarterly training requirement of four high altitude actual photoflash runs per combat ready crew, a minimum of twelve bombs must be dropped. As the RB-47 aircraft can accomodate a bomb load of only 10 bombs, a minimum of two sorties are required per crew to accomplish this quarterly requirement. In practice, due to weather and equipment malfunctions which are causing numerous unsuccessful sorties, many combat crews are flying three to six sorties attempt-int to complete this night photographic requirement.

These make-up sorties are greatly hampering operational planning and scheduling and are causing an excessive expenditure of maintenance effort and flying hours.

It is felt that the adoption of subject recommendation will materially improve this problem area and effect a substantial savings in time, effort and expense without impairing the quality of training or unit capability.

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JULY 1955[19]

The continuing loss of qualified personnel in support of mandatory school and PCS quotas has seriously retarded the growth of this wing and is causing serious regressions in combat strength and potential. A recapitulation of losses incurred due to mandatory quotas during the period of 1 Feb 55 through 31 July 1955 follows:

(1) Combat Crew Personnel:

(a) Aircraft Commanders:	5	to Pilot AOB School
	2	to fill Staff Vacancies
	3	to 70th SRWg
	1	to Squadron Officer Course
Total	11	
(b) Pilots:	10	to 70th SRWg
	2	to fill Staff Vacancies
	1	to Pilot AOB School
Total	13	
(c) Observers:	6	to fill Staff Vacancies
	2	to 70th SRWg
	1	PCS USAFIT
	2	to Squadron Officers Course
Total	11	

(2) Staff personnel losses which have caused crew regression:

Deputy Wing Commander	PCS
Director of Operations	PCS
Deputy Director of Operations	PCS
Director of Materiel	PCS
Wing Operations Officer	PCS
Wing Plans Officer	PCS
Wing Observer	PCS
Squadron Observer	PCS

The above losses do not include attrition losses due to grounding, separations etc., and during the period one crew which has been reported missing.

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19. Air Tng Rpt for month of July 55 (RCS:3-SAC-T12) Exhibit No. 13.

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This wing had 43 combat ready crews assigned as of 1 Feb 55. Only 33 combat ready crews remained as of 31 July 55, even though eight non-ready crews have been upgraded to ready status during the period. A recapitulation of crew instability and regression due to mandatory losses of personnel follows:

MONTH	CR CREWS DISBANDED	CR CREWS REGRESSED	NCR CREWS DISBANDED	NCR CREWS FORMED	NCR CREWS UPGRADED
FEB	2	1		2	
MAR	3	2	2	2	1
APR	3			2	
MAY	1				6
JUNE	2	3	3	4	
JULY	1		1		1
TOTAL	13	6	6	10	8

Runway construction at Lockbourne AFB during the month of July 55 has materially hampered flying training and has adversely affected flying hour utilization. The runway has been closed to all traffic between the hours of 0600 to 1600 hours daily, and for a one week period from 0400 to 2400 hours. Alternately the active runway has been restricted to take-offs and landings in one direction only, dependent on the area of runway undergoing construction. This condition has caused numerous sortie cancellations due to tailwind component on the active runway and has caused numerous airborne aircraft to be diverted to alternate bases.

The following gunnery missions were flown at SES during the period:

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CREW #	ACFT COMDR	ROUNDS LOADED	ROUNDS FIRED
L35	JONES	700	450
L69	LAPPO	700	700
L74	COMMERFORD	700	700

AUGUST 1955[20]

The continuing loss of scheduled air refueling sorties coupled with repeated schedule changes in air refueling. Support is rendering this wing's operational planning and scheduling ineffective and is adversely affecting this phase of combat crew training. A summary of the August air refueling activity follows:

Sorties requested:	57
Sorties confirmed: (Includes make-up)	63
Sorties successful:	27
Percent of sorties successful:	43 percent.

A summary of air refueling support programmed for September follows:

Sorties requested:	57
Sorties confirmed:	46
Schedule changes: (Requested vs confirmed)	18
Percent of requested sorties confirmed	81 percent

20. Air Tng Rpt for month of Aug 55 (RCS:3-SAC-T12) Exhibit No. 14

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The number of air refueling sorties requested represents the minimum number of effective refuelings this wing must receive to accomplish minimum training and maintain the desired air refueling proficiency level. Any shortages in air refueling support will result in a corresponding loss of 50-8 training and regression of non-ready crew upgrading.

The following gunnery missions were flown at SES during the period.

CREW #	ACFT COMDR	ROUNDS LOADED	ROUNDS FIRED
S15	MOORE	700	700
L68	BROWN	700	700

SEPTEMBER 1955[21]

This wing was ordered to participate in Operations "Posthole" commencing on 23 Sept 55. In preparation for this exercise, a stand-down was effected during the period of 20 Sept thru 22 Sept.

On 23 Sept the initial increment of aircraft was launched as scheduled. On the IP to target run, the first aircraft encountered severe turbulence and weather and was unable to identify the aiming point due to thunderstorms in the target area until 50 seconds before the bomb release point. Because of these adverse conditions, the remaining aircraft of the first increment were not committed to the bomb run but were recalled to home station.

Operation "Posthole" was rescheduled for the three day period

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21. Air Tng Rpt for month of Sept 55 (RCS: 3-SAC-T12) Exhibit No. 15.

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commencing on 27 Sept 55. A twenty-four hour delay was again necessitated due to adverse weather locally and in the target area. On Sept 28, the first increment of aircraft accomplished the mission as briefed. Adverse weather in the target area forced the further cancellation of the second increment on 29 Sept. On 30 Sept, both the second and third increment of aircraft were able to accomplish the mission.

As noted above, this wing's maintenance and operational effort during the ten day period beginning on 29 Sept was primarily expended in support of Operations "Posthole". Adverse weather conditions during this period caused the cancellation of 47 scheduled sorties and in addition, rendered 12 airborne sorties ineffective. The monthly operational planning and scheduling program was likewise rendered ineffective.

These adverse conditions which were beyond this wing's control were the primary cause of low flying hours accomplished, low flying hour utilization, the retardation of crew upgrading and 50-8 training, and the loss of scheduled ground training.

The air refueling support received by this wing during the month continues below the minimum acceptable training requirement. In addition, repeated changes in the air refueling schedule are undermining all efforts to implement a logical and effective operational plan.

Fifty seven air refueling sorties were requested for the month of September. This represented the minimum number of sorties necessary for maintaining the air refueling proficiency of combat ready crews and for check-out and upgrading of non-ready crews. Only 20 air refueling sorties were successful, i.e., 35 percent required.

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Schedule changes of air refueling support were required on twenty flying days of the month. Fifty-nine changes of air refueling sorties were required during these twenty days. This resulted in 59 changes for air refueling alone in the wing monthly operation plan.

No air refueling support was requested by this wing during the period 20 to 26 September due to operation "Posthole". However, ten air refueling sorties were scheduled during this period by higher headquarters. By necessity these were cancelled. Weather delays in the execution of operation "Posthole" required the cancellation of eleven additional air refueling sorties.

A summary of the September air refueling activity follows:

Sorties requested	57
Sorties scheduled (Includes reschedules)	53
Schedule changes	59
Sorties successful	20
Cancelled by receiver	2
Cancelled by tanker	6
Cancelled by 8AF	4
Cancelled due to "Post-hole".	21

The 26th Strategic Reconnaissance Wing flying training program for the special training month of August 1955 had the following general objectives:[22]

(1) Concentration on known areas of weakness.

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22. Air Tng Rpt for month of Aug 55 (RCS: 3-SAC-T12) Exhibit No. 14.

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(2) Emphasis on training and upgrading non-combat ready crews.

(3) Emphasis on training in seasonal tactics.

(4) Experimentation with new tactics and equipment.

(5) Continuation of proficiency training under the principles outlined in SAC Reg 50-8.

(6) Reduction of normal training months flying commitments.

The program was based on the following data:

	Projected	Actual
(1) Aircraft available	42	42
(2) Average flying time per aircraft	24.5	27.4
(3) Total flying time available	1028	1151

In order to attain the general objectives indicated above the following requirements are listed in the order of priority established for their accomplishment. The projected and actual flying time for accomplishment is indicated as follows:

	Projected	Actual	% Accomplished
(1) Accomplishment of AFR 60-2	1028	1151	100
(2) Strategic Evaluation	96	120	100
(3) Practice Recon Competition	60	60	100
(4) Non-Combat ready crew training	278	317	100
(5) Combat ready crew training	244	249	100
(6) Test Hops	20	19	95

All programmed flying training goals were accomplished during the month. Differences between projected and actual flying hours in specific crew categories were primarily due to schedule changes which were necessitated by local weather and the runway construction at Lockbourne AFB.

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The ground training program for the wing during the month of August had the following objectives:[23]

(1) An effective aircrew ground training program.

(2) An effective maintenance ground training program.

To attain the general objectives outlined above, and effectively utilize the time resulting from a reduction of flying time, the following ground training requirements were established.

(1) Support three spaces, SAC Survival School, Stead AFB.

(2) Two combat crews to participate in survival exercise "Chuck Wagon #2".

(3) Pilots on combat crews to accomplish 192 hours instrument training.

(4) Aircrew personnel to accomplish 114 hours refresher training in systems and emergency procedures.

(5) Combat crews to accomplish 360 hours of target study.

(6) Mobility rehearsal 13,680 hours.

(7) Aircrew personnel to accomplish 1,369 hours of training in compliance with SAC Reg 50-24.

(8) Non-aircrew personnel to accomplish 2,324 hours of training in compliance with SAC Reg 50-24.

(9) Maintenance technicians and ground crews to accomplish 2,708 hours of ground training in areas of weakness.

(10) Emphasis to be placed on T. O. compliance.

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23. Air Tng Rpt for month of Aug 55 (RCS: 3-SAC-T12) Exhibit No. 14.

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Each ground training requirement listed above was accomplished as indicated below:

(1)	Advanced Survival School:	3 Personnel
(2)	Chuck Wagon #3	2 Combat crews
(3)	Instrument Training	304 hours
(4)	Aircrew Emergency Procedures	132 hours
(5)	Target Study	669 hours
(6)	Mobility Rehearsal	13,680 hours
(7)	Aircrew SAC Reg 50-24 training	1,403 hours
(8)	Non-aircrew SAC Reg 50-24 training	2,568 hours
(9)	Maintenance Personnel training (MTD)	2,274 hours
(10)	T. O. Compliance	449 hours
(11)	Altitude Indoctrination	12 Personnel
(12)	T1A Gunnery Training	56 hours
(13)	Combatitive Measures	66 hours
(14)	Special Weapons "D" Course	Not applicable

All ground training programmed above was successfully accomplished, and in most categories the amount of training accomplished exceeds that which was programmed.

The maintenance personnel training reported as accomplished above reflects formal MTD training accomplished only. A sizable amount of additional ground training was accomplished by maintenance technicians and ground crews and is reported in the writings that follow.

The following action was taken during the month of August to improve

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the quality of maintenance and maintenance supervision.[24]

(1) During the first week in August, each quadron maintenance section was given a lecture on SAC Technical Pamphlet 66-1 (Time Card Procedures). Production Analysis personnel have delivered additional lecture and question and answer periods during the second and third weeks of August. The importance of logging true information on the time cards was stressed.

(2) The chief of maintenance and production analysis officer conducted a four hour class on SAC Manual 66-14 (Production Control of Aircraft maintenance). This class was attended by all the wing maintenance officers, maintenance supervisors and personnel of maintenance control. Strict compliance with this and other manuals was stressed.

(3) During the month of August, 30 maintenance personnel attended Mobile Training Detachment classes; 19 maintenance personnel were TDY attending technical schools; each squadron had daily and weekly maintenance meetings; field representative and supervisory personnel conducted formal and informal on-the-job training; the 26th Armament and Electronics Squadron had three classes on SAC Manual 66-14; and each squadron maintenance officer took an active interest in stressing training.

(4) From 16 July to 15 August 1955, 290 technical orders compliances were accomplished with a 329 manhour backlog reduction. From 16 August through the end of the month, 70 technical order compliances were accomplished with 286 manhour backlog reduction.

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24. Air Tng Rpt for month of Aug 55 (RCS: 3-SAC-T12) Exhibit No. 14.

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Non-ready crew training received increased emphasis during the month of August. Each assigned non-ready crew member accomplished an average of 35.5 flying training hours, which resulted in one non-ready crew being upgraded to combat ready status on 15 August and two crews to be upgraded to combat ready on 1 September. The upgrading training of the remaining non-ready crews was similiarly accellerated.

All available combat ready crews accomplished a minimum of one grid celestial navigation leg during the month in addition to concentration on other areas of known weakness. All select and lead crews participated in XQ-56 radar testing mission commensurate with equipment availability. A sizable increase of XQ-56 radar flight time was realized with 103:40 hours flown.

The overall training program for the month of August was considered effective in improving this wing's capability to carry out its assigned mission. All planned objectives were satisfactorily achieved.

Personnel losses continued to harass the intelligence section in the wing until the middle of the month of May. One officer and one airman gain were sacrificed to meet a personnel assessment in building up the newly activated 70th Strategic Reconnaissance Wing Intelligence Section.[25]

Two additional officer gains late in May, one to the target materiel branch, the other to the radar prediction team, somewhat allevisted the personnel shortage problem.

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25. All information pertaining to intelligence is from 26th SRWg intelligence history for May, June, July, August & Sept, on file in 26th SRWg Historical Section, Classification: SECRET.

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In the air targets branch, reaccomplishment of mission folders and requisitioning of new target material to conform with the new EWP requirements occupied much of the unit's attention throughout the month.

The target study program saw eleven crews certified as to their proficiency in handling their EWP primary target assignments, and one crew certified as to its proficiency regarding its secondary target assignment. In the former instance, this represented approximately 85 percent qualification to date or a total of 28 out of a possible 33.

The operational intelligence branch in anticipation of the 26th S. R. Wing USCM, revamped all of the intelligence report flimsies, deleting all non-essential data. Air crews were given a detailed briefing on the use of these flimsies with special emphasis being directed to those reports whose submission is the responsibility of the aircraft commander.

The reporting team facilities were set up adjacent to the 26th S. R. Wing control room for greater expediency in receiving and processing information, and a central debriefing area was established on the flight line to save both time and effort on the part of the air crews. The successful handling of the USCM proved the worthiness of these two moves.

A completely new presentation of orders of battle were posted on the air room wall charts based on new intelligence information received during May.

Following receipt of the revised 2AF Operations Plan 50A-55, and the 26th SRWing Operations Plan, a series of specialized briefings on

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both primary and secondary routes were completed for all the available crews.

The library and requirements branch continued its presentation of three lectures per week in the combat crew block training program, covering such subjects as "Evasion and Survival Geography of Selected European Countries; Methods of Enemy Interrogation and Resistance thereto, and Indirect Bomb Damage Assessment".

Considerable progress was made during May in administering the combat crew identification tests, and in accomplishing cards on new crew members.

Experimentations in the development of better audience appeal training aids covering combat crew survival continued with the completion of two additional areas: Bulgaria and Roumania. These aids are taking the form of pictorial and graphic presentations in the belief that this method of instruction is much more palatable as well as being a more realistic approach to the matter of familiarizing the crew members with the territory they might some day be over-flying.

Although personnel assignments remained stable throughout June, the section manning table still reflected six vacancies based on the personnel losses that occurred during the previous month.

June was primarily a month of revision and reaccomplishment, and especially so for the operational intelligence branch. The Eighth AF Operations Plan 50-55 disclosed an entire revision in EWP planning. New routes were devised and posted, and priority routes assigned. New overlays had to be produced and steps were taken to prepare the

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numerous specialized briefing outlines in readiness for presentation in the near future in conjunction with the new EWP.

New data received on latest enemy aircraft was processed and worked into the various briefing aids, charts, and overlays for utilization in specialized briefings. Periodic revisions were continued on all other briefing aids as late information continued to arrive through intelligence channels.

Air target branch personnel continued to devote a major portion of its manhours to the reaccomplishment of mission folders to conform with the new EWP requirements.

The target study program for June accounted for three additional crews being certified as to their proficiency attainment in the handling of their EWP primary target assignments, bringing the overall total to thirty-one out of a maximum possible of thirty-three, or approximately 94 percent. In addition, seventeen crews attained proficiency in their secondary target assignments. This represents a total of 18 to date or approximately 55 percent of participating air crews.

The library and requirements branch reports that a complete revamping of the entire library system has been undertaken. The indexing and filing system of source materials is being broadened considerably to facilitate the ready location of any article or data sheet available to the branch. The overall indexing program will require approximately four months to complete.

The combat crew block training program remained the same as in May with three lectures per week being presented. Subjects covered during June duplicated those reflected in May.

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The inventory report called for by higher headquarters, covering all national intelligence surveys has been accomplished and submitted.

The pictorial presentations experimental program continued throughout June as research was undertaken on Hungary in preparation for its subsequent incorporation into a visual aids device.

A complete re-evaluation of the alert and mobility directives resulted in the development of an intelligence SOP. Therein policies outlining procedures in connection with alert or mobility operations have been cited. The respective branches of the section conducted a packaging dry-run at which time all of their authorized mobility materials were packed and the weights and cubages were recorded.

Following receipt of the new EWP, the radar prediction team launched a reorganization and replanning program regarding their foreign radar prediction plate requirements. Approximately eight new war planing plates based on the new EWP were completed during June.

The month of July saw several personnel changes affecting the wing intelligence section, notable among these was the reassignment of our chief of intelligence, Lt. Col. Rudolph C. Koller, Jr., to Headquarters, Strategic Air Command. Major Edward R. Jirles, formerly OIC of the targets study branch was designated as his replacement. At the same time the targets study branch was withdrawn as a responsibility of wing intelligence to become a responsibility of plans division under the directorate of operations. Other personnel changes included the loss of the NCOIC of the operational intelligence branch, and one airman of the library branch.

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July was also a month of transition. As the beginning of the new fiscal year came into being, it marked the realignment of Lockbourne Air Force Base and its tenant organizational units as members of Eighth Air Force. Along with the switchover came certain policy changes and procedures, including the redesignation of the wing intelligence section to a division stature.

The administrative section conducted a physical inventory of all classified material. Another major program participated in by all sections of the intelligence division, involved the relocation and rearrangement of physical facilities within sections to provide better security of sensitive areas and at the same time effect a more efficient utilization of available floor space.

The 70th Strategic Reconnaissance Wing Intelligence Section was given floor space of its own on the second floor of the Wing Headquarters Building, to better facilitate its organizational development. At the same time, arrangements were made to store their classified documents within this divisions security facilities pending their procurement of adequate storage facilities. The 70th SRWing intelligence personnel have been undergoing organizational and one-the-job training while attached to this division for such purposes.

The morale of the division was enhanced considerably when word was received that two of its members had been selected as the NCO and Airmen of the month by headquarters, 26th SRWing, for the six month period ending 30 June 1955.

The major effort of the requirements and library branch was directed

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to the briefing of combat crew members on "Escape and Evasion" and survival aspects of the emergency war plan. Weekly lectures were presented to combat crews of both the 26th and 91st SRWings under the direction of the Air Base Training Flight. Leaves, TDY's and miscellaneous contributing factors influencing the availability of combat crews have precluded the reaccomplishment of all SAC P-2 cards. However, the program is progressing at a steady pace and new crew members are being processed as expeditiously as possible. A fifty percent loss of personnel of the R and L. Branch during July contributed to a slow-down in production gains during the month. However, routine processing of incoming materials has progressed at a steady pace.

Receipt of Eighth Air Force's Operations Plan 50-55 brought a new requirement to the operational intelligence branch in that this section is now responsible for maintaining an intelligence information file in each EWP folder, both primary and secondary. Intelligence covering enemy defense capabilities such as radar, flak, fighter reactions and other miscellaneous data will comprise the substance of such files. All such files have been accomplished and are presently current with available information.

Approximately 80 percent of the specialized briefings called for under Eighth Air Force Operations Plan 50-55, have been accomplished to date. This accomplishment accounted for an expenditure of approximately 70 percnet of the available manhours of the branch. These presentations included the utilization of all the briefing aids, target identifications and photographic requirements as set forth in Operations Plan 50-55.

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Plans have been approved for the improvement of the air room through the utilization of a series of sliding panels to create more available wall space for map presentations. The program is now in the hands of Air Inst llations awaiting their action.

The OIC and the NCOIC of the operational intelligence branch, departed for approximately 12 days TDY in connection with a Command Post Exercise scheduled for execution during ugust. Preparation of all pertinent material to this operation was accomplished by the operational intelligence branch prior to their departure.

Receipt of the new Operations Plan 50-55 resulted in a crash program for the target materials branch in that new combat mission folders had to be prepared immediately covering the new EWP program. A geodetic data sheet survey was conducted among all combat crews to determine which of the material shipped from Headquarters, Second Air Force, could be utilized in their respective mission studies. At the same time, other significant area locations were assembled from among the combat crew observers for possible geodetic data sheet development. This material was prepared for forwarding to Headquarters, Eighth Air Force, in accordance with instructions outlined in sub-paragraph 3c Annex C, Eighth AirForce Operations Plan 50-55, 31 May 1955 . The day prior to submission, however, word was received from Major Jirles, Chief of this Intelligence Division, then TDY at Headquarters, Eighth Air Force, advising that this material would not be forwarded pending further developments concerning the EWP program.

Other major activities of the branch included the accomplishment of a physical inventory of all target materials shipped to the division.

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This included late shipments from Headquarters Second Air Force following the realignment of certain Strategic Air Command bases and tenant organizations including the placement of the 26th SRWing under Eighth Air Force control. Considerable back-tracking was involved in the accomplishment of the U-2 report in that the instructions received from Headquarters Second Air Force, were that the cut-off date for their supply of target materials would be 1 July. However, material already earmarked for this organization would continue to be shipped to us and was to be picked up on our U-2 and U37 reports up to and including 31 July. Despite the fact that some of this arrived as late as the last week of July it was all integrated into the U-2 report and filed.

Another major activity involved the incorporation of all radar prints and negatives into the target folder program.

Daily servicing of combat crews with target materials and the check-out of their combat mission folders and overlays continued throughout the month. An intensified study program designed to bring all primary crews up to a fully qualified level resulted in keeping the intelligence division's target material branch facilities open during evening hours on a three-night-a-week basis throughout the month of July. Both the U-2 and U-37 reports were accomplished and submitted to Headquarters, Eighth Air Force on schedule.

The radar prediction team was transferred to plans under the directorate of operations. They remain physically present in the intelligence division for convenience of operation. During July nine new radar prediction plates were completed in the EWP program. Utilization of the plates throughout the month of July reached a new peak level as observers

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participated in runs throughout the day and evening hours.

Effective 1 August, the radar prediction branch was officially transferred to plans under the directorate of operations. Personnel and facilities will continue to be physically present in the wing intelligence division area for convenience of operation. During August ten new radar prediction plates were completed in the EWP program. This brings the total number of RP plates completed to date to 56 or approximately 84 percnet of the total requirement of 65 RP plates. Heavy utilization of the plates continued throughout August during which period a total of 75 T-2 training sessions were accomplished.

Other personnel changes included the loss of one clerk in the administrative branch and the acquisition of a staff sergenat 20470 (AFSC) as well as an airman firs class, AFSC 20450. The former was designated NCOIC of the operational intelligence branch; the latter, operational intelligence clerk in the targets branch.

First Lieutenant Cyril D. Jones, an M-Day assignee, participated in a two-week active duty assignment with the intelligence division. A prepared study program outline, utilized on several previous similar assignments, was again resorted to. This outline calls for a specified number of study hours under the guidance of the respective branch OIC's.

A Bell Telephone Company sponsored special event...a television program entitled "The Ohio Story" saw two of our airmen participating on the show on 16 August. These were Master Sergeant William C. Percy and Technical Sergeant Frederick S. Broadbent. They served as aircrew interrogation specialists in a story patterned around Lockbourne AFB.

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The program will be telecasted twice between October 1955 and March 1956 over channel four, WTVN-TV, Columbus, Ohio.

The 26th SR Wing intelligence division was credited with 100 percent participation in the recent Air Force Aid Society drive for funds.

Major Edward R. Jirles, Chief of Intelligence, attended an EWP planning conference at Headquarters, Eighth Air Force, 10-12 August 55.

The intelligence division participated in a 26th SRWing base alert 29-30 August to measure the effectiveness of the (SOP) Standard Operational Procedure plan now in effect. This particular exercise was concerned chiefly with preparing the pre-post material and strike-crew briefing material for effective utilization in the event that the EWP (SOP) was being exercised. Since the balance of necessary supporting intelligence material necessary for such an implementation was not to be taken into consideration as specified in the ground rules for this particular alert, the personnel presently available were of sufficient strength. At the same time, however, it was evident that in the event of a full alert, the personnel presently available would be inadequate.

In implementing the alert exercise, four requirements were considered; pre-post strike team, strike briefing team, a follow-up packing team, and a security team were designated. Of these, the pre-post team was undermanned because of the unavailability of personnel for assignment to specific T/O position vacancies.

It was necessary to utilize the entire intelligence division personnel in readying the pre-post team and pre-strike briefing team for immediate movement to their pre-designated post. Because of this, the

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packing of necessary follow-up materials was delayed. While this was not disturbing for this particular exercise, it would present a serious problem in the event of hostilities, for without this follow-up material, the effectiveness of the intelligence division would be considerably impaired.

Aside from the personnel problem, only two other difficulties arose. These were the shortage of mobility packing cases and delays encountered in securing the requested transportation. A total of two hours and thirty one minutes were lost in transferring the pre-post and pre-strike briefing teams and equipment to their designated areas.

Fourteen specialized briefings for the combat crews were accomplished in accordance with Eighth Air Force's Operations Plan 50-55, bringing the percentage-wise total to 98 percent coverage.

New order of battle maps are being readied for utilization when the new Operations Plan 50-56 goes into effect. Meanwhile, the war room is undergoing certain remodeling, designed to improve its overall effectiveness. The operational intelligence section also advises that a new log system for the handling and distribution of classified material within the branch is now being utilized.

The OIC and the NCOIC of the operational intelligence branch returned from TDY 12 August.

The requirements branch exerted considerable effort in readying the Standard Operational Procedure (SOP) Alert Plan for the resultant alert exercise held 29-30 August. A complete inventory of all classified material is underway, and in conjunction with this operation, a revised

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logging and accounting system is being implemented. Excess outdated material has been screened from the files, leaving the remainder much more accessable for reference.

The requirements branch conducted fourteen survival briefings for EWP combat crews at the same time the operational intelligence briefings were held to attain a similar 98 percent coverage for all crews affected.

The target materials branch conducted a complete physical inventory of all target materials on hand. In addition, skeletonized folders were prepared in readiness for the forthcoming EW P requirement. Fifty EWP evacuation kits containing all required materials west of 100 degrees east, were accomplished, as were target folders for the Strategic Air Command's forthcoming evaluation exercise.

Personnel losses during September included two airmen from the intelligence section, both dischargees. In addition, the services of Major Edward R. Jirles, Chief of Intelligence, were lost for a two-week period while he was on leave status. His absence will continue through the first week in October. Major William F. Kopp, OIC of the Air Targets Branch, has been acting Chief of Intelligence in his absence.

The intelligence division was subjected to its first inspection since coming under the jurisdiction of Eighth Air Force, 1 July 1955. Major Harold R. Miller, Directorate of Intelligence staff member, Headquarters, Eighth Air Force, conducted the inspection during 12, 13 and 14 of September. The official report covering the inspection has not yet reached this office.

A base-wide practice alert was exercised on 20 September, commencing

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at 0500 hours. All of the division's personnel were notified in accordance with the prearranged notification system. By 0515 hours, the initial work of readying the priority #2 packing cases and material had already begun. All personnel had been contacted by telephone by 0600, and by 0715 all personnel and equipment on both the pre-post and briefing teams were assembled at the pick-up station.

As in the previous exercise, the biggest snag in the alert exercise proved to be transportation. A collective time lapse of one hour and four minutes occurred from the time transportation was requested until its arrival. While this showed a cut of 23 minutes over the previous exercise figure, it still indicated a need for improvement.

After assisting the two aforementioned teams in getting underway, the remaining personnel simulated packing "priority #4 material". (This exercise excluded the actual preparation of this material during the alert). At the sounding of the base evacuation signal, these personnel remained in the intelligence division. It was deamed at that time that all personnel would continue preparing "priority #4 material for deployment". At 0930 hours the "all clear" signal was sounded and normal duties were resumed.

Aside from the delay encountered in transportation, plus a shortage of mobility cases, no fiddiculties were encountered. A work order has been in the mill for some time but no evidence of action has developed.

In line with a fixture and furniture rearrangement program, planed to obtain a greater economy of space, a section of one of the study rooms on the second floor was walled in and fitted with a locked door for the storage of mobility bags and excess supplies.

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During the forming of the 70th Strategic Reconnaissance Wing, that organization's intelligence division was attached to the 26th SRWg's intelligence division for training and equipment buildup. In furnishing this logistical support it should be pointed out that of the $155.57 spent in the local purchase store during September, $91.25 of this amount represented the cost of purchases secured for the attached intelligence division. This included the acquisition of target folders, paper, pencils, and other expendable supplies.

In addition to carrying out its normal functions during September, the requirements branch completed the physical inventory of library documents together with a completely revised log system. The new system is designed to facilitate a freer flow of intelligence information throughout the division's personnel, as well as to simplify the records program.

The OIC of requirements branch, is also the division's mobility officer. Following the recent "alert" exercise, certain revisions in the section's alert and mobility program had to be accomplished in improving the system. All of the branches of the division were called upon to participate in this revision program. These findings are now being assembled in final form to become the division's new alert and mobility plan.

The combat crew training program, a part of the wing's block training program, has now entered Phase III, insofar as the survival EWP intelligence training program is concerned. This is handled by the requirements branch in conjunction with the target study program. This phase will be continued to the end of this calendar year.

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Operational intelligence branch reports that all routes have been drawn and posted to JN charts in accordance with the new program as outlined in the Eighth Air Force's Operations Plan 50-56, received early in September. All requirements outlined therein, have been accomplished, including the development of annotated charts for photographic reproduction of intelligence data sheets for CMF's (Combat Mission Folders). These folders are now complete and in use by air crews, with the exception of the communications data which is not yet available from Headquarters, Eighth Air Force.

A new display of the CROB (Consolidated Radar Order of Battle) was accomplished to afford clarity and to facilitate the production of fighter radar reaction graphs. These graphs have been incorporated in the intelligence data sheet for the CMF program.

In phasing out of the OPS Plan 50-55 it should be noted that all concerned crews received their specialized intelligence briefing.

The required inventory of "Top Secret" intelligence material was accomplished together with a status report submitted to the wing's classified section, in accordance with the Eighth Air Force directive.

The operational intelligence branch participated in the special "Operation Posthole" exercise to the extent that graphic displays were prepared for use in the specialized briefings for crew members participating in this exercise.

The target materials branch monitored approximately 104 two-hour study periods during September, all but two periods of which covered the Ops Plan 50-55. No Commander briefings were arranged in conjunction with the operations plans section.

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A crash program was set up for the accomplishment of CMF's together with all available charts, intelligence data sheets and related documents for implementation of the new Ops Plan 50-56. As previously mentioned, two of the air crews were already into the new program in the last few days of the month.

A complete set of EMP evacuation folders was developed to include the TCC 100 series miniatures (Target complex chart). Broken down into two folder per air crew, one set consists of all material West of 100 degrees East; the other, East of that designation.

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CHAPTER IV

_M_A_T_E_R_I_E_L_

This chapter covers a five month period, from 1 May 1955 through 30 September 1955.

During the month of May 1955 there were 47 tactical reconnaissance aircraft assigned to the 26th Strategic Reconnaissance Wing. The average number of aircraft possessed in May was 50. These aircraft were on hand for a total of 37,377 hours and in commission for 29,826 hours. Percentage wise, the maintenance status for May 1955 was: Aircraft in commission 80 percent; aircraft out of commission for maintenance 15.7 percent. Aircraft out of commission for other reasons for May was 4.3 percent.[1] Three aircraft returned from TDY in Alaska during May 1955. No information has been received concerning aircraft RB-47B-I S/N 51-2054 which failed to return from an operational flight during April 1955 while TDY in Alaska. Three RB-47E aircraft were sent to IRAN at Tulsa, Oklahoma during May 1955 on project Oiltown.

During the month of June there were 50 tactical reconnaissance aircraft assigned. The average number of aircraft possessed was 44.6 percent of this figure. These aircraft were on hand for a total of 32,135 hours. Percentage wise, the maintenance status for June 1955 was:

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1. 801st AB Gp Stat Digest for month of May 55, prepared by 801st AB GP Stat Svs.

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Aircraft in commission 81.1 percent; aircraft out of commission for maintenance 10.4 percent. Aircraft out of commission for other reasons for June was 8.5 percent.[2]

At the end of July 1955 there were 42 RB-47E, 1 RB-47B-I and 1 C-119C type aircraft on hand. The RB-47E type aircraft were on hand a total of 31,896 hours and in commission 24,398 hours. Time out of commission and reason therefore were: 192 hours awaiting parts; 1,293 hours in periodic maintenance inspection; and 6,013 hours for malfunctions, mechanical defects and operational damage. A total of 391 landings were made. The RB-47E type aircraft flew a total of 1,106 hours with 1,093 hours combat crew operational training and 13 listed as other. The RB-47B-I type aircraft was on hand a total of 744 hours and in commission 84 hours during July. It was out of commission 15 hours awaiting parts and 645 hours for malfunctions, mechanical defects and operational damage. The C-119C type aircraft was on hand a total of 1,484 hours and in commission for 582 hours. It was out of commission 216 hours for periodic maintenance inspection and 686 hours for malfunctions, mechanical defects and operational damage. A total of 16 landings were made and a total of 51 hours were flown as combat crew and operational training.[3]

During August 1955, a total of 44 RB-47E aircraft were on hand for a total of 30,384 hours. The aircraft were in commission for 23,111 hours. They were out of commission for 7,273 hours of which 177 hours were awaiting parts, 1,517 hours in periodic maintenance, 5,002 hours for

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2. 26th SRWg Materiel History for June 55, on file at 26th SRWg Hist Sect. CL: Confd.
3. Ibid., July 55.

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malfunctions, mechanical defects and/or operational damage and 577 hours for other reasons. A total of 1,198 hours were flown of which 1,176 hours were combat crew and operational training and 22 hours were test flights. A total of 472 landings were made. One RB-47B-I aircraft was on hand for a total of 744 hours. It was in commission for 656 hours and out of commission awaiting parts for 88 hours. It did not fly during August. Two C-119 aircraft were on hand for a total of 792 hours, in commission for 429 hours and out of commission for malfunctions, mechanical defects and/or operational damage for 363 hours. A total of 45 hours were flown of which 43 hours were combat crew and operational training and 2 hours were test flying. A total of 25 landings were made.[4]

During September 1955, this wing possessed an average of 39.6 RB-47 aircraft for a total of 28,557 hours. The aircraft were in commission 19,216 hours. Total hours out of commission and reasons are as follows: 560 hours awaiting parts; 41 hours TOC; 1,152 hours periodic maintenance; 6,659 hours malfunctions, mechanical defects or operational damage; and 929 hours for other reasons. A total of 304 landings were made.[5]

One RB-47B-I aircraft was possessed for 720 hours and in commission for 511 hours. It was out of commission for 209 hours for malfunctions, mechanical defects or operational damage, and made one landing.[6]

Two C-119C aircraft were possessed for 1,446 hours, and in commission for 561 hours. They were out of commission for TOC 144 hours,

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4. 26th SRWg Materiel History for August 55, on file 26th SRWg Hist Sec.
5. Ibid., Sept 55.
6. Ibid.

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periodic inspection 549 hours, and malfunctions, mechanical defects or operational damage for 192 hours. Eleven landings were made.[7]

The RB-47E aircraft flew a total of 1,189 hours of which 1,174 hours was combat crew and operational training, 7 hours were combat readiness training and 8 hours other.[8]

The RB-47B-I aircraft flew a total of 3 combat crew and operational training hours.[9]

The C-119C aircraft flew a total of 33 combat crew and operational training hours.[10]

During the month of May 1955, 252 Technical Order Compliances were accomplished requiring an expenditure of 1,411 manhours. At the end of the month the outstanding TOC rate was 0.2 percent per aircraft.[11] The average number of items causing aircraft of this wing to be in an ANFE (Aircraft Non-Fully Equipped) status during May 1955 was 4. The average number of dollar ($) sign ANFE items was 1.7.[12] These critical items were in the non-recurring category. The maintenance manhour utilization for May 1955 was as follows: Total assigned to the wing 173,002.6 hours, available 122,703.5 hours, direct 59,814.0 hours, productive indirect 49,028.6 hours, non-productive indirect 13,861.5 hours, absent 52,689.6 hours, loaned 4,275.5 hours, borrowed 2,313.5 hours, and overtime 4,352.2 hours.[13]

During May there were 199 RB-47 sorties with 3 aborts which gave

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7. 26th SRWg Materiel Hist for Sept 55, on file in 26th SRWg Hist section.
8. Ibid.
9. Ibid.
10. Ibid.
11. AF Form 110C for 26th SRWg for Month of May 55.
12. RCS-AF-S52 Rpt prepared by AF 56 SO.
13. SAC U-22 Rpt for May 55.

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gave the 26th SRWg a 2.5 percent abort rate.[14] There were 50 Bombing systems malfunctions of which 37 were due to material failure, 2 to maintenance personnel error, 2 to aircrew error and 9 to other. Ten interphone and radio communication systems malfunctions of which 9 were due to material failure and 1 to other. Gunnery systems malfunctions were held to 7 of which 5 were due to material failure, 1 to aircrew error and 1 to other. Camera systems suffered 11 malfunctions of which 8 were due to material failure, 2 due to maintenance personnel and 1 to other. General systems malfunctions amounted to 4, of which were due to material failure. Malfunctions attributed to other could not be simulated on the ground, and did not recurr on subsequent flights during May 1955. Maintenance and aircrew personnel were scheduled for further training.[15]

During May, Quality Control conducted 12 flight line inspections, 7 periodic dock inspections, 8 engine change inspections, and 6 aircraft record jacket file inspections. During May there were 5 UR's processed. This was low compared to April's total of 258. However, May was the inaugural month of Failure Report systems which utilizes AFTO 33 and 33a and DD Form 787-1. There were 7 safety of flight items discovered during May of 1955.[16]

During the month of June 1955, TOC's completed on RB-47 aircraft totalled 228; 156 had been complied with and there were no outstanding TOC's for which parts were not available.[17] At the end of the month of

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14. SAC U-15 Rpt, Classification: CONFD.
15. 26th SRWg Materiel Hist for May 55, on file at 26th Wg Hist Section.
16. Ibid.
17. SAC U-10 Report for June 55.

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June there had been 8 engine overhauls, and 71 minor repairs accomplished on RB-47 aircraft.[18] The wing installed 4 engines, J-47-GE-25 engine in B-47E aircraft, J-47-GE-23 engine in RB-47B-I aircraft and R-4360-20WA engine in C-119 aircraft. The abort rate for the month of June seemed to be slightly overage, or over the average rate.[19] There were 245 sorties with 13 aborts. Of the 32 bomb system malfunctions, 24 were due to material failure, 1 aircrew error, and 7 to other reasons. Eight camera systems malfunctions of which 4 were due to material failure, 2 to maintenance personnel error, and 2 to other reasons. Nine gunnery systems malfunctions were incurred this month of which 5 were due to material failure, 3 to maintenance error and 1 to other. General aircraft malfunctions were held down to 15 of which 13 were due to material failure, 1 to maintenance personnel error and 1 to other. Four power plant systems malfunctions were reported of which 3 were due to material failure, and 1 to other. Seven of 8 malfunctions were attributed to maintenance personnel error not lexness, carelessness or poor technique. The apparent cause was too much time between required inspections.[20]

In June 1955 there was 175 B-47 sorties for combat crew training missions. The average length of these sorties was 5.9 hours. The number of aircraft available for June were 40-3 aircraft. The average minimum turn-around computed by maintenance control was 2.79 days. There were no tool and camera limitations for June 1955.[21]

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18. 1AF - AIO Rpt for June 55.
19. SAC U-15 Rpt, CL: CONFD.
20. 26th SRWg Materiel Hist for June 55, on file at 26th Wg Hist Sect.
21. SAC U-10 Rpt, July 55.

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From 15 June to 15 July 1955, 226 TOC's were accomplished with an expenditure of 577 manhours. As of 15 July 1955, there was an average of .02 technical orders per aircraft outstanding.[22] Seven engines were removed during July. Three engines were removed due to turbine section failure. Minor repair was effected by the 26th Field Maintenance Squadron and the engine returned to serviceable condition. Two engines were removed due to compressor rub and the engines were forwarded to the depot. One engine was removed due to compressor damage by foreign object and sent to the depot. One engine was removed due to rough operation and vibration and sent to the depot.[23] Quality control inspected 7 RB-47E type aircraft in the periodic maintenance docks during July. There was an average of 22 discrepancies per aircraft and 0.14 safety of flight items. There were 15 aircraft inspected on the flight line with an average of 41 discrepancies per aircraft. A total of 8 safety-of-flight items were discovered during July. Four jet engine change inspections were completed during July. Two organizational inspections were completed. Special projects were refueling and defueling check of each squadron, and inspection of all flight line fire extinguishers for broken seals.

At the end of July there was a total of 10 spare serviceable J-47-23 engines, 59 spare serviceable J-47-25 engines on hand in maintenance facilities, and 8 spare repairable J-47-25 engines on hand awaiting maintenance or disposal.[24]

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22. USAF 1AF-A10 Rpt for July 55.
23. USAF 1AF-A10 Rpt for July 55.
24. USAF 2AF-A10 Rpt for July 55.

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Maintenance standardization team spent the entire month of July on the special project of relocation and standardization of maintenance control offices.

During July 1955 the 26th SRWg had a total of 8 contractor technicians assigned.[25]

From the 21 June to the 20 July 1955 the 26th Wing flew 224 sorties with 4 aborts for an abort percentage of 1.79 percent.[26] For this same period the wing possessed a total of 45 RB-47E type aircraft. As of 20 July, 7 RB-47E aircraft were equipped with complete AN/ARC-21 systems. Thirty-four RB-47E aircraft had complete Collins 18S-4 systems installed. One YRB-47 (RB-47B-I) aircraft had complete Collins 18S-4 systems installed. All aircraft assigned had HF capabilities with the exception of 3 RB-47E aircraft.[27]

During August 1955, a total of 290 TOC's were accomplished with a backlog reduction of 329 manhours. Quality control conducted the organizational inspections in the squadrons of this headquarters during August. There were 16 flight line inspections of aircraft in commission accomplished including 4 aircraft possessed by the 6th S.R. Squadron of the 70th SR Wing. Eight jet engine changes were accomplished during August with discrepancies (minor) being cleared during the course of the inspection. Eight aircraft underwent periodic inspection and 27 AIRCRAFT Jacket files were inspected.[28]

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25. 3-AMC-U19 Report for July 1955.
26. SAC U-15 Report 21 June to 20 July 1955.
27. SAC E-52 Report 15 June to 15 July 1955.
28. 26th SRWg Materiel Hist for Aug 55, file 26th SRWg Hist Sect.

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Engines were moved from installed status for minor repair for the following reasons: 1 engine was removed for replacement of number 4 bearing and turbine wheel; estimated time 152:50 hours; 3 engines were removed due to cracked transition liners; estimated time 389:25 hours, 506:10 hours, and 500:35 hours. One engine was removed due to oil leak in mid-frame. One engine was removed for replacement of 2 turbine buckets, number 4 bearing replacement and 2 transition lines. One engine was removed due to nicked compressor blades. Engines removed from installed status and returned to depot for major overhaul for the following reasons: 3 engines were removed due to damaged compressor blades resulting from foreign objects, 1 engine was removed due to excessive vibration.[29]

Aircraft RB-47E, S/N 51-15849 returned from IPAN in August.

During the month of May 1955 the unit mission equipment on hand percentage wise was 87.9 percent. The procurement of 17B hand tools through local purchase channels has been, for the most part, negligible due to lack of funds available to this base for local purchase of 17B items. Class 17B tool shortages were generated in all organizations of this wing as a result of major ECL changes received in the month of March 1955. These new authorizations created requirements for tools that were not previously authorized. Consequently, there was an inadequate supply of these items in Air Force supply channels. This was reflected in varying degrees throughout the wing. All class 17B items

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29. RCS: 3AMC-A-19 for Aug 1955, Report prepared by Maint Control Br, 26th SRW.

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have been put in the local purchase category. Depot stocks of these items have been exhausted and local purchase action to obtain requirements have been severely hampered by lack of necessary funds. The latest information indicated that funds would not be available until 1 July 1955. It was anticipated that when the funds became available, deliveries could be expected within 45 days. The lack of class 17B tools has not as yet seriously affected the mission of the wing. No critical items of UME equipment were reported for the month of May.[30]

Personnel shortages continued to be apparent during May in the 3 and 5 skill levels. Although the wing showed a manning percentage in the supply field of approximately 80 percent during May, many of the personnel being utilized were from allied supply career fields other than organizational.[31]

The month of June 1955 saw wing supply determine the three main factors adversely affecting the on-hand status of UME property in the wing. These three points was: 1. Recent publishing of new UAL's with new property authorization requirements. 2. Receipt of new table of organization which have changed personnel authorizations thus affecting property authorizations in all organizations. 3. Class 17B tool shortages resulting from numerous ECL changes and the lack of supply through local purchase channels.[32]

New authorizations list were received during June from SAC Equipment Evaluation and Audit Team, this base. New authorizations were

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30. RCS: 3-SAC-T12 Report for month of May 55.
31. 26th SRWg Supply Hist for May 55, file 26th SRWg Hist Sect.
32. Ibid., June 55.

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generated as a result of increasing personnel equipment requirements to permit the carrying of six individuals in each RB-47 aircraft under EWP conditions. (Ref: SAC Reg 60-10).[33]

The receipt of the new TO's has resulted, in many cases, in a substantial increase in personnel. In the instance of the Field Maintenance Squadron, the percentage indice is below nine as a result of an increase from 280 to 315 personnel.[34]

During the month of July supply difficulty letters were processed on those items which haper maintenance facilities, thus necessitating special follow-up procedures within the wing supply. These items are as follows: Tester assembly type I-1 within the A & E maintenance squadron. In addition special follow-up was made by the wing on wrist watches which seemed to be a major shortage wing-wide. It was found that the initial supply of these items was satisfactory, the difficulty arose from the fact that reparable watches were not being returned from local repair contractors as scheduled.[35]

Due to the change in command from 2nd AF to 8th AF on 1 July 1955, the 2AF-E5 report (Status of UME Equipment) was cancelled. The information that has been contained therein proved to be invaluable consequently the percentage status of the unit supply sections cannot be determined for July. To remedy this situation a supply memo was published

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33. 26th SRWg Supply Hist for June 55, file in 26th SRWg Hist Sect.
34. Ibid.
35. Ibid.

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requiring that unit supply officers submit a total percentage report of the equipment on hand to wing as of the 25th of each month.

Personnel shortages continued to be apparent during July, seven personnel of the 3 skill level and eight personnel of the 5 skill level were outstanding shortages. Loss of one 64173 from the wing materiel staff temporarily placed an additional workload on remaining personnel.

The class 17B hand tool shortages that were generated in all organizations as a result of major ECL changes received in March 1955 is slowly being brought back to authorized amounts. This action was a result of the local purchase contracts being let out as soon as funds became available on 1 July 1955.

During the month of August 1955 the supply section of maintenance control branch of this headquarters processed in excess of 2000 line items, 27 AOCP items, and 15 cannibalizations.

Personnel shortages continue to exist during August, approximately seven 3 skill-level personnel and seven 5 skill-level personnel were outstanding shortages.

Class 17B hand tools continue to be short. Items are not of a critical nature but are affecting the overall percentage status of each unit of this headquarters.

Eighth Air Force conducted a staff visit as a means of indoctrination into Eighth Air Force policies.

Class 17B hand tools have been included in the UAL listings of all squadrons. These supplements were published and received during the last week of August.

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During the month of August supply difficulty letters were processed on facilities, thus necessitating special follow-up procedures within the wing. Shortages of 3 towbars continueto cause lost manhours within the 4th S. P. Squadron. Shortages of M1A type parachute releases continue to hamper squadrons compliance with TO-14D-1-2-61 and TO-14D-1-2-61B. Maintenance capabilities are continuing to be hampered within the maintenance squadron due to the shortage of 2 aircraft weighing kits. These items are required in the airframe shop to perform weight and balance checks on aircraft in compliance with TO-1-1B-40. In answer to supply difficulty letter it was stated that these items were of a command shortage and no immediate relief could be foreseen.

Personnel shortages continue to exist during September, approximately five 3 skill level personnel and seven 5 skill level personnel in supply field were outstanding shortages.

Class 17 B hand tools continued to be an item of shortage in Sept. They were not an item of a critical nature but continued to affect the overall percentage status report of each unit of the headquarters. No new supply difficulties were noted in September.

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CHAPTER V

_S_A_F_E_T_Y_

The special project for flying safety for the month of April was Fire - Crash Rescue. Together with Mr. Vincent, the assistant fire chief, all the known discrepancies, of the fire crash rescue personnel and the personnel reporting fires, were discussed by the wing flying safety officer, and plans made accordingly. Using the base parking plan the 26th Strategic Reconnaissance Wing Squadrons painted parking space designations by all aircraft. Copies of the parking plan and specific instructions for reporting fires were made available to the squadron personnel and fire crash rescue people. Two or three drills per week were practiced until reporting personnel became proficient in reporting fires and the fire crash rescue people were able to respond in a minimum time.[1]

The flying safety meeting was held in the base theater. A team of Boeing Representatives discussed the aspects of high speed flight in the B-47 aircraft. To keep abreast of current flying safety problems, all squadrons held individual meetings.

The SAC incident reporting program was not satisfactory during the month of April. Only six reports were received.

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1. This entire chapter was taken from the 26th SRWg Safety Historical Report for the period 1 May 55 through 30 Sept 55, on file at Hist Office, 26th SRW.

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The Crew of the Month for April was awarded to the crew commanded by Captain Robert M. Melville. Airman First Class Dennis D. Varvel of the 4th Strategic Reconnaissance Squadron was selected as the maintenance man of the month.

A message was received from Headquarters SAC that a separate staff agency would be created combining in the tactical wings Ground and Flying Safety. The section would be known as the Directorate of Safety. Captain Thomas W. Harris was appointed Ground Safety Officer and immediately began researching regulations for requirements of the ground safety activity. Two minor ground accidents were experienced during the month.

During the month of May the newly organized Directorate of Safety was endeavoring to maintain as effective flying and ground safety campaign as well as determine the scope of the overall requirement. Daily inspections were conducted and safety conditions were closely examined to keep abreast of the current situation. In addition, office SOP's, checklists and wing regulations were published to aid in the organization and implementation of the overall wing safety program.

The special project for flying safety for the month of May was the review of maintenance procedures and the competence of maintenance personnel. Special emphasis was placed on ground handling of aircraft and previous errors of maintenance personnel which have caused accidents.

Early in June the office of safety was nearing completion of SOP's, checklists, and regulations necessary for the effective implementation of a wing combined safety campaign.

The special project for flying safety during the month of June

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was the elimination of airdrome hazards. The flying safety officer made daily inspections of the runway over runs, shoulders, and clear zones. Special runway diagrams were constructed and covered with transparent material for noting temporary dangerous conditions. These diagrams were made available to each tactical squadron and daily information for posting dangerous conditions was forwarded by the safety office.

On 23 June and RB-47E assigned to the 4th Strategic Reconnaissance Squadron, and flown by Captain Chester M. Stone was substantially damaged when it skidded off the end of the overrun. Captain Stone had attempted to ground loop the aircraft and was unsuccessful. The right outrigger collapsed causing major damage to numbers four and five engines. This accident was investigated and the primary cause was determined to be the failure of Captain Stone to comply with technical order procedures when landing an RB-47 on a wet runway. This accident was the second of the year for the 26th Strategic Reconnaissance Wing and brought the accident rate up to 19.8 per 100,000 flying hours. The first accident occurred in April when a nosewheel door was lost from the aircraft causing minor damage.

The safety NCO, Airman First Class Kyser was discharged on 6 June and was replaced by Staff Sergeant Donald C. Wilson. The Ground Safety Officer, Captain Thomas W. Harris was reverted to inactive duty on 25 June with no immediate replacement. The normal functions of the office of safety were very poorly implemented during this period by the leave of the Director of Safety, the replacement of the safety NCO, and the loss of the ground safety officer.

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The investigation of the RB-47 accident which occurred on 23 June extended well into July. The majority of the investigation was accomplished by Major Mason the 26th Wing Director of Safety. This investigation was finally completed and forwarded on 14 July 1955. Although the 26th Wing was now under Eighth Air Force the accident had occurred previously and all reports were forwarded through Second Air Force.

With the change over from Second to Eighth Air Force, different safety policies were immediately obvious. More emphasis was placed on safety and directives requiring specific safety action were received.

The flying safety theme for July was Care and Handling of Personal Equipment. All squadron commanders were required to submit a report of all major and minor difficulties. These reports were compiled and submitted to the Director of Operations and the Director of Materiel.

On 11 July, RB-47E S/N 52-723 landed short of the runway and broke the left outrigger pod allowing the numbers two and three engines to rotate downward and contact the runway. The engines were not damaged in the accident, however, the outrigger was broken. The regulation governing classification was not specific concerning damage to the outrigger, therefore a Second Air Force interpretation was used. This was, that the outrigger was not a major component and would not constitute a major accident providing the manhours for repair were less than 150 manhours. This was the case, so the mishap was not reported as an accident.

There was only one ground accident during the month of July, This was a minor personal injury experienced by a member of the 26th Field Maintenance Squadron. Second Lieutenant William V. M. Steel was assigned

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as Wing Ground Safety Officer to replace Captain Harris who was relieved from active duty the previous month.

The flying safety special project for the month of August was procedures for Aircraft Accident Investigation. The procedures in use at that time were reviewed, analyzed for adequacy and amended or replaced. A new file was prepared as a plan of action in the event of an accident. The criteria for this file was to permit its use by inexperienced personnel who might be required to take part in an accident investigation and preparation of investigation reports.

During August, attendance at the Incident Report Program, which had previously lagged badly, was greatly improved; as was the wing flying safety meeting attendance. The meeting was attended by the Wing Commander and members of his staff as well as 100 percent of all RB-47 crew members present on the station.

The ground safety program was further improved by the efforts of Lieutenant Steel. He improved the attendance of ground safety meetings and ground safety committee meetings. There were three ground accidents during August. Two of these were fatal auto accidents. In one automobile driven by Airman Second Class George L. Miller of the 4th Strategic Reconnaissance Squadron, three airmen were killed when the automobile struck the rear end of a dump truck. Only a few hours later on the same night, Technical Sergeant Charles J. Clim of the 26th Field Maintenance Squadron was killed when his car overturned near Baltimore, Ohio. These accidents were reported immediately by telephone to Eighth Air Force. The completed forms 122 were delayed pending receipt of the Ohio State Patrol report.

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The special project for the month of September was Winter Flying Hazzards. This project was extended to include problems peculiar to winter operations in the Lockbourne area. In addition to the normal information, questionnaires were prepared and submitted to all pilots for any information which might not be of general knowledge.

The wing flying safety meeting for this month was postpone due to the USCM which could not be flown on the days previously planned due to adverse weather.

During the month of September incident reports were processed and in cases where information was of no use to other commands local action was t ken for correction of discrepancies.

The combat crew commanded by Captain Terry B. Williams was selected as the 801st Air Division Crew of the Month. Airman First Class Juan R. Davila was selected as the outstanding Maintenance Man.

There were two ground accidents during the month of September. One of these was a private vehicle accident.

The completed forms 122 for the two fatal automobile accidents were submitted in September. The statistics were not available for August reports causing confusion as to the correct status of Lockbourne Air Force Base insofar as safety ratings were concerned. It was decided at that time that in all cases a form 122 will be submitted before the end of the reporting period with all of the information available and the remainder of the information will be forwarded in a supplemental report.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF MAY 1955

Wing Commander	SULLIVAN, HENRY R.,JR.	Brig. Gen.
Deputy Commander	ENSIGN, LEWIS P.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director of Personnel	SAMPSON, George D.	Major
Director of Operations	HORNER, LAWSON C., JR.	Lt. Col.
Director of Materiel	GRIBBLE, JAMES T.	Colonel
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SQ Sqdn	HENNINGTON, HENRY M.	Lt. Col.
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Field Maint Sqdn	ATKINS, JOHN HR., JR.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sq Sec, 26th Recon Wg	ROBERTS, JAMES A.	Major
CO - 26th Tactical Hospital	WENDORF, HARRIS S.	Lt. Col. (M)

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF JUNE 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ENSIGN, LEWIS P.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Operations	HORNER, LAWSON C., JR.	Colonel
Director of Materiel	BAUSSER, WILLIAM J.	Lt. Col.
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Lt. Col.
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	COSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sq Sec, 26th SRW	ROBERTS, JAMES A.	Major
CO - 26th Tactical Hospital	WENDORF, HARRIS S.	Lt. Col. (M)

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF JULY 1955

Wing Commander	HORNER, LAWSON C.,JR.	Lt. Col.
Deputy Commander		
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	JIRLES, EDWARD R.	Major
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Operations	HENNINGTON, HENRY M.	Lt. Col.
Director of Materiel	BAUSSER, WILLIAM J.	Lt. Col.
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sqdn	KLUENDER, CARL A.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sqdn	SCHROEDER, PAUL L.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sq Sec, 26th SRW	ROBERTS, JAMES A.	Major
CO - 26th Tactical Hospital	WENDORF, HARRIS S.	Lt. Col. (M)

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF AUGUST 1955

Wing Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C., JR.	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	JIPLES, EDWARD R.	Major
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Operations	HENNINGTON, HENRY M.	Lt. Col.
Director of Materiel	BAUSSER, WILLIAM J.	Lt. Col.
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sqdn	KLUENDER, CARL A.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sqdn	SCHROEDER, PAUL L.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sqdn Sec, 26th SRW	SHARP, JEAN Y. J.	Captain
CO - 26th Tactical Hospital	WENDORF, HARRIS S.	Lt. Col. (M)

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF SEPTEMBER 1955

Wing Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C.,JR.	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	JIRLES, EDWARD R.	Major
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Operations	HENNINGTON, HENRY M.	Lt. Col.
Director of Materiel	BAUSSER, WILLIAM J.	Lt. Col.
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sqdn	KLUENDER, CARL A.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sqdn	SCHROEDER, PAUL L.	Major
CO - 26th A & E Maint Sqdn	GOSLING, KENNETH R.	Lt. Col.
CO - 26th Per Maint Sqdn	WINSLOW, WILLIAM B.	Major
CO - Hq Sq Sec, 26th SRW	SHARP, JEAN Y. J.	Captain
CO - 26th Tactical Hospital	WENDORF, HARRIS S.	Lt. Col. (M)

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GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non-Commissioned Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas
PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation

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SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
U/L	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

ABBREVIATIONS USED IN AIRCRAFT OPERATION

Combat Ready Crew: A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew: A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew: A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those

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crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission: An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission: A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques.

Long Range Tactical Mission: A mission of at least 10 hours duration accomplished by an individual crew or crews, which emphasized cruise control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

Unit Simulated Combat Mission: A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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BIBLIOGRAPHY

General Order File, 26th SR Wing

Special Order File, 26th SR Wing

Correspondence Files, 26th SR Wing

Comptroller File, 26th SR Wing

801st Air Base Group Statistical Service Office

Regulation File, 26th SR Wing

Staff Section Files, 26th SR Wing

TWX File, (Unclassified & Classified), 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, Director of Safety, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.

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LIST OF EXHIBITS

1. 26th Wing General Order No. 9, dated 12 May 1955
   Subj: Discontinuance of Detachment.

2. 26th Wing General Order No. 6, dated 25 March 1955
   Subj: Organization of Detachment & Announcement of Appointment of Commander.

3. 26th Wing General Order No. 10, dated 13 June 1955
   Subj: Staff Assignment.

4. 26th Wing General Order No. 11, dated 2 July 1955
   Subj: Staff Assignment.

5. 26th Wing General Order No. 12, dated 19 July 1955
   Subj: Staff Assignment.

6. 26th Wing General Order No. 13, dated 22 July 1955
   Subj: Assumption of Command.

7. 26th Wing General Order No. 16, dated 16 August 1955.
   Subj: Assumption of Command.

8. 26th Wing General Order No. 17, dated 16 August 1955.
   Subj: Staff Assignments.

9. 26th Wing General Order No. 18, dated 31 August 1955
   Subj: Announcement of Appointment of Commander & Staff Assignment.

10. 801st ADiv General Order No. 8, dated 5 May 1955.

11. 801st ADIV General Order No. 11, dated 14 July 1955.
    Subj: Attachment of the 4025th Strategic Reconnaissance Squadron, Light.

12. 26th SRWg Comdr's Remarks to Part V of Air Tng Rpt for the Month of June 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL.

13. 26th SRWg Comdr's Remarks to Part V of Air Tng Rpt for the Month of July 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL.

14. 26th SRWg Comdr's Remarks to Part VI of Air Tng Rpt for the Month of August 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL.

15. 26th SRWg Comdr's remarks to Part VI of Air Tng Rpt for the Month of September 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL.

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16. 26th SRWg Comdr's Remarks to Part V of Air Tng Rpt for the Month of May 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL.

17. 8th AF Ltr., Subj: Authority to Combine Histories of 801st ADiv., dated 27 October 1955.

18. SAC General Order No. 45, dated 16 June 1955: Subj: Reorganization of Strategic Air Command, Intercommand Transfer of Jurisdiction of Strategic Air Command and Air Force Bases.

19. 26th SRWg Operations Order # 300-55, dated 3 June 1955.

20. 26th SRWg Operation Order # 301-55, dated 14 June 1955.

21. 26th SRWg Amendment # 1 to Operations Order # 301-55, dated 20 June 1955.

22. 26th SRWg Operations Order # 7-55, dated 27 June 1955.

23. 26th SRWg Amendment #1 to Operations Order # 7-55, dated 29 June 1955.

24. 26th SRWg Operations Order # 92-55, dated 9 July 1955. CL: CONFID.

25. 26th SRWg Amendment #1 to Operations Order # 92-55, dated 14 July 1955. CL: CONFIDENTIAL.

26. 26th SRWg Operations Order # 305-55, dated 22 July 1955.

27. 26th SRWg Operations Order # 133-55, dated 4 August 1955.

28. 26th SRWg Operations Order # 300-55, dated 9 September 1955. CL: CONFIDENTIAL.

29. 26th SRWg Operations Order # 300-55, Amendment #1 undated. CL: CONFIDENTIAL.

30. 26th SRWg Amendment # II to Operations Order # 300-55. CL: CONFID.

31. 26th SRWg Amendment # III to Operations Order # 300-55. CL: CONFID.

32. 26th SRWg Operations Order # 135-55, dated 6 September 1955. "

33. 26th SRWg Amendment # 1 to Operations Order # 135-55, dated 12 September 1955. CL: CONFIDENTIAL.

34. 26th SRWg Operations Order #305-55, dated 15 September 1955.

35. 26th SRWg Operations Order # 306-55, dated 15 September 1955.

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36. 26th SRWg Monthly Maintenance Order for May 1955.

37. 26th SRWg Monthly Maintenance Order for June 1955.

38. 26th SRWg Monthly Maintenance Order for July 1955.

39. 26th SRWg Monthly Maintenance Order for August 1955.

40. 26th SRWg Monthly Maintenance Order for September 1955.

41. Flight Plan "Operation Post Hole". CL: CONFIDENTIAL.

42. Weekly Aircraft Requirements Record - 2 May thru 6 May 1955.

43. Weekly Aircraft Requirements Record - 11 May thru 13 May 1955.

44. Weekly Aircraft Requirements Record - 16 May thru 20 May 1955.

45. Weekly Aircraft Requirements Record - 23 May thru 27 May 1955.

46. Weekly Aircraft Requirements Record - 31 May thru 2 June 1955.

47. Weekly Aircraft Requirements Record - 6 June thru 10 June 1955.

48. Weekly Aircraft Requirements Record - 13 June thru 17 June 1955.

49. Weekly Aircraft Requirements Record - 20 June thru 24 June 1955.

50. Weekly Aircraft Requirements Record - 2 July thru 6 July 1955.

51. Weekly Aircraft Requirements Record - 11 July thru 15 July 1955.

52. Weekly Aircraft Requirements Record - 18 July thru 22 July 1955.

53. Weekly Aircraft Requirements Record - 25 July thru 29 July 1955.

54. Weekly Aircraft Requirements Record - 1 Aug thru 5 Aug 1955.

55. Weekly Aircraft Requirements Record - 7 Aug thru 12 Aug 1955.

56. Weekly Aircraft Requirements Record - 15 Aug thru 19 Aug 1955.

57. Weekly Aircraft Requirements Record for 3rd SRSq - 22 Aug thru 27 Aug 1955.

58. Weekly Aircraft Requirements Record for 4th SRSq - 22 Aug thru 27 Aug 1955.

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59. Weekly Aircraft Requirements Record for 10th SRSq - 22 Aug thru 27 Aug 1955.

60. Weekly Aircraft Requirements Record for 3rd SRSq - 29 Aug thru 2 Sept 1955.

61. Weekly Aircraft Requirements Record for 4th SRSq - 29 Aug thru 2 Sept 1955.

62. Weekly Aircraft Requirements Record for 10th SRSq - 29 Aug thru 2 Sept 1955.

63. Weekly Aircraft Requirements Record for 3rd SRSq - 6 Sept thru 9 Sept 1955.

64. Weekly Aircraft Requirements Record for 4th SRSq - 6 Sept thru 9 Sept 1955.

65. Weekly Aircraft Requirements Record for 10th SRSq - 6 Sept thru 9 Sept 1955.

66. Weekly Aircraft Requirements Record for 3rd SRSq - 12 Sept thru 17 Sept 1955.

67. Weekly Aircraft Requirements Record for 4th SRSq - 12 Sept thru 17 Sept 1955.

68. Weekly Aircraft Requirements Record for 10th SRSq - 12 Sept thru 17 Sept 1955.

69. Weekly Aircraft Requirements Record for 3rd SRSq - 19 Sept thru 24 Sept 1955.

70. Weekly Aircraft Requirements Record for 4th SRSq - 19 Sept thru 24 Sept 1955.

71. Weekly Aircraft Requirements Record for 10th SRSq - 19th Sept thru 24 Sept 1955.

72. Weekly Aircraft Requirements Record for 3rd SRSq - 26 Sept thru 30 Sept 1955.

73. Weekly Aircraft Requirements Record for 4th SRSq - 26 Sept thru 30 Sept 1955.

74. Weekly Aircraft Requirements Record for 10th SRSq - 26 Sept thru 30 Sept 1955.

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Exhibit I

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 25 March 1955

NUMBER 6)

ORGANIZATION OF DETACHMENT.....I
ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.....II

I. ORGANIZATION OF DETACHMENT--1. Announcement is made of the organization of Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), effective 0001, 30 March 1955 at APO 937, Seattle, Washington.

2. Appropriate remark will be entered in the organizational status table on the effective date of organization in accordance with Chapter 2, SAC Manual 171-1.

3. Personnel for manning this detachment will be furnished from sources made available from the 26th Strategic Reconnaissance Wing (M) and the 801st Air Base Group, Lockbourne Air Force Base, Ohio.

a. The following records will accompany the detachment:

(1) Field Medical Records

(2) Military Pay Records

(3) DD Form 93

b. Statistical information will be relayed to parent organization as required by electrical transmission.

4. Maintenance equipment required in support of this project is being furnished from assets of 801st Air Division. An enroute maintenance kit will be established in accordance with the provisions of paragraph 82, SAC Manual 65-2, December 1953 and will be airlifted to APO 937, Seattle, Washington.

5. AUTHORITY: Air Force Regulation 20-27 and Strategic Air Command Regulation 20-3.

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GO 6, HQ 26TH STRAT RECON WG (M), DATED 25 MAR 55, CONT'D

II. ANNOUNCEMENT OF APPOINTMENT OF COMMANDER--1. Announcement is made of the appointment of COLONEL ALAN F. ADAMS, 4429A, as Commander, Detachment 1, Headquarters 26th Strategic Reconnaissance Wing (M), effective 30 March 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Edwyn E. Wolff
EDWYN E. WOLFF
1st Lt, USAF
Asst Adjutant

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10 COMDR, APO 937, Seattle, Washington

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 13 June 1955

NUMBER 10)

STAFF ASSIGNMENT--1. LIEUTENANT COLONEL WILLIAM J. BAUSSER, 7825A, this headquarters, is assigned as Director of Materiel, effective this date, vice COLONEL JAMES T. GRIBBLE, JR., 3695A, reassigned.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Charles A. Wright.
CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 2 July 1955

NUMBER 11)

STAFF ASSIGNMENTS.--1. COLONEL LAWSON C. HORNER JR., 4351A, this headquarters, is assigned as Acting Deputy Commander, effective 4 July 1955, vice COLONEL LEWIS P. ENSIGN, 1901A, this headquarters, reassigned.

2. LIEUTENANT COLONEL HENRY M. HENNINGTON, 9696A, this headquarters, is assigned as Acting Director of Operations, effective 4 July 1955, vice COLONEL LAWSON C. HORNER JR., 4351A, this headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

William C. Haus
WILLIAM C. HAUS
1st Lt, USAF
Asst Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 19 July 1955

NUMBER 12)

STAFF ASSIGNMENTS.--1. COLONEL LAWSON C. HORNER JR., 4351A, this headquarters, is assigned as Deputy Commander, effective 18 July 1955.

2. LIEUTENANT COLONEL HENRY M. HENNINGTON, 9696A, this headquarters, is assigned as Director of Operations, effective 18 July 1955, vice COLONEL LAWSON C. HORNER, 4351A, this headquarters, relieved.

3. LIEUTENANT COLONEL KENNETH H. GOETZKE, 5839A, this headquarters, is assigned as Deputy Director of Operations, effective 15 July 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 22 July 1955

NUMBER 13)

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 26th Strategic Reconnaissance Wing (M) (SAC), effective this date.

LAWSON C. HORNER JR.
Colonel, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 16)

16 August 1955

ASSUMPTION OF COMMAND--Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 26th Strategic Reconnaissance Wing (M) (SAC), effective this date, vice COLONEL LAWSON C. HORNER JR., 4351A, relieved.

WILLIAM J. MENG
Colonel, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 16 August 1955

NUMBER 17)

STAFF ASSIGNMENTS--1. COLONEL LAWSON C. HORNER JR., 4351A, this headquarters, is assigned as Deputy Commander, effective this date.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT
Major, USAF
Adjutant

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF
Adjutant

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 31 August 1955

NUMBER 18)

ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.....I
STAFF ASSIGNMENT.....II

I. ANNOUNCEMENT OF APPOINTMENT OF COMMANDER.--1. Announcement is made of the appointment of CAPTAIN JEAN Y. J. SHARP, A0800409, this headquarters, as Commander, Headquarters Squadron Section, Headquarters 26th Strategic Reconnaissance Wing (Medium), effective this date. CAPTAIN SHARP is designated the officer authorized to authenticate the morning report of Headquarters 26th Strategic Reconnaissance Wing (Medium). Vice MAJOR JAMES A. ROBERTS, A0664259, this headquarters, relieved. Authority: Air Force Regulation 20-27.

II. STAFF ASSIGNMENT.--1. MAJOR JAMES A. ROBERTS, A0664259, this headquarters, is assigned as Adjutant, effective this date, vice MAJOR CHARLES A. WRIGHT, A0415641, deceased.

BY ORDER OF THE COMMANDER:

JAMES A. ROBERTS
Major, USAF
Adjutant

OFFICIAL:

James A. Roberts
JAMES A. ROBERTS
Major, USAF
Adjutant

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HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 8)

5 May 1955

The 6th Strategic Reconnaissance Squadron 70th Strategic Reconnaissance Wing (M) (SAC) Little Rock Air Force Base, Arkansas with permament duty station Lockbourne Air Force Base, Ohio is attached to the 26th Strategic Reconnaissance Wing (M) (SAC) this station for training purposes only, effective 2 May 1955.

BY ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
ADjutant

OFFICIAL:

/s/t/
RICHARD E. JONES
Major, USAF
Adjutant

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HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 11)

14 July 1955

ATTACHMENT OF THE 4025TH STRATEGIC RECONNAISSANCE SQUADRON, LIGHT.

1. The 4025th Strategic Reconnaissance Squadron; having been organized at this station effective 8 June 1955 and assigned to the 801st Air Division, is further attached to the 26th Strategic Reconnaissance Wing this station for all purposes.

2. Operational control of this unit will be retained by Headquarters Strategic Air Command.

3. Authority: SAC Regulation 20-4, 12 March 1953, General Order 43 Headquarters Strategic Air Command, 10 June 1955, and message DPLMC 41765, Headquarters Strategic Air Command, 28 May 1955.

B Y ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
Adjutant

OFFICIAL:

s/t/
RICHARD E. JONES
Major, USAF
Adjutant

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

1. Hours Flown Performing Missions Ordered By Higher Headquarters:

a.	WADC Project Q-56-700 (XQ-56 Radar)	39:25 Hours
b.	SAC Ops Order 86-55 (Airblast)	82:35 Hours
c.	Ferrying Aircraft	14:50 Hours
		Total 136:50 Hours

2. Weather or Local Conditions Which Effect Training: Three scheduled sorties and nineteen flying hours were cancelled due to adverse weather conditions.

3. Restrictive Directives: None

4. Combat Crew Member Gains and Losses:

a. Crew Members Gained: 1 Observer

b. Crew Members Lost: 1 Aircraft Commander to Squadron Staff
1 Observer to Wing Staff
1 Pilot separated
1 Pilot to Squadron Staff

5. Crew Member Changes: 2 Aircraft Commanders
7 Pilots
2 Observers

6. New Crews: IN 66 Formed effective 9 Jun 55
IN 65 Formed effective 9 Jun 55
IN 92 Formed effective 9 Jun 55
IN 64 Formed effective 13 Jun 55

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

7. Crew Status Changes:

R01 to L01 effective 1 Jun 55. Upgraded

R03 to L03 effective 1 Jun 55. Upgraded

R25 to L25 effective 1 Jun 55. Upgraded

R69 to L69 effective 1 Jun 55. Upgraded

R71 to N71 effective 1 Jun 55. Observer on extended TDY.

L80 to IN80 effective 1 Jun 55. Replacement Observer.

R14 to IN14 effective 6 Jun 55. Replacement Aircraft Commander

L72 Deleted effective 9 Jun 55. Due to loss of crew members and excessive crew changes during this period.

N54 Deleted effective 9 Jun 55. " " " " " " "

IN6[illegible] Deleted effective 13 Jun 55. " " " " " " " "

IN63 Deleted effective 9 Jun 55. " " " " " " "

N60 to IN60 effective 1 Jun 55. Reference 2AF message DOTC 1378, dated 7 May 55.

N61 to IN61 effective 1 Jun 55. " " " " " " "

N90 to IN90 effective 1 Jun 55. " " " " " " "

8. Standardization Crews:

Wing Standardization Board Crew:	L37
3rd SRS Standardization Board Crew:	L19
4th SRS Standardization Board Crew:	S40
10th SRS Standardization Board Crew:	R48

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part I of
Air Training Report For Month of June 1955
(RCS: 3-DAC-T12)

9. Additional Material and Personnel Problems:

a. Material shortages in the 26th Field Maintenance Squadron are hampering Maintenance Operations. These shortages are as follows:

S/N	ITEM	QUANTITY	SUPPLY DIFFICULTY LETTER SUBMITTED:
8100-438220	Kit Weighing 400,000 lbs	1 ea	23 June 1955
8100-438482-7	Kit Weighing 150,000 lbs	1 ea	29 June 1955

These items are required in the Airframe Shop of the Aero Repair Branch to perform weight and balance checks on aircraft assigned this wing in accordance with T.O. 1-1B-40. At this time, 39 aircraft are overdue weight and balance checks.

b. Personnel shortages are as follows:

(1) A numerical shortage as well as a "7" Supervisor and Technician Level Shortage has developed in certain AFSC's within the wing due to overseas commitments and discharges during the past month.

(2) The critical shortages at the "7" level are indicated as follows:

AFSC	AUTH	ASGD
32170E	35	11
32370C	12	1
43171E	97	47*
60170	8	4
92270	3	0

*Includes 6 due for separation within 60 days.

(3) The numerical shortage in the following career fields are:

(a)

AFSC	AUTH	ASGD
70010	0	10
70230	22	22*
70250	47	25**
70270	6	6
70252	1	0
Total	76	63

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

9. b. (3) (a)

* Includes 5 DALVP for overseas.

** Includes 9 due for separation within 30 days.

1. The above manning figures indicate a critical shortage of 27 administrative clerks within the next 30 days and ten of the remaining 49 airmen in this field are at the helper level.

(b)

AFSC	AUTH	ASGD
73231	2	2
73251	17	5
Total	19	7

(c)

AFSC	AUTH	ASGD
73230	4	4
73250	7	5
73270	3	3

(4) Combat Crew:

(a) At the present time 14 Observers AFSC 1521A/F are assigned with 12 presently attending B47 Upgrading Course 152100B at Mather AFB.

(b) Upon completion of subject course Phase II Observer Training will be required with a completion date, approximately, October thru December 1955.

(c) For assignment to crews a total of 11 Air Commanders and 10 pilots will be required to form 12 crews to effectively utilize these observers.

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable

11. Noncombat Ready Crews Capable of Deploying: IN26

IN61

IN64

IN90

N71

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

12. Non-Combat Ready Crew Training: Reference 2AF message DOTC 2695 dated 14 Jun 55 the estimated combat ready date of assigned non-ready crews is submitted:

CREW	ESTIMATED CR DATE
IN14	1 Sep 55
IN26	1 Sep 55
IN27	1 Sep 55
IN60	1 Nov 55
IN61	15 Jul 55
IN64	1 Sep 55
IN65	1 Oct 55
IN66	15 Oct 55
N71	15 Aug 55
IN80	15 Oct 55
IN90	1 Jul 55
IN92	15 Oct 55

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month Remarks: Not Applicable

16. Comments or Recommendations of the Wing Commander:

a. Clarification is requested of SAC messages DOTRPO 33796 dated 30 Apr 55 and DOTRPO 34747, dated 4 May 55, Subject: RBS bombing requirement contained in SAC Regs 50-8 and 51-26. Subject messages indicate that policies contained therin apply to RBS photoflash runs only and that only record RBS will be accomplished during a normal training quarter with the option of record or practice RBS during the special training month. Informal interpretations received verbally from officer members of the SAC Surveillance Branch indicate that cited policies should apply to all 50-8 training activity. A clear interpretation of this policy requested.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

16. b. Reference 2AF message DOTG 2628, dated 14 Jun 55, Subject: Judo Injuries, the following is submitted: During the period 1 Jan 55 thru 30 Jun 55 three combat crew personnel were seriously injured while participating in Judo Training. These injuries, shoulder, collarbone and back, rendered subject personnel incapable of performing combat crew duty for a period of two to three weeks each. In addition, numerous other combat crew personnel received minor injuries which were incurred while participating in Judo Training. These injuries prevented personnel from accomplishing further Judo Training for a period of one to seven days.

c. Reference 2AF message DOTB 4435, dated 23 Feb 55, the following gunnery missions were flown at SES during the period:

CREW	ACFT CMDR	ROUNDS LOADED	ROUNDS FIRED
L03	O'NEILL	700	625
L25	SIMON	700	340
L37	GUISINGER	700	28
L53	MELVILLE	700	700
L67	ROBINSON	700	700
L70	HARRIS	700	700

d. It is recommended that par 7i (3) (a), Suppl XI, SAC Reg 50-8, dated 16 Jun 55, which requires the dropping of three photoflash bombs when accomplishing a high altitude night photographic run, be amended to require stereo coverage of the target only. This can be accomplished with the dropping of only two bombs for each run and is recognized by SAC Reg 50-26, dated 16 Jun 55, Subject: Specification and Standards of Acceptability for Evaluation of Aerial Photography.

To satisfy the present quarterly training requirement of four (4) high altitude actual photoflash runs per combat ready crew, a minimum of twelve bombs must be dropped. As the RB-47 aircraft can accomodate a bomb load of only 10 bombs, a minimum of two sorties are required per crew to accomplish this quarterly requirement. In practice, due to weather and equipment malfunctions which are causing numerous unsuccessful sorties, many combat crews are flying three to six sorties attempting to complete this night photographic requirement.

These make-up sorties are greatly hampering operational planning and scheduling and are causing an excessive expenditure of maintenance effort and flying hours.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of June 1955
(RCS: 3-SAC-T12)

16. d. It is felt that the adoption of subject recommendation will materially improve this problem area and effect a substantial savings in time, effort and expense without impairing the quality of training or unit capability.

H. R. Sullivan
H. R. SULLIVAN
Brig General, USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

1. Hours Flown Performing Missions Ordered by Higher Headquarters:

a.	WADC Project Q-56-700 (XQ-56 Radar)	56:15 Hours
b.	Detroit Flyover	135:25 Hours
c.	SES	81:45 Hours
d.	8AF Ops Order 92-55 ("Lock-On")	49:50 Hours
e.	8AF Reno Project (Photography of Westover AFB and Portsmouth AFB)	13:55 Hours
f.	Ferrying Aircraft	4:35 Hours
	TOTAL	341:45 Hours

2. Weather or Local Conditions Which Effect Training: Nineteen scheduled sorties and 120:30 flying hours were cancelled due to adverse weather or excessive wind conditions.

3. Restrictive Directive: None

4. Combat Crew Member Gains and Losses:

Gains: None

Losses: 1 Aircraft Commander indefinitely grounded.

1 Observer indefinitely grounded.

1 Observer to Squadron Staff.

1 Pilot pending separation.

1 Aircraft Commander transferred 70th SRW (Crew L19)

1 Pilot transferred 70th SRW (Crew L19)

1 Observer transferred 70th SRW (Crew L19)

5. Crew Member Changes: 2 Aircraft Commanders

1 Pilot

1 Observer

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

6. New Crews: None

7. Crew Status Changes: IN90 to R90, 1 Jul 55. Upgraded

R68 to L68, 1 Jul 55. Upgraded

IN27 Disbanded 18 Jul 55. Loss of crew members

8. Standardization Crews: Crews S15, S18, S40 and L37 are the 26th Strat Recon Wg Standardization Board Crews.

9. Additional Materiel and Personnel Problems:

a. Materiel Shortages:

(1) Maintenance capabilities are hampered within the 26th FM Sq. due to the shortage of 1 ea 8100-438482-7 Kit weighing aircraft 150,000 and 1 ea 8100-438220 Kit, weighing aircraft 400,000 lbs. Supply difficulty letter submitted 29 Jun 55. Item is required in the airframe shop of the Aero Repair Branch to perform weight and balance checks on aircraft, assigned this wing in accordance with TO 1-1B-40.

(2) Shortage of 3 ea 8200-903030 Towbars resulted in numerous man hours lost within the 4th SRS during Jul 55. Supply difficulty letter submitted to 8th AF in accordance with SAC Reg 67-3 on 29 Jul 55.

(3) Shortage of 1 ea 7CAC-801887 Tester, has recently tended to hamper the testing and/or repair of the E-1 Power Supply of the Universal Camera Control System within the 26th A&E Sq. Supply difficulty submitted as of 1 Jul 55, IAW SAC Reg 67-3.

b. Personnel Problems:

(1) The following manning figures reflect the critical shortage of qualified personnel specialists and administrative clerks assigned the Wing.

AFSC	AUTH	ASGD (UAFSC)
70010	0	2
70230	22	26*
70250	47	23**
70270	6	6
70252	1	0
Total	76	57

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

9. b. (1) * Indicates 9- Airmen 70010
** Indicates 7- DOS within 30 days; 2- on overseas project.

(2) The numerical shortage in the 73 career field are as follows:

AFSC	AUTH	ASGD (UASO)
73230	4	4**
73250	7	4*
73231	2	1
73251	17	7
73270	3	3
Total	33	19

* Indicates 2- Airmen on overseas project
** Indicates 1- Airman for ZI PCS

(3) The continued withdrawal of qualified personnel specialists and administrative clerks for ZI and Foreign Service assignments and shortages indicated above has impaired the overall efficiency of the wing.

(4) Consideration should be given by higher headquarters to levy foreign service quotas on the number of airmen assigned who are eligible for overseas assignments in accordance with AFM 35-11.

(5) Based on information received by this headquarters, foreign service commitments are levied on number of airmen assigned instead of number airmen eligible for overseas assignment.

(6) The personnel administrative work load has been increased due to the airmen records accomplishment program as provided by AFM 35-12. Further withdrawal of qualified personnel specialists will result in failure to comply with the suspense date of 30 Sep 55, for the accomplishment of AF Forms 7.

(7) Request a study be made and a program be initiated for the possible reduction of reports, officer and airmen personnel actions as required by higher headquarters due to the critical shortage of qualified personnel and administrative clerks.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

10. SAC Minimum Training Requirements Not Accomplished: Deficits which exist in non ready crew flying time are primarily due to nonavailability of crew members caused by TDYs and DNIF .

11. Noncombat Ready Crews Capable of Deploying: IN26 - IN61 - IN64 - N71

12. Noncombat Ready Crew Training: See part I, 3-SAC-T12 for crew disposition and training status.

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month: Not Applicable

16. Comments or Recommendations of the Wing Commander:

a. The continuing loss of qualified personnel in support of mandatory school and PCS quotas has seriously retarded the growth of this Wing and is causing serious regressions in combat strength and potential. A recapitulation of losses incurred due to mandatory quotas during the period of 1 Feb 55 through 31 Jul 55 follows:

(1) Combat Crew Personnel:

(a) Aircraft Commanders:		5 to Pilot AOB School
		2 to fill Staff Vacancies
		3 to 70th SRW
		1 to Squadron Officer Course
	Total	11
(b) Pilots:		10 to 70th SRW
		2 to fill Staff Vacancies
		1 to Pilot AOB School
	Total	13
(c) Observers:		6 to fill Staff Vacancies
		2 to 70th SRW
		1 PCS USAFIT
		2 to Squadron Officers Course
	Total	11

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

16. a. (2) Staff personnel losses which have caused crew regressions:

Deputy Wing Commander	PCS
Director of Operations	PCS
Deputy Director of Operations	PCS
Director of Materiel	PCS
Wing Operations Officer	PCS
Wing Plans Officer	PCS
Wing Observer	PCS
Squadron Observer	PCS

The above losses do not include attrition losses due to grounding, separations etc., and during the period one crew which has been reported missing.

This Wing had 43 combat ready crews assigned as of 1 Feb 55. Only 33 combat ready crews remained as of 31 Jul 55, even though 8 non ready crews have been upgraded to ready status during the period. A recapitulation of crew instability and regression due to mandatory losses of personnel follows:

MONTH	CR CREWS DISBANDED	CR CREWS REGRESSED	NCR CREWS DISBANDED	NCR CREWS FORMED	NCR CREWS UPGRADED
FEB	2	1		2	
MAR	3	2	2	2	1
APR	3			2	
MAY	1				6
JUN	2	3	3	4	
JUL	1	—	1	—	1
TOTAL	12	6	6	10	8

It is realized that USAF wide personnel problems are not fully understood at Wing level. However, it is imperative that higher headquarters assistance preclude the aforementioned excessive losses of qualified personnel if the desired wing combat capability is to be achieved and maintained.

b. Runway construction at Lockbourne AFB during the month of Jul 55 has materially hampered flying training and has adversely affected flying hour utilization. The runway has been closed to all traffic between the hours of 0600 to 1600 hours daily, and for a one week period from 0400 to 2400 hours. Alternately the active runway has been restricted to take-offs and landings in one direction only, dependent on the area of runway undergoing construction. This condition has caused numerous sortie cancellations due to tailwind component on the active runway and has caused numerous airborne aircraft to be deverted to alternate bases.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

16. c. The following gunnery missions were flown at SES during the period:

CREW	AIRCRAFT COMMANDER	ROUNDS LOADED	ROUNDS FIRED
L35	JONES	700	450
L69	LAPPO	700	700
L74	COMERFORD	700	700

d. The following are extracts of comments and recommendations previously submitted in 3-SAC-T12 Wing Commander's Remarks during the period of 1 Jan 55 through 30 Jun 55. This recapitulation is submitted per verbal request from Headquarters 8th Air Force.

(1) January 1955 Remarks:

(a) This Wing's operational capability is being seriously curtailed by ARTC's limited capability of handling Lockbourne AFB traffic. Maximum effort has been placed on local scheduling and coordination with Indianapolis ARTC Center, however a shortage of personnel at the center in addition to limited local navigation aids and radar control facilities make IFR operation entirely unsatisfactory.

The continued IFR clearance restrictions is rendering SAC Reg 60-9 planning and operational scheduling ineffective. Since a large portion of reconnaissance training is accomplished during mid-day periods, the only solution to this bottle neck lies with higher command assistance.

(2) February 1955 Remarks:

(a) The lack of available photoflash bombing ranges for accomplishing night photography is retarding the development of this capability and is seriously restricting this phase of combat crew training.

To date, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to weather over the target.

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16. d. (2) (c) Feb 55 Remarks (Cont'd)

It is recommended that a single scoring system be adopted by Hq SAC for determining and rating effectiveness of Wing Combat Crew Training. Presently, there are two such rating systems in use, the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second prepared by the SAC Training Division.

Insofar as combat crew training is concerned, the major variance between these two rating methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.

The SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administrative problems. An example follows: A squadron standardization board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew was responsible for accomplishing two thirds of the squadron standardization board crew requirements. For the third month of the quarter this crew is responsible for one third the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

It is realized that the intent of both rating systems is to measure the wing effectiveness in reaching and maintaining prescribed and implied goals. However, a standardized rating system would better serve the Wing Commander, and it is believed higher echelons, in making a valid appraisal of wing capability.

(3) <u>March 1955 Remarks</u>

(a) As previously reported, the acute lack of available bombing ranges for accomplishing night photography is seriously retarding the development of this capability and is restricting this phase of Combat Crew Training. Since the beginning of the training quarter thirty eight (38) sorties which were scheduled to accomplish night photography were cancelled due to weather at Avon Park Bombing Range. Seven (7) sorties were aborted due to weather at the range . Twenty one (21) night photographic runs have been rejected as unacceptable due to weather over the target. Seven (7) sorties were lost due to the Avon Park Bombing Range being closed during the scheduled range period on 7 Mar 55.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For the Month of July 1955
(RCS: 3-SAC-T12)

16. d. (3) (a) A recapitulation of night photographic runs lost during the training quarter follows:

Mar 55 Remarks (Cont'd)

1.	Ground cancelled due to weather:	114 Runs
2.	Air aborted due to weather:	21 Runs
3.	Air aborted due to range closed	21 Runs
4.	Rejected due to weather	21 Runs
5.	Rejected due to camera malfunction	29 Runs
6.	Rejected due to release malfunction	15 Runs
	Total Lost	221 Runs

These losses are rendering operational planning and scheduling ineffective and are causing an excessive expenditure of maintenance effort and flying hours.

It is recommended that the requirement for actual photoflash runs be waived from SAC Reg 51-26 until such time as the aformentioned inadequacies, which are primarily beyond this Wing's control, can be resolved.

(b) It is recommended that the following changes be made to Par E2, SAC Technical Pamphlet 170-1B, Subj: SAC Management Control System, Wing's Reconnaissance, o enable a more realistic measurement of flying hour utilization.

Flying Hours Per Unit Of Training	RB-47	KC-97
Night Celestial	2.50	2.50
Day Celestial	2.00	2.00
Grid	1.75	3.25
Pilot Proficiency	3.50	3.50
Radar Rendezvous		1.00
Trimetregon Photograph	.50	

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

16. d. (3) (b) Reasons for recommended changes follows:

Mar 55 Remarks (Cont'd)

1. Night celestial, day celestial, and grid navigation: Existing SAC directives require that each navigation leg flown must be of a specified minimum time duration in order to accrue training credit for its accomplishment. As applies to RB-47 and KC-97 crews, the SAC Management Control System awards flying hour utilization cred for navigation legs in an amount equal to this required minimum time. This standard of measuring proper time utilization is considered unrealistic since the geater majority of completed navigation legs require approximately thirty (30) miniutes of time in excess of the established minimum time duration.

2. Pilot proficiency missions: Same reason as noted in par 1. as applies to pilot proficiency missions.

3. Radar rendezvous (KC-97): Change is recommended to include consideration for flying time expended by tanker aircraft in orbit area prior to start of rendezvous. This factor is recognized by current Tactical Doctrine.

4. Trimetregon photography runs: This requirement is presently omitted from the flying hour utilization index of the Management Control System. Recommend its inclusion.

5. It is further recommended that consideration be given to those sorties in which no specific training is reported on the T-12 Report, i.e., transition flights, field checks, air refueling checkouts, ferry flight etc. This should be in addition to the repetitive requirement percentage.

(4) June 1955 Remarks:

(a) Combat Crews:

1. At the present time 14 Observers AFSC 1521/A/F are assigned with 12 presently attending B-47 Upgrading Course 152100B at Mather AFB.

2. Upon completion of subject course Phase II Observer Training will be required with a completion date, approximately, Oct thru Dec 55.

3. For assignment to crews a total of 11 Air Commanders and 10 Pilots will be required to form 12 crews to effectively utilize these observers.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of July 1955
(RCS: 3-SAC-T12)

16. d. (4) (b) Jun 55 Remarks (Cont'd)

It is recommended that Par 7i (3) (a) Supp VI, SAC Reg 50-8, dated 16 Jun 55, which requires the dropping of three photoflash bombs when accomplishing a high altitude night photographic run, be amended to require stereo coverage of the target only. This can be accomplished with the dropping of only two bombs for each run and is recognized by SAC Reg 50-26 dated 16 Jun 55, Subject: Specification and Standards of Acceptability for Evaluation of Aerial Photography.

To satisfy the present quarterly training requirement of four (4) high altitude actual photoflash runs per combat ready crew, a minimum of twelve bombs must be dropped. As the RB-47 aircraft can accomodate a bomb load of only 10 bombs, a minimum of two sorties are required per crew to accomplish this quarterly requirement. In practice, due to weather and equipment malfunctions which are causing numerous unsuccessful sorties, many combat crews are flying three to six sorties attempting to complete this night photographic requirement.

These make-up sorties are greatly hampering operational planning and scheduling and are causing an excessive expenditure of maintenance effort and flying hours.

It is felt that the adoption of subject recommendation will materially improve this problem area and effect a substantial savings in time, effort and expense without impairing the quality of training or unit capability.

Lawson C. Horner Jr
LAWSON C. HORNER
Colonel USAF
Acting Wing Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

1. Hours Flown Performing Missions Ordered By Higher Headquarters:

a.	WADC Project Q-56-700 (XQ-56 Radar)	103:40 Hours
b.	SES	120:55 Hours
c.	Sioux Fall, S.D. Flyover	21:10 Hours
d.	USAF Project 54-Y-56 (Photography of Lockbourne AFB)	13:00 Hours
e.	8AF Project 55-N-56 (Photography of Westover AFB and Portsmouth AFB)	8:50 Hours
f.	SAC Radar Reconnaissance Project (Testing of Radar Calibration Devices)	15:30 Hours
	Total	283:05 Hours

2. Weather or Local Conditions Which Effect Training: Runway construction at Lockbourne AFB during the month has materially hampered flying training and had adversely affected flying hour utilization. Alternately the active runway has been restricted to take-offs and landings in one direction only, dependent on the area of runway undergoing construction. This condition has caused ten sortie cancellations due to excessive tailwind component on the active runway, and has caused numerous airborne aircraft to be diverted to alternate base.

In addition, nine scheduled sorties were cancelled due to saturation of the ARTC clearance capability by inbound, hurricane evacuation aircraft. Total flying hours lost during the month due to weather or local conditions: 106:30.

3. Restrictive Directive: None

4. Combat Crew Member Gains and Losses:

Gains: 1 Aircraft Commander
2 Observers

Losses: 1 Observer pending separation

5. Crew Member Changes: 1 Observer

6. New Crews: IN28 formed effective 19 Aug 55.

Exhibit 14

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

7. Crew Status Changes: IN61 to R61, effective 1 Aug 55. Upgraded

IN64 to R64, effective 1 Aug 55. Upgraded

IN26 to R26, effective 15 Aug 55. Upgraded

R75 to L75, effective 1 Aug 55. Upgraded

8. Standardization Crews: S15, S18, S40 and L37 are the 26th Strategic Reconnaissance Wing Standardization Board Crews.

9. Additional Materiel and Personnel Problems:

a. Foreign service levies and separations from the service continue to hamper the wing's capability to fulfill its assigned mission.

b. A numberical shortage as well as a shortage at the Supervisor and Technician Level has developed in the following AFSC's:

(1) Administration

AFSC	AUTH	ASGD
70010	0	8
70230	23	18*
70250	47	19**
70270	6	7
Total	76	52

* 4 on overseas projects ** 5 for separation in Sept 55.

(2) Personnel

AFSC	AUTH	ASGD
73230	3	4
73250	7	4*
73270	3	3
Total	13	11

* 2 on overseas project

73231	2	1
73251	17	6
Total	19	7

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9. b. (3) "K"- Series Systems:

AFSC	AUTH	ASGD
32170E	35	7*

* 2 reassignments in ZI Sept 55.

(4) Aircraft Maintenance Technician:

AFSC	AUTH	ASGD
43171E	97	56*

* 1 due for separation in Sept 55.

c. Maintenance capabilities are continued to be hampered within the 26th Field Maintenance Squadron due to the shortage of 1 ea 8100-438482-7 Kit Weighing Aircraft 150,000 pounds and 1 ea 8100-438220 Kit Weighing Aircraft 400,000 pounds. Items are required in the airframe shop of the Aero Repair Branch to perform weight and balance checks on aircraft, assigned this wing in accordance with TO-1-1B-40. An answer has been received on the supply difficulty letters submitted 29 Jun 55, which only stated that items were a command shortage and no immediate relief could be forseen.

d. Shortage of 3 ea 8200-903030 Towbars continue to cause lost man hours within the 4th Strategic Reconnaissance Squadron during Aug 55. Supply difficulty letter submitted to Headquarters 8th Air Force in accordance with SAC Reg 67-3 on 29 Jul 55. No reply has been received on this station. The shortage of 2 ea may possibly be relieved in the near future as the latest follow-up revealed an estimated EDD of 30 Aug 55, for 2 ea substitutes 8200-903063.

e. Shortage of 1 ea 7CAC-801887 Tester has continued to hamper the testing and/or repair of the E-1 Power Supply of the Universal Camera Control System within the 26th Armament and Electronics Squadron during Aug 55. Supply difficulty letter submitted to Base Supply on 1 Jul 55, in accordance with SAC Reg 67-3. To date no answer has been received.

f. Shortage of both initial issue and replacement 2010-681135 Release Assembly F1A continues to hamper initial installation in accordance with TO-14D-1-2-61 and replacement TO compliance in accordance with TO-14D-1-2-61B. A supply difficulty letter was submitted for total wing requirements on 11 Jul 55. To date no reply has been received.

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable.

11. Noncombat Ready Crew Capable of Deploying: IN28, N71, IN92

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remark's
Part VI of
Air Training Report for month of August 1955
(RCS: 3-SAC-T12)

12. Noncombat Ready Crew Training: See Part I, 3-SAC-T12 for crew disposition and training status.

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month:

a. Flying Training Program: The 26th Strategic Reconnaissance Wing flying training program for the Special Training Month of Aug 55 had the following general objectives:

(1) Concentration on known areas of weakness.

(2) Emphasis on training and upgrading noncombat ready crews.

(3) Emphasis on training in seasonal tactics.

(4) Experimentation with new tactics and equipment.

(5) Continuation of proficiency training under the principles outlined in SAC Reg 50-8.

(6) Reduction of normal training months flying commitments.

b. The program was based on the following data:

	Projected	Actual
(1) Aircraft available:	42	42
(2) Average flying time per aircraft:	24.5	27.4
(3) Total flying time available:	1028	1151

c. In order to attain the general objectives indicated above the following requirements are listed in the order of priority established for their accomplishment. The projected and actual flying time for accomplishment is indicated below:

	Projected	Actual	%Accomplished
(1) Accomplishment of AFR 60-2	1028	1151	100
(2) Strategic Evaluation	96	120	100
(3) Practice Recon Competition	60	60	100

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remark's
Par' VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

15. c.

	Projected	Actual	% Accomplished
(4) Noncombat Ready Crew Training	278	317	100
(5) Combat Ready Crew Training	330	386	100
(6) Select and Lead Crew Training	244	249	100
(7) Test Hops	20	19	95

d. Any difference between the project and actual flying time for each item in paragraph 15 c. above is explained below.

(1) All programmed flying training goals were accomplished during the month. Differences between projected and actual flying hours in specific crew categories were primarily due to schedule changes which were necessitated by local weather and the runway construction at Lockbourne AFB.

e. Ground Training Program: The ground training program for the 26th Strategic Reconnaissance Wing had the following objectives:

(1) An effective aircrew ground training program.

(2) An effective maintenance ground training program.

f. To attain the general objectives outlined above, and effectively utilize the time resulting from a reduction of flying time, the following ground training requirements were established.

(1) Support three spaces, SAC Survival School, Stead AFB.

(2) Two combat crews to participate in survival exercise "Chuck Wagon #3."

(3) Pilots on combat crews to accomplish 192 hours Instrument Training.

(4) Aircrew personnel to accomplish 114 hours refresher training in Systems and Emergency Procedures.

(5) Combat Crews to accomplish 360 hours of Target Study.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks's
Part VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

15. f. (6) Mobility rehearsal 13,680 hours.

(7) Aircrew personnel to accomplish 1369 hours of training in compliance with SAC Reg 50-24.

(8) Non aircrew personnel to accomplish 2324 hours of training in compliance with SAC Reg 50-24.

(9) Maintenance technicians and ground crews to accomplish 2708 hours of ground training in areas of weakness.

(10) Emphasis to be placed on T.O. compliance.

g. Each ground training requirement listed paragraph 15 f above was accomplished as indicated below:

(1)	Advanced Survival School:	3 Personnel
(2)	Chuck Wagon #3:	2 Combat Crews
(3)	Instrument Training:	304 Hours
(4)	Aircrew Emergency Procedures:	132 Hours
(5)	Target Study:	669 Hours
(6)	Mobility Rehearsal:	13680 Hours
(7)	Aircrew SAC Reg 50-24 Training:	1403 Hours
(8)	Nonaircrew SAC Reg 50-24 Training:	2568 Hours
(9)	Maintenance Personnel Training (MTD:)	2274 Hours
(10)	T.O. Compliance:	449 Hours
(11)	Altitude Indoctrination:	12 Personnel
(12)	T-1A Gunnery Training:	56 Hours
(13)	Combatitive Measures:	66 Hours
(14)	Special Weapons "D" Course:	Not Applicable

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

15. h. Differences in ground training projected versus accomplished is explained below:

(1) All ground training programmed in paragraph 15 f above was successfully accomplished, and in most categories the amount of training accomplished exceeds that which was programmed.

(2) The maintenance personnel training reported as accomplished is paragraph 15 g (9) above reflects formal MTD Training accomplished only. A sizable amount of additional ground training was accomplished by maintenance technicians and ground crews and is reported in paragraph i below.

i. The following action was taken during the month to improve the quality of maintenance and maintenance supervision.

(1) During the first week in August, each squadron maintenance section was give a lecture on SAC Technical Pamphlet 66-1 (Time Card Procedures). Production Analysis personnel have delivered additional lecture and question and answer periods during the second and third week in August. The importance of logging true information on the time cards was stressed.

(2) The Chief of Maintenance and Production Analysis Officer conducted a four hour class on SAC Manual 66-14 (Production Control of Aircraft Maintenance). This class was attended by all the Wing Maintenance Officers, Maintenance Supervisors and personnel of Maintenance Control. Strict compliance with this and other manuals was stressed.

(3) During the month of August, 30 maintenance personnel attended Mobile Training Detachment classes; 19 maintenance personnel were TDY attending technical schools; each squadron had daily and weekly maintenance meetings; Field Representative and supervisory personnel conducted formal and informal on-the-job training; 26th Armament and Electronics Squadron conducted a special class on "K" System maintenance; 26th Field Maintenance Squadron had three classes on SAC Manual 66-14 (Production Control for Aircraft Maintenance); and each squadron maintenance officer took an active interest in stressing training.

(4) From 16 July to 15 August 55, 290 Technical Orders compliances were accomplished with a 329 manhour backlog reduction. From 16 August to date, 70 Technical Order Compliances were accomplished with 286 manhour backlog reduction.

j. Non ready crew training received increased emphasis during the month of August. Each assigned non ready crew member accomplished an average of 35.5 flying training hours, which resulted in one non ready crew being upgraded to combat ready status on 15 August and two crews to be upgraded to combat ready on 1 September. The upgrading training of the remaining non-ready crews was similiarly accellerated.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of August 1955
(RCS: 3-SAC-T12)

15. j. All available combat ready crews accomplished a minimum of one grid celestial navigation leg during the month in addition to concentration on other areas of known weakness. All select and lead crews participated in XQ-56 radar testing mission commensurate with equipment availability. A sizable increase of XQ-56 radar flight time was realized with 103:40 hours flown.

The overall training program for the month of August was considered effective in improving this wing's capability to carry out its assigned mission. All planned objectives were satisfactorily achieved.

16. Comments or Recommendation of the Wing Commander:

a. The continuing loss of scheduled air refueling sorties coupled with repeated schedule changes in air refueling. Support is rendering this wing's operational planning and scheduling ineffective and is adversely affecting this phase of combat crew training. A summary of the August air refueling activity follows:

Sorties requested:	57
Sorties confirmed: (Includes make-up)	63
Schedule changes: (Requested vs. confirmed)	33
Sorties successful:	27
Percent of sorties successful:	43%

A summary of air refueling support programmed for September follows:

Sorties requested:	57
Sorties confirmed:	46
Schedule changes: (Requested vs. confirmed)	18
Percent of requested sorties confirmed	81%

b. The number of air refueling sorties requested represents the minimum number of effective refuelings this wing must receive to accomplish minimum training and maintain the desired air refueling proficiency level. Any shortages in air refueling support will result in a corresponding loss of 50-8 training and regression of non ready crew upgrading.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month Of August 1955
(RCS: 3-SAC-T12)

16. b. The following Gunnery Missions were flown at SES during the period:

CREW	AIRCRAFT COMMANDER	ROUNDS LOADED	ROUNDS FIRED
S15	MOORE	700	700
L68	BROWN	700	700

W.J. Meng
W.J. MENG
Colonel USAF
Commanding

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CONFIDENTIAL

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

1. Hours Flown Performing Missions Ordered By Higher Headquarters:

a.	Operations "Posthole"	230:15 hours
b.	Q-56 Radar Project	78:30 hours
c.	SAC Reconnaissance Competition	38:20 hours
d.	Ferrying Aircraft	64:35 hours
e.	8AF Ops Order 135-55 (Grainfield)	25:05 hours
f.	8AF-55-M5 (Photography of Westover AFB and Portsmouth AFB)	15:50 hours
g.	Operations "Late Summer"	6:00 hours
h.	SAC Radar Recon. Project (Testing of Radar Calibration Devices)	6:50 hours
i.	Indoctrination for 8AF Staff	10:15 hours
	Total	475:40 hours

2. Weather or Local Conditions Which Effect Training: Forty seven (47) scheduled sorties and two hundred eighty five (285) flying hours were cancelled due to adverse weather. In addition twelve (12) sorties and fifty-two (52) hours flown in support of Operations "Posthole" were ineffective due to weather.

3. Restrictive Directives: None

4. Combat Crew Member Gains and Losses:

a. Gains: None

b. Losses: 2 Aircraft Commanders to Wing Staff
1 Aircraft Commander to Squadron Staff
1 Observer to Wing Staff
1 Observer to Squadron Staff
1 Observer PCS to St. Alban Hospital, New York, N.Y.

Exhibit 15

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

5. Crew Member Changes: 2 Aircraft Commanders

2 Pilots

6. New Crews: IN29 Formed effective 8 Sept 55

IN30 Formed effective 15 Sept 55

7. Crew Status Changes:

a. IN28 to R28 Effective 1 Sept 55. Upgraded

b. IN92 to R92 Effective 1 Sept 55. Upgraded

c. R11 Disbanded effective 8 Sept 55. Due to losses of crew members reflected in par 4, above.

d. L41 Disbanded effective 8 Sept 55. " " " " "

e. L84 Disbanded effective 15 Sept 55. " " " " "

f. In accordance with 8AF message ODT 4 51218, 12 Sept 55, the following information is submitted:

(1) Number of combat ready crews assigned: 16

(2) Number of non ready crews assigned: 8

(3) Projected upgrading date to lead status of each assigned combat ready crew follows:

Crew	Projected Upgrading Date
R22	1 Dec 55
R26	Unknown
R28	1 Mar 56
R36	Unknown
R39	Unknown
R44	1 Dec 55
R48	1 Nov 55

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THIS PAGE IS DECLASSIFIED IAW EO 13526

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

Crew	Projected Upgrading Date
R47	1 Dec 55
R59	1 Dec 55
R61	1 Feb 56
R64	1 Feb 56
R79	1 Dec 55
R88	1 Dec 55
R90	Unknown
R91	1 Mar 56
R92	1 Mar 56

(4) Projected upgrading date to combat ready status for each assigned non ready crew follows:

Crew	Projected Upgrading Date
IN14	15 Nov 55
IN29	15 Feb 56
IN30	15 Mar 56
IN60	1 Nov 55
IN65	30 Nov 55
IN66	30 Nov 55
N71	31 Oct 55
IN80	30 Nov 55

8. Standardization Crews: S15, S18, S40 and L37 are the 26th Strategic Reconnaissance Wing Standardization Board Crews.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

9. Additional Materiel and Personnel Problems:

a. Maintenance capabilities are continuing to be hampered within the 26th Field Maintenance Squadron due to the shortage of 1 each 8100-439164 Kit Welding Inert Arc, item urgently required to accomplish necessary repairs on B-47 aircraft and J-47 Engines, tail cones, inner combustion chambers, ignition cross-over tubes, etc. A supply difficulty letter was submitted to Base Supply on 25 Jul 55, in accordance with SAC Regulation 67-3. An answer was received which quoted and estimated date of delivery as 30 Sept 55. Also 1 ea 8100-438220 Kit Weighing Aircraft, 400,000 lbs and 1 each 8100-438482-7 Kit Weighing Aircraft 150,000 lbs, items are required in the Airframe Shop of the Aero Repair Branch to perform weight and balance checks on Aircraft assigned this wing in accordance with TO-1-1B-40. An answer has been received on the supply difficulty letter submitted 29 Jun 55, that no estimated delivery date on 8100-438220 can be determined and Mar 56 estimated delivery date on 8100-438482-7.

b. Shortage of 3 ea 8200-903030 Towbars continue to cause lost man hours within the 4th Strategic Reconnaissance Squadron during Aug 55. A Supply difficulty letter was submitted to Headquarters 8th AF in accordance with SAC Regulation 67-3 on 29 Jul 55; no reply has been received on this station. The latest follow-up revealed an estimated EDD of 1 Jan 56, for 2 each 8200-903063.

c. Shortages of 1 each 7CAC-801887 Tester has continued to hamper the testing and/or repair of the E-1 Power Supply of the Universal Camera Control System within the 26th Armament and Electronic Squadron during Aug 55. A supply difficulty letter was submitted to Base Supply on 1 Jul 55, in accordance with SAC Regulation 67-3, to date no answer has been received.

d. Shortage of both initial issue and replacement 2010-681135 Release Assy F1A continues to hamper initial installation in accordance with TO-14D-1-2-61 and replacement TO compliance in accordance with TO-14D-1-2-61B. A supply difficulty letter was submitted for total wing requirements on 11 Jul 55. An answer was received to the effect that F1A releases were presently on contract for issue with the B-5 Parachute. Delivery of the new type B-5 parachute is expected to begin during the month of Sept. Also TO-14D1-2-61C dated 22 Aug 55 extended the service life of F1A releases from 12 months to 18 months and from 9 to 12 operations. However, the extension of the service life of the F-1A release has not alleviated the difficulty of TOC since the majority of the releases requiring TOC are beyond the limits of the extended service life.

THIS PAGE IS DECLASSIFIED IAW EO 13526

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS. 3-SAC-T12)

9. e. Foreign service levies and separations from the service continue to be a "sore spot" in the Wing's capability to fulfill its assigned mission.

(1) Administration

AFSC	AUTH	ASGD (PAFSC)
70010	0	8 (x)
70230	23	20 (x)
70250	47	13 (x) (xx)
70270	6	7 (x)

(x) - 7 Airmen on overseas projects (xx) - 2 Airmen due for separation Oct 55.

(2) Personnel

AFSC	AUTH	ASGD (PAFSC)
73230	3	4
73250	7	2 (x) (xx)
73270	3	5

(x) - 1 Airman overseas project (xx) - 1 Airman due for separation Oct 55

73231	2	1
73251	17	7 (x)

(x) - 1 Airman on overseas project

(3) Aircraft Maintenance Technicians

AFSC	AUTH	ASGD (PAFSC)
43171E	97	59 (xx)

(xx) 1 Airman due for separation Oct 55.

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THIS PAGE IS DECLASSIFIED IAW EO 13526

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable

11. Noncombat Ready Crew Capable of Deploying: N71

12. Noncombat Ready Crew Training: The extended delay in the execution of Operation "Posthole" resulted in the cancellation of numerous scheduled sorties for nonready crews. See Part I, 3-SAC-T12 for crew disposition and training status.

13. Field Training Operations: Not Applicable

14. Special Training Month: Not Applicable

15. Comments and Recommendations of Wing Commander:

a. The following Restricted Refuelings were accomplished during the period by crews as indicated:

Crew	Nr Restr Refuelings	Date Flown	Lbs Per Refueling	ARS
I01	1	19 Sept	30000	341st
S07	1	15 Sept	30000	384th
S09	2	13 Sept 19 Sept	30000 30000	71st 341st
R22	2	6 Sept 19 Sept	31560 30000	71st 71st
R26	1	15 Sept	30000	71st
R28	1	12 Sept	30000	71st
R44	1	19 Sept	30000	71st
R48	1	2 Sept	30000	71st
R61	2	13 Sept 15 Sept	30000 30000	71st 71st
L67	1	7 Sept	30000	384th
L68	1	26 Sept	30000	71st
L69	1	19 Sept	30000	341st

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THIS PAGE IS DECLASSIFIED IAW EO 13526

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of September 1955
(RCS: 3-SAC-T12)

15.

Crew	Nr. Restr Refuelings	Date Flown	lbs Per Refueling	ARS
L70	1	15 Sept	30000	384th
R59	1	8 Sept	30000	71st
5X	1	22 Sept	30000	341st

b. This wing was ordered to participate in Operations "Posthole" commencing on 23 Sept 55. In preparation for this exercise, a stand-down was effected during the period of 20 Sept thru 22 Sept.

On 23 Sept the initial increment of aircraft were launched as scheduled. On the IP to target run, the first aircraft encountered severe turbulence and weather and was unable to identify the aiming point due to thunderstorms in the target area until 50 seconds before the bomb release point. Because of these adverse conditions, the remaining aircraft of the first increment were no committed to the bomb run but were recalled to home station.

Operations "Posthole" was rescheduled for the three day period commencing on 27 Sept 55. A twenty four hour delay was again necessitated due to adverse weather locally and in the target area. On 28 Sept, the first increment of aircraft accomplished the mission as briefed. Adverse weather in the target area forced the further cancellation of the second increment on 29 Sept. On 30 Sept, both the second and third increment of aircraft were able to accomplish the mission.

As noted above, this wing's maintenance an operational effort during the ten day period beginning on 20 Sept was primarily expended in support of Operations "Posthole". Adverse weather conditions during this period caused the cancellation of 47 scheduled sorties and in addition, rendered 12 airborne sorties ineffective. The monthly operational planning and scheduling program was likewise rendered ineffective.

These adverse conditions which were beyond this wing's control were the primary cause of low flying hours accomplished, low flying hour utilization, the retardation of crew upgrading and 50-8 training, and the loss of scheduled ground training.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For the Month of September 1955
(RCS: 3-SAC-T12)

15. c. The air refueling support received by this wing during the month continues below the minimum acceptable training requirement. In addition, repeated changes in the air refueling schedule are undermining all efforts to implement a logical and effective operational plan.

Fifty seven (57) air refueling sorties were requested for the month of Sept. This represented the minimum number of sorties necessary for maintaining the air refueling proficiency of combat ready crews and for checkout and upgrading of non ready crews. Only twenty (20) air refueling sorties were successful, i.e. 35% of required.

Schedule changes of air refueling support were required on twenty (20) flying days of the month. Fifty nine (59) changes of air refueling sorties were required during these twenty days. This resulted in 59 changes for air refueling alone in the wing monthly operation plan.

No air refueling support was requested by this wing during the period 20 to 26 Sept due to Operation "Posthole". However ten (10) air refueling sorties were scheduled during this period by higher headquarters. By necessity these were cancelled. Weather delays in the execution of Operation "Posthole" required the cancellation of eleven (11) additional air refueling sorties.

A summary of the Sept air refueling activity follows:

Sorties requested	57
Sorties Scheduled (Includes reschedules)	53
Schedule Changes	59
Sorties Successful	20
Cancelled by receiver	2
Cancelled by tanker	6
Cancelled by 8AF	4
Cancelled due "Posthole"	21

for LAWSON C. HORNER
Colonel USAF
Deputy Wing Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report For Month of May 1955
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	WADC Project Q-56-700 (XQ-56 Radar)	38:50 hours
b.	Armed Forces Day Flyover	44:15 hours
c.	SAC Ops Order 81-55 (Seashore) (Includes return flights from OCLUS only)	22:10 hours
d.	Ferrying Aircraft	29:30 hours
	Total	134:45 hours

2. Weather or local conditions which effect training: None

3. Restrictive Directive: None

4. Combat crew member gains and losses:

   a. Crew members gained: 1 Observer

   b. Crew members lost: 1 Observer transferred PCS
   1 Pilot to AOB School

5. Crew member changes: 1 Pilot
   1 Observer

6. New crews: None

7. Crew status changes:

   N14 to R14 effective 1 May 55. Upgraded

   N39 to R39 effective 1 May 55. Upgraded

   N59 to R59 effective 1 May 55. Upgraded

   N79 to R79 effective 1 May 55. Upgraded

   N88 to R88 effective 1 May 55. Upgraded

   N99TP to R91 effective 1 May 55. Upgraded

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Exhibit 16

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of May 1955
(RCS: 3-SAC-T12)

7. Crew Status Changes:

R37 to L37 effective 1 May 55. Upgraded

R53 to L53 effective 1 May 55. Upgraded

R67 to L67 effective 1 May 55. Upgraded

R70 to L70 effective 1 May 55. Upgraded

R74 to L74 effective 1 May 55. Upgraded

N97TP to IN62 effective 17 May 55. Reference 2AF msg DOTC 1378 dated 7 May 55.

N98TP to IN63 effective 17 May 55. Reference 2AF msg DOTC 1378 dated 7 May 55.

S43 disbanded 20 Apr 55. IAW AFR 30-11

8. Standardization crews:

Wing Standardization Board Crews:	L37
3rd SRS Standardization Board Crews:	S07
4th SRS Standardization Board Crews:	S40
10th SRS Standardization Board Crews:	R68

9. Additional materiel and personnel problems:

a. The critical shortage of skilled personnel in the radar gunlaying systems and K series systems is a continual soft spot in the manning of this Wing.

AFSC	AUTH	ASGD
30133A	9	1
30153A	3	0
32350C	45	37
32370C	12	1
32170E	35	10

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of May 1955
(RCS: 3-SAC-T12)

10. SAC Minimum Training Requirements not accomplished: Not Applicable

11. Noncombat ready crews capable of deploying: Six (6) crews

12. Non-Combat Ready Crew Training:

A recapitulation of non-ready crew flying and disposition during the period follows:

CREW#	REMARKS
N26	Crew accomplished 10:20 flying hours. Crew was TDY for approximately ten (10) days during period.
N27	Crew accomplished 26:35 flying hours. 2:05 additional for Observer.
N54	Crew accomplished 25:10 flying hours.
N60	Crew accomplished 12:45 flying hours.
N61	Crew accomplished 24:50 flying hours.
N90	Crew accomplished 13:55 flying hours.
IN62	Crew accomplished 20:45 flying hours.
IN63	Negative flying. Acft Cmdr returned from CCTS 10 May 55. Observer requires CCTS.

13. Flying Time Differences: Rescinded

14. Field Training Operations: Not Applicable

15. Special Training Month Remarks: Not Applicable

16. Comments or Recommendations of the Wing Commander:

a. The continuing loss of air refueling due to the unavailability of tanker support is seriously hampering the operational planning and scheduling of this wing and is restricting this phase of combat crew training. During the month twenty one (21) scheduled sorties were incomplete due to the unavailability of tankers for air refueling.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V or
Air Training Report for Month of May 1955
(RCS: 3-SAC-T12)

16. Comments or Recommendations of the Wing Commander: (Cont'd)

This problem will become extremely acute during the month of June. To date not a single tanker has been confirmed for air refueling support for June. The 26th Air Refueling Squadron, 42nd Air Refueling Squadron, 91st Air Refueling Squadron and the 321st Air Refueling Squadron have been contacted for support with negative results.

During the month of June this wing will require six (6) tankers each Monday, Wednesday and Friday, with tankers capable of off-loading 40,000# of fuel. Higher headquarters assistance is needed to fulfill this requirement whereby quarterly training minimums can be accomplished and a high degree of air refueling proficiency maintained.

b. Reference 2AF message DOTB 4435, dated 23 Feb 55, the following gunnery mission was flown at SES during the period.

Crew#	ACFT CMDR	ROUNDS LOADED	ROUNDS FIRED
L34	AUERBACH	700	700
L41	HIGGINS	700	200

c. Training accomplished by crews presently attending SES will be reported in the monthly 3-SAC-T12 correction report.

H. R. Sullivan
H. R. SULLIVAN
Brig General, USAF
Commander

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HEADQUARTERS EIGHTH AIR FORCE
WESTOVER AIR FORCE BASE
MASSACHUSETTS

OIH 27 Oct 1955

SUBJECT: Authority to Combine Histories of 801st Air Division

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio

1. Reference telephone conversation between Command Historian, Headquarters Eighth Air Force, and Major Arthur W. Paul, Historical Division, Headquarters Strategic Air Command.

2. Authority is granted to combine the May, June, July, August and September histories of the 801st Air Division into one installment, due this headquarters 15 December 1955. One copy, over and above the required number, will be prepared and submitted to Headquarters Second Air Force in order to fulfill that command's requirements.

3. Authority is also granted to combine the May, June, July, August and September histories of the 26th Strategic Reconnaissance Wing, Medium, into one installment, due this headquarters 15 December 1955. A An additional copy will be prepared and submitted to Headquarters Second Air Force.

4. Request that in the future any correspondence or communication involving the submission of histories be handled through Headquarters Eighth Air Force.

BY ORDER OF THE COMMANDER:

/s/t/ L. R. KNOBLOCK
Major, USAF
Assistant Adjutant

COPY: COMDR HQ 2ND AF

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Exhibit 17

17

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
3 June 1955

OPERATIONS ORDER
NUMBER 300-55

MAPS AND CHARTS: As required.

TASK ORGANIZATIONS:

3rd SRS	Lt Col Hennington
26th A&ES	Lt Col Gosling
26th FMS	Major Schroeder
801st RTS	Lt Col McCash

1. GENERAL SITUATION: A requirement exists for the accomplishment of aerial photography of Walters AFB, Mineral Wells, Texas.

2. MISSION: Accomplish aerial photography as directed in Annex A.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Sq:

(1) Accomplish aerial photography of Walters AFB to meet specifications as outlined in Annex A.

b. 26th Armament and Electronics Sq:

(1) Provide maintenance personnel and facilities to accomplish the mission.

c. 26th Field Maintenance Sq:

(1) Provide maintenance personnel and equipment necessary to accomplish the mission.

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d. 801st Reconnaissance Technical Sq:

(1) Process film, evaluate for training credit and critique crews concerned.

(2) Notify Sq concerned (7384) and 26SRW Photo Officer (429).

(3) Handle all project 54-AF-64 negatives as stated in AFR 95-17

x. General Instructions:

(1) Photography will be completed NLT 25 June 1955.

(2) Project Photography which meets the requirements as outlined in Supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26, may be credited to the crew for record training.

4. Administration and Logistics: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

ANNEX:
"A" - Photo Requirements

SULLIVAN
Brigadier General, USAF
Commander

OFFICIAL:

Lawson C. Horner Jr

LAWSON C HORNER JR
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 801 AD	1 cy	Comdr, 801 RTS	3 cys
Comdr, 26SRW	1 cy	26 DO	5 cys
Comdr, 801ABG	1 cy	26 DM	3 cys
26thSRW		Comdr, 3SRS	5 cys
Op Ord 300-55		2 Comdr, 26A&ES	1 cy
3 June 55		Comdr, 26FMS	1 cy
		26th Historian	5 cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
3 June 1955

ANNEX "A"

TO

OPERATIONS ORDER 300-55

PHOTO REQUIREMENTS

1. PURPOSE: To establish specifications for aerial photography of Walters AFB, Texas.

2. CAMERAS:

a. Forward Oblique (K-38 with 24" cone)

b. Vertical tri met or Tri Camera (KA-3 or K-17C with 6" cone)

3. AIMING POINT: For vertical and oblique photography, 32° 51' 20" N and 98° 04'W will be used for the aiming point.

4. VERTICAL PHOTOGRAPHY:

a. One vertical photo taken from 24000 ft absolute on a 360° or 180° true course.

b. One vertical photo taken from 20000 ft absolute on a 360° or 180° true course.

c. The tri-met camera should be set up for an exposure interval of five seconds and turned on five nautical miles prior to the aiming point and turned off five nautical miles past the aiming point.

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5. OBLIQUE PHOTOGRAPHY:

a. Oblique photos are required on the following four true courses 360°, 270°, 180°, and 090°, taken from 33,000 feet absolute. The exposure interval should be 20 secs, turning the camera on 37 nautical miles prior to the aiming point and off 6 nautical miles prior to the aiming point on each run.

6. PRINTS:

a. Print requirements are as outlined in SAC message DOOPA 38907 dated 18 May 1955.

OFFICIAL:

SULLIVAN
Brigadier General, USAF
Commander

Lawson C Horner Jr

LAWSON C HORNER JR
Colonel USAF
Director of Operations

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See Basic Order

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
14 June 1955

OPERATIONS ORDER
NUMBER 301-55

MAPS AND CHARTS: As required.

TASK ORGANIZATIONS:

3rd SRS	Major Kluender
4th SRS	Major Edwards
10th SRS	Major Sunderland
26th M&ES	Lt Col Gosling
26th FMS	Major Schroeder
801st RTS	Lt Col McCash

1. GENERAL SITUATION: A requirement exists for the evaluation of nominated select and lead crews of the 26th SRW in all phases of reconnaissance and navigation procedures.

2. MISSION: The performance of four evaluated missions by each nominated select or lead crew assigned to the 26th SRW, to represent the 26th SRW in the SAC Annual Reconnaissance and Navigation Competition.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th, 10th Strat Recon Sq:

(1) To require of each nominated select or lead crew the performance of four evaluated recon missions as authorized herein.

(a) Mission Planning

(1) Route

(2) Targets

(3) Performance

Exhibit 20

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b. 26th Armament and Electronics Sq

(1) Perform normal support required to provide for the accomplishment of crew evaluation missions directed herein.

c. 26th Field Maintenance Sq:

(1) Perform normal maintenance required to provide for the accomplishment of crew evaluation missions directed herein.

d. 801st Reconnaissance Technical Sq:

(1) Process film, evaluate in accordance with SAC Manual 200-3, SAC Regs 50-8, 50-26 and the rules of the 26th SRW Recon and Navigation Competition.

(2) Notify 26th SRW Photo Officer as to point score in accordance with competition rules.

x. General Instructions:

(1) One day evaluation mission will be flown on 22 June and one on 27 June.

(2) Two night evaluation missions will be completed prior to 25 July.

(3) Umpires will be on board all RB-47's flying evaluation missions.

(4) Optimum altitude will be flown to 35,000 MSL and a constant 35,000 MSL maintained. Higher altitude may be flown, at the discretion of the crew to top weather if necessary.

(5) Air refueling is not authorized

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4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

ANNEX "A" Photo and Navigations Requirements.

APPENDIX I Routes, Timing Schedules, and Flight Plans

APPENDIX II 26th SRW Recon and Navigation Competition Rules.

H. R. SULLIVAN
Brigadier General, USAF
Commander

OFFICIAL:

Henry M. Hamilton
for LAWSON C. HORNER JR
Colonel USAF
Dir Of Operations

DISTRIBUTION:

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Comdr, 801RTS	5 Cys
Comdr, 26SRW	1 Cy
Comdr, 3SRS	10 Cys
Comdr, 4SRS	10 Cys
Comdr, 10SRS	10 Cys
Comdr, 26A&ES	3 Cys
Comdr, 26FMS	2 Cys
26DO	5 Cys
26DM	3 Cys
26Historian	5 Cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 June 1955

ANNEX "A"

TO

OPERATIONS ORDER 301-55

PHOTO AND NAVIGATION REQUIREMENTS

1. PURPOSE: To establish requirements for day and night evaluation missions.

2. REQUIREMENTS:

a. Day missions (2)

(1) Flying time 6:00

(2) (a) 3 tri-met charting strips

(b) 3 pin-points on tri-met aiming points (large scale)

(c) 3 IP target radar runs

b. Night missions (2)

(1) Flying time 6:00

(2) (a) 1 night celestial log

(b) 3 IP target radar runs

(c) 3 actual photo-flash runs

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GENERAL:

1. Night celestial log will be LW S.C Reg 51-11.

2. Crew may designate, in accordance with existing regulations, that training for which record credit is desired.

3. Bombing altitude for actual photo-flash will be 33,000 MSL or higher.

4. The umpires are assigned as follows:

The 4th SRS will furnish 3 umpires for 10th SRS.

The 10th SRS will furnish 3 umpires for 3rd SRS.

The 3rd SRS will furnish 3 umpires for 4th SRS.

5. At 1300 hours on 21 June, the 26th SRW DO will designate route to be flown on 22 June.

6. At 1500 hours on 24 June, the 26th SRW DO will designate the route to be flown on 27 June.

7. Crews will fly night celestial mission, Alpha first and then Bravo.

8. Fuel reserve for Alpha and Bravo day missions will be 20,000 pounds over CMH.

9. Fuel reserve for Alpha night will be 16,200 pounds, Bravo night 16,700 pounds over CMH.

10. Take-orr times for Alpha and Bravo night will be determined by the Squadron concerned, but will not be earlier than 2100 hours local.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
14 June 1955

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER 301-55

1. ROUTE ALPHA ROUTE DAY

Lockbourne AFB

39-35N 85-35W

38-39N 92-22W PIP

38-45½N 93-29½W I.P. Warrensburg

38-51N 94-53W TGT Olathe

37-50N 97-00W PIP River Bridge

37-09N 98-01½W IP Anthony

36-33N 98-56W TGT River Bridge

35-20N 96-56W PIP

34-23N 96-07½W IP Atuka

33-39N 95-34W TGT Paris

33-09N 93-40W PIP

34-08N 93-06W IP

35-05N 92-26W TGT Conway

36-44½N 88-38W PIP

36-52N 87-30W IP Hopkinsville

37-00N 86-27W TGT Bowling Green

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ROUTES

ALPHA ROUTE DAY (CONT'D)

39-08N 84-30W PIP

39-45N 83-48W IP Springfield

40-48N 82-58W TGT Bucyrus

CMH

BRAVO ROUTE DAY

Lockbourne AFB

38-07N 81-44W

36-29½N 80-35W

36-34½N 79-20½W PIP Danville Airport

36-38N 78-33½W IP Bridge North of Clarksville

36-42½N 77-27½W TGT Runway Intersection Emporia Airport

34-59N 78-48W PIP

34-11½N 79-43½W IP Florence Airport

33-30N 80-27½W TGT S.W. End of Bridge

31-18N 83-02W PIP

31-36N 84-06W IP Turner AFB

31-53N 85-08W TGT W. End of R.R. Bridge S.E. of Eufaula

32-20N 90-52W PIP

32-30N 92-07W IP Monroe

32-37N 93-18W TGT Minden

38-15N 92-56½W PIP

38-56N 92-20W IP Columbia

39-55N 91-24W TGT Quincy

41-08N 87-52½W PIP

40-28N 86-08W IP Kokomo

39-50N 84-54W TGT Richmond

CMH

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ALPHA ROUTE NIGHT

Lockbourne AFB

42-09N 80-05W Erie, Start night col.

26-46N 79-51W End Night Col

25-31N 80-47W

25-29N 80-27W

26-43N 80-43W IP

27-37-48N 81-14-18W Target Delta

29-39N 82-19W PIP Gainesville

30-49N 83-17W IP Valdosta

31-58N 83-47W TGT Cordele

35-04N 81-05W PIP

35-49N 80-15W IP Lexington

36-35N 79-23W TGT Danville

39-18N 80-18W PIP

39-57N 82-01W IP Zanesville

40-35N 83-08W TGT Marion

CMH

BRAVO ROUTE NIGHT

Lockbourne AFB

41-30N 81-44W Cleveland, Start Night Col.

26-19N 77-33W Mores Island, End Night Col.

26-43N 80-43W IP

27-37-48N 81-14-18W TARGET DELTA

31-08N 82-53W

31-35N 84-09W IP Albany

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BRAVO ROUTE NIGHT

31-54N 85-09W TGT Eufaula

33-32N 86-55W PIP

34-36N 86-59W IP Decaur

35-37N 87-02N TGT Colombia

39-01N 85-37W PIP

39-50N 84-55W IP Richmond

40-44N 84-06W TGT Lima

CMH

2. TIMING

TAKE-OFF TIMES 22 June

3rd	0933
4th	0939
10th	0945
3rd	1015
4th	1021
10th	1027
3rd	1045
4th	1051
10th	1057

TAKE-OFF TIMES 27 June

3rd	1045
4th	1051
10th	1057
3rd	1133
4th	1139
10th	1145
3rd	1215
4th	1221
10th	1227

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ROUTE ALPHA - DAY COMPETITION EVENTS I

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)

I. PRE-FLIGHT PLAN

FROM TO ROUTE	FLT COND	T.C.	WIND DIV. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN	GROSS WEIGHT
St. Eng, Taxi							- °								4800	4800
T.O., Acc.							- °					:03	-		61500	147300
39-35N, 85-35W			280/25				- °					:16			5900	5900
Level Off	CL	264	+1	265	0	265	35.0M		425		120	:19			56600	141400
38-39N, 92-22W			280/25				- °				318	:44			7300	7300
IP	CR	260	+1	261	-4	257	36.1M	.74	425	400	428	1:07			48300	134100
38-45N, 93-29W			280/25				- °				67	:10			1500	1500
IP WARRENSBURG	CR	277	0	277	-7	270	36.3M	.74	425	400	505	1:17			46800	132600
TOT 38-51N, 94-53W			280/25				- °				60	:09			1400	1400
OLATHE	CR	276	0	276	-7	269	36.5M	.74	425	400	565	1:26			45400	131200
37-50N, 97-00W			280/25				- °				114	:17			2600	2600
PIP RIVER BRIDGE	CR	235	+3	238	-9	229	36.9M	.74	425	405	679	1:43			42900	128700
37-09N, 98-01W			280/25				- °				62	:09			1300	1300
IP ANTHONY KAN	CR	232	+3	235	-10	225	37.1M	.74	425	405	741	1:52			41600	127400
36-33N, 98-56W			280/25				- °				59	:09			1300	1300
TOT RIVER BRIDGE	CR	230	+3	233	-10	223	37.3M	.74	425	405	800	2:01			40300	126100
35-20N, 96-56W			280/25				- °				121	:17			2400	2400
PIP SHAWNEE	CR	126	+1	127	-10	117	37.8M	.74	425	440	921	2:18			37900	123700
34-23N, 96-07W			280/25				- °				70	:10			1400	1400
IP ATOKA	CR	116	+3	119	-9	110	38.0M	.74	425	440	991	2:28			36500	122300
33-39N, 95-34W			280/25				- °				57	:08			1100	1100
TOT PARIS	CR	147	+3	150	-9	141	38.2M	.74	425	440	1048	2:36			35400	121200
33-09N, 93-40W			280/25				- °				93	:13			1700	1700
PIP	CR	105	0	105	-8	097	38.5M	.74	425	450	1141	2:49			33700	119500
34-08N, 93-06W			280/25				- °				67	:09			1200	1200
IP	CR	029	-3	026	-8	018	38.8M	.74	425	430	1208	2:58			32500	118300
35-05N, 92-26W			280/25				- °				72	:10			1300	1300
TOT CONWAY	CR	028	-3	025	-7	018	39.0M	.74	425	432	1280	3:08			31200	117000
36-44N, 88-38W			280/25				- °				204	:27			3500	3500
PIP MAYFIELD	CR	064	-2	062	-6	056	39.6M	.74	425	447	1484	3:35			27700	113500
36-52N, 87-30W			280/25				- °				56	:08			1100	1100
IP HOPKINSVILLE	CR	083	-1	082	-4	078	39.8M	.74	425	450	1540	3:43			26600	112400
37-00N, 86-27W			280/25				- °				58	:08			1100	1100
TOT BOWLING GREEN	CR	081	-1	080	-4	076	40.0M	.74	425	450	1598	3:51			25500	111300
39-08N, 84-30W			280/25				- °				154	:21			2500	2500
PIP CINCINNATTI	CR	034	-3	031	-2	029	40.4M	.74	425	435	1752	4:12			23000	108800
39-45N, 83-48W			280/25				- °				57	:08			1000	1000
IP SPRINGFIELD	CR	035	-3	032	+1	033	40.6M	.74	425	435	1809	4:20			22000	107800
40-48N, 82-58W			280/25				- °				70	:10			1100	1100
TOT MTGYRIS	CR	034	-3	031	+1	032	40.8M	.74	425	435	1879	4:30			20900	106700
			280/25				- °				51	:07			900	900
CMH	CR	172	+3	175	+2	177	41.0M	.74	425	430	1930	4:37			20000	105800
							°									
							°									
							°									
							°									
							°									
							°									
							°									

(1) ALL TARGETS HAVE 5 N.M. OUTR RUN

(2) TM STRIP, PIP, IP, TOTS - MEASURED ON SECTIONAL CHARTS

(3) D-15 CO-ORDINATES TAKEN FROM JET CHARTS.

DATE OF TAKE-OFF		
ENGINE START		TAKE-OFF TIME
LANDING TIME		DURATION OF FLT
AIRCRAFT BASIC WT	83850	
CREW WT	1070	
OIL WT	430	
ATO BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85350
FUEL WEIGHT: F.M.	AS	
CM	REQUIRED	
AM	FOR	
FWD AWA	OPTIMUM	
R.R.	TAKE	
ATO	OFF	
EXT.	C. G.	
TOTAL		66300
BOMBS WT		
AMMO WT		450
ADJ. FLUID WT		
INITIAL GROSS WT		152100
START ENG AND TAXI FUEL ALW		4000
TAKE-OFF GROSS WT		148100
RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
744'	10,500	72°F
CRITICAL FIELD LENGTH	7200'	
TAKE-OFF: DISTANCE	SPEED	
6100'	140K	
BRUNSAL	SPEED 2500'	
OBSTACLE CLEARANCE WINGS	POWERS REF PLANE	LINE
130K	155	97K
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT		
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE		
ATO FIRING SPEED		

remarks: Cruise Portion of mission planned N.A.C.A. Day

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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)

I. PRE-FLIGHT PLAN

	FROM / LKN / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
	START, TAXI, T.O., ACR							- ° -					±03			73200 4800 5100	159000 4800 154200
	38-07N, 81-44W T.O.	CL	151	260/20 +2	153	+2	155	- ° 34.0M	VAR	425	430	118	±16½ ±19½			6100 62300	6100 148100
	36-29½N, 80-35W MT. AIRY	CR	152	280/25 +2½	154½	+2½	157	- ° 34.3M	.74	425	440	110 228	±15 ±34½			2500 59600	2500 145600
PIP	36-34½N, 79-20½W DANVILLE APT.		086	280/25 -1	085	+3	088	- ° 34.6M			449	62 290	±08½ ±43			1300 58500	1300 144300
IP	36-38N, 78-33½W Brdg N CLARKSVILLE		086	-1	085	+3½	088½	- ° 34.7M			449	38 328	±05 ±48			800 57700	800 143500
TGT	36-42½N, 77-27½W Rwy EMPORIA Apt		086	-1	085	+4½	089½	- ° 34.8M			449	57 385	±07½ ±55½			1200 56500	1200 142300
PIP	34-59N, 78-48W Abeam GRANVILLE Apt.		215	+3	218	+4	222	- ° 35.2M			433	128 513	±18½ 1:14			2900 53600	2900 139400
IP	34-11½N, 79-43W FLORENCE Apt.		222	+3	225	+2½	227½	- ° 35.5M			411	64 577	±09½ 1:23½			1500 52100	1500 137900
TGT	33-30N, 80-27½W Sw End of Bridge		222	+3	225	+1½	226½	- ° 35.8M			411	60 637	±09½ 1:32½			1400 50700	1400 136500
PIP	31-81N, 83-02W Abeam MILLEDGEVILLE		224½	+3	227½	-½	227	- ° 36.3M			410	133 820	±27 1:59½			4100 46600	4100 132400
IP	31-36N, 84-06W TURNER AFB		288	-½	287½	-1½	286	- ° 36.6M			400	68 878	±10½ 2:08			1200 45400	1200 131200
TGT	31-53N, 85-08W W. End of RR Brdg		288	-½	287½	-2½	285	- ° 36.8M			400	61 939	±09 2:17			1100 44000	1100 129800
PIP	32-20N, 90-52W VICKSBURG		275	+½	275½	-5	270½	- ° 37.8M			400	291 1230	±43½ 3:00½			6200 37800	6200 123600
IP	32-30N, 92-07W MONROE		279½	0	279½	-6½	273	- ° 38.0M			400	64 1294	±09½ 3:10			1200 36600	1200 122400
TGT	32-37N, 93-18W MINDEN		276	+½	276½	-7	269½	- ° 38.1M			400	64 1358	±09½ 3:19½			1200 35400	1200 121200
PIP	38-15N, 92-56W LAKE of OZARKS		005	-3½	001½	-7	354½	- ° 39.3M			421	337 1695	±48 4:07½			6400 29000	6400 114800
IP	38-56N, 92-30W COLUMBIA		033	-3	030	-7	023	- ° 39.5M			434	50 1745	±07½ 4:14½			900 28100	900 113900
TGT	39-55N, 91-21W QUINCY		037	-3	034	-6½	027½	- ° 39.8M			436	77 1822	±10½ 4:25			1300 26800	1300 112600
PIP	41-08N, 87-52½W KANKAKEE		066	-2	064	-4	060	- ° 40.2M			446	173 1995	±23 4:48			2800 24000	2800 109800
IP	40-28N, 86-08W KOKOMO		116	+1	117	-1½	115½	- ° 40.5M			449	88 2083	±12 5:00			1500 22500	1500 108300
TGT	39-50N, 84-54W RICHMOND		124½	+1½	126	-1	125	- ° 40.8M			448	74 2157	±10 5:10			1100 21400	1100 107200
	COLUMBUS RD. STATION		082	-1	081	+1	082	- ° 41.0M			450	88 2245	±11½ 5:21½			1400 20000	1400 105800

1). All TGTS. 5 N.M. OVER-RUN

2). TM Strip. PIP, IP, TGTS - From Sectional Charts

3). 0-15 RUNS - COORDINATES TAKEN FROM JET CHARTS

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	

AIRCRAFT BASIC WT	83850	
CREW WT	1070	
OIL WT	430	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85350
FUEL WEIGHT: FWD.	AS	
CNL	RECEIVED	
AMR	FOR	
FWD AMR	OPTIMUM	
O.R.	TAKE	
ATO	OFF	
EXT.	G.G.	
TOTAL		73200
BOMBS WT		
AMMO WT		450
ADI. FLUID WT		
INITIAL GROSS WT		159000
START ENG AND TAXI FUEL ALT.		4000
TAKE-OFF GROSS WT		155000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744'	10,500	72°F

CRITICAL FIELD LENGTH 8200'

TAKE-OFF

DISTANCE	SPEED
7100'	143K

BEFORE SAL	SPEED 2500'	
12PK	157K	93K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Cruise Portion of Mission Planned N.A.C.A. Day

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ROUTE ALPHA - NIGHT

COM TITION EVALUATION

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW N. ER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

	FROM LXN ROUTE	FLT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
								- °					03			81700	169000
								-								4800	4800
	LXN							-								76900	164200
	41-15N, 81-11W			280/15				- °				115	:16			6400	6400
	L/O	CL	042	-2	040	+3	043	32.7M	.74	425	435	115	:19			70500	157800
ST	42-09N, 80-05W			280/25				- °				74	:10			1700	1700
NITE	ERIE, PA.	CR	042	-3	039	+5	044	32.9M	.74	425	439	189	:29			68800	156100
END				280/20				- °				922	2:09			20900	20900
CEL	26 46 79 51	CR	179	+3	182	+2	184	36.0M	.74	425	430	1111	2:38			47900	135200
				280/15				- °				90	:13			1900	1900
	25 31 80 47	CR	215	+2	217	-1½	215½	36.3M	.74	425	419	1201	2:51			46000	133300
	ST & LEFT 25 29			280/15				- °				35	:05			700	700
	END TURN 80 27	CR						36.4M	.74	425		1236	2:56			45300	132600
	LAKE 26-43N, 80-43W							- °				75	:10½			1600	1600
IP	OKEECHOBEE	CR	348	-2	346	-1½	344½	36.6M	.74	425	420	1311	3:06½			43700	131000
								- °				61	:09			1300	1300
TGT	27 37 48* 81 14' 18*	CR	333	-1½	331½	-1½	330	36.8M	.74	425	417	1372	3:15½			42400	129700
								- °				425	1:00			8400	8400
	AVON RANGE	CR						-	.74	425	425	1797	4:15½			34000	121300
								38.1M									
	29-39N, 82-19W							- °				133	:19			2500	2500
PIP	GAINESVILLE	CR	336	-1½	334½	-1½	333	38.7M	.74	425	417	1920	4:34½			31500	118800
	30-49N, 83-17W							- °				87	:12½			1700	1700
IP	VALDOSTAQA.	CR	326	-1½	324½	-2	322½	39.0M	.74	425	415	2007	4:47			29800	117100
	31-58N, 83-47W							- °				72	:10½			1300	1300
TGT	CORDELE GA.	CR	339	-1½	337½	-2	335½	39.2M	.74	425	418	2079	4:57½			28500	115800
				280/25				- °				230	:31½			4100	4100
PIP	35 04 81 05	CR	036	-3	033	0	033	39.9M	.74	425	436	2329	5:29			24400	111700
	35-49N, 80-15W							- °				61	:08½			1000	1000
IP	LEXINGTON, NC	CR	041	-3	038	+2	040	40.1M	.74	425	439	2390	5:37½			23400	110700
	36-35N, 79-23W							- °				61	:08½			1000	1000
TGT	DANVILLE, VA	CR	041	-3	038	+3	041	40.2M	.74	425	439	2451	5:46			22400	109700
	39-18N, 80-18W							- °				169	:24½			2900	2900
PIP	CLARKSBURG WVA	CR	346	-3	343	+4	347	40.8M	.74	425	415	2620	6:10½			19500	106800
	39-57N, 82-01W							- °				90	:13½			1600	1600
IP	ZANESVILLE O.	CR	296	-1	295	+3	298	41.2M	.74	425	400	2710	6:24			17900	105200
	40-35N, 83-08W							- °				64	:09½			1100	1100
TGT	MARION O.	CR	308	-1½	306½	+2	308½	41.4M	.74	425	402	2774	6:33½			16800	104100
								- °				36	:05			600	600
	COLUMBUS VOR	CR	155	+3	158	+1½	159½	41.5M	.74	425	439	2810	6:38½			16200	103500
								°									
								°									
								°									
								°									
								°									
								°									
								°									
								°									

(1) ALL COURSES DISTANCES ARE MEASURED POINT TO POINT ON A JN 45

(2) CEL LNG MEASURED ON MERCATOR CHART.

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	R3850	
CREW WT	1070	
OIL WT	430	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		R5350
FUEL LOADING — FWD	AS	
CM	REQUIRED	
AM	FOR	
FWD AUX	OPTIMUM	
B.B.	TAKE	
ATO	OFF	
EXT.	C.G.	
TOTAL		81700
BOMBS WT		(10) 1500
AMMO WT		450
ADJ. FLUID WT		
INITIAL GROSS WT		169000
START END AND TAXI FUEL ALW		4000
TAKE-OFF GROSS WT		165000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744'	10,500	75°F

CRITICAL FIELD LENGTH

9000'

TAKE-OFF

DISTANCE	SPEED
8000'	148K

REVISAL SPEED 2500'

MINIMUM CONTROL	SEMERS BEF FLARE	LINE
125K	163K	91K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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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)

I. PRE-FLIGHT PLAN

	FROM / ROUTE	ALT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL DEMAND	FUEL FLIGHT PLAN: GROSS WEIGHT
	TKN							°								2700	149 600
																1500	1 300
	TKN							°					03			17900	154 200
ST. CRL.	41-30N, 81-41W L/O Cleveland		028	280/15 -2	026	+3	029	32.7N		125	130		:35			5600	8 300
												339	:39			7500	157 100
ND CRL	26-12N, 77-33W Moores Island		167	280/20 +2	169	+2	171	32.7N			131	977	3:09			21500	21 000
												1039	3:28			18500	136 100
IP	26-43N, 80-43W Lake Okeechobee		279	280/15 0	279	0	279	38.4N			140	171	:25			4700	7 700
												1210	2:53			14300	132 100
TOT	27°37'N, 80°21' W AVON PARK		333	- -3	331	-1	330	38.6N			118	61	:09			1300	1 300
												1271	3:02			13100	130 300
								38.0N				125	1:00			4600	8 400
												1496	1:12			35100	122 100
FIP	31°08'N, 82-53W LAKE		339	280/15 -1	337	-1	336	31.8N			118	222	:32			4300	2 300
												1918	1:31			30300	116 100
IF	31-35N, 81-09W ALBANY, GA.		292	280/25 -2	291	-2	289	32.4			100	70	:10			1100	1 100
												1988	1:13			23100	115 200
[illegible]	31-51N, 86-09W BRAINERD, GA.		290	-2	289	-2	287	32.2N			100	55	:08			1100	1 100
												2013	1:53			21300	115 600
PIP	33-32N, 86-55W Fort Tim Lake		317	-2	315	-3	312	32.7N			105	133	:19			2500	2 500
												2176	5:12			25300	113 100
IP	34-36N, 86-59W Decatur, Ala.		357	-3	353	-3	350	32.2			110	62	:09			1200	1 200
												2238	5:21			21600	111 900
TOT	35-37N, 87-02W COLUMBIA, Tenn		350	-3	353	-3	350	30.4N			119	61	:09			1200	1 200
												2299	5:30			23100	110 700
PIP	39-01N, 85-37W No. Vernon, Ind		018	-3	015	-2	013	40.8N			129	215	:30			3600	3 600
												2511	6:00			19800	107 100
IP	39-50N, 84-55W RICHMOND, IND		031	-3	031	-1	030	41.0N			135	59	:08			1000	1 000
												2573	6:08			18800	106 100
TOT	40N, 84-06 Lima O.		031	-3	031	0	031	41.2N			135	65	:08			1000	1 000
												2638	6:17			17800	105 100
	Columbus VOR		125	+14	126	+1	127	41.4N			118	77	:10			1100	1 100
												2633	6:27			16700	104 000

1). All Courses and distances are measured point to point on JR 45.

2). Celestial lpr meas red on a mercator chart.

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	3:50	
CREW WT	1:20	
OIL WT	1:30	
LYS BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85350
FUEL WEIGHT: FWD.	AS	
CHL	[illegible]	
AML	203	
FWD AUX	[illegible]	
S.R.	TAKE	
ATO	OFF	
EXT.	[illegible]	
TOTAL		81700
BOMBS WT		(10) 1500
AMMO WT		450
ADI. FLUID WT		
INITIAL GROSS WT		168000
START ENG AND TAXI FUEL ALT		1000
TAKE-OFF GROSS WT		165000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744	10,500	75°

CRITICAL FIELD LENGTH: 9,000'

TAKE-OFF

DISTANCE	SPEED
8,000'	118K

Refusal SPEED 2500'

125K	163K	91K

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

APPENDIX II

TO

ANNEX "A"

TO

OPERATIONS ORDER 301-55

26TH SRW. RECONNAISSANCE AND NAVIGATION COMPETITION RULES

I. COMPETITION REQUIREMENTS. Each crew will be scheduled to fly four missions, two day and two night.

1. The following requirements will be accomplished on each day mission.

a. Three tri-met charting strips.

b. Three large scale (pin-points) on tri-met aiming points.

c. Three radar IP target runs.

2. The following requirements will be accomplished on each night mission.

a. One night celestial leg.

b. Three actual photo-flash runs.

c. Three radar IP target runs.

II. SCORING. Tables for converting proficiencies to point values are included in Supplements I through V. The maximum index that can be received for each phase is as follows:

1. Photo phase - 900 points (tri-met 180, large scale 180, actual photo-flash 180, radar 360). Crew index scores will be determined by adding the three best tri-met, large scale and actual photo-flash and six best radar scores.

2. Navigation phase - 100 points. Crew index scores will be determined by the best navigation leg flown. Any navigation leg resulting in an incomplete leg as specified by SAC Reg 51-11 due to equipment malfunction or weather will result in a score of "Zero" points.

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III. IN-FLIGHT INSTRUCTIONS.

1. Photo phase

a. Aerial Photography. Crews will be scored on flight line adherance and overlap.

(1) The navigator responsible for flying the flight line may receive assistance from other crew members.

(2) Only the vertical tri-met K A-3 camera with 6" cone, the K-38, 36-inch prime vertical camera, and the K-37 camera with 12-inch cone mounted in the prime vertical position will be used.

(3) Absolute altitude will be entered on photo log for each run.

b. Radar scope photography. Procedures will be in accordance with current SAC directives using sawtooth gain. Crews will be scored on the quality of the twelve photos designated in SAC Manual 200-3 and on flight line adherance. The observer will not receive any assistance from other crew members other than published check list. Spare magazines are authorized. Absolute altitude for each target will be set. It is not necessary to change the target name on the data card for each target provided that all three target names appear on the card. The viewfinder will be covered during the accomplishment of radar IP target runs.

c. Photo-flash Bombing.

(1) All photo-flash bombing procedures will be in accordance with 2AF Reg 50-10 and SAC Reg 55-5.

(2) The observer may not receive any assistance from other crew members.

(3) Full capabilities of the radar equipment may be used.

(4) Radar scope photography will be accomplished each run.

(5) The exposure from the second bomb released will be scored for a C.E. (on a three or four bomb run).

(6) If the second bomb released is a dud a zero score will be given for that run.

(7) An aborted run will result in a zero score for that run.

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2. Navigation phase.

a. Navigation leg will be planned IAW SAC Reg 51-11.

b. Radar may be in "Standby" during the celestial navigation legs or gain will be below perceptibility level. The umpire will so certify.

c. The only means of scoring navigation C.E. will be radar scope photography.

d. Exposure frequency will be one every other scan with 360° presentation.

e. Photography will commence four minutes prior to expiration of ETA. Two minutes of photography will be taken on 50nm range, with the remainder on 30nm range until ETA. At exact ETA, two radar scope photos will be taken; one with heading marker and fixed range marks off, the second immediately after the first with heading marker and fixed range marks on. At the exact ETA, the exposure number of the photos obtained will be recorded in the photo log and also given to the umpire. This photo will normally be the criterion for scoring the C.E. If this photo is not available or is not scorable, any photo or photos taken within two minutes of the ETA will be used to determine the G.E., provided the position of the aircraft at ETA can be plotted within ¼ mile. If it is necessary for the radar evaluation team to utilize a ground speed, this ground speed will be obtained from the Replet Committee. Radar scope photography will continue on 50 mile range with range and heading marks "ON" until ETA plus 5 minutes.

f. The clock in the scope camera will be synchronized with the observer's watch. If the clock cannot be synchronized, the observer will establish a time difference which will be recorded on the data plate. GMT will be used on all missions.

g. SAC Reg 51-11 will be adhered to with the following stipulations:

(1) Final ETA and course corrections will be given to the umpire at least five minutes prior to ETA, final ETA will be based on computations appearing on the chart or worksheet at the time.

(2) A celestial wind determined between celestial fixes or MPP's will be used for final course corrections and ETA's.

h. Umpire will assure that course corrections are made only to the extent as given by the observer to the aircraft commander.

i. LR-22S Bahama Island Mercator or JN-30 and JN-45 will be used for celestial. (At crews option)

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IV. COMMITTEES.

1. Judging and Arbitration Committee. This committee will consist of three officers, headed by the Director of Operations, W Wing Observer, and the Chief of Training.

a. The functions of this committee are as follows:

(1) To arbitrate any difference that may arise between the crew and the umpire.

(2) Interpret the rules.

(3) Render decisions upon unusual circumstances that are not covered in prescrived rules and pass them on to the Scoring Committee.

(4) Determine the winning crews under rules prescribed herein.

(5) Amend the rules as the situation dictates.

(6) Render decisions on weather factors.

(7) Decide route to be flown in consideration of existing weather conditions.

(8) Monitor take-offs.

2. Replot Committee. This committee will consist of three qualified observers, one form each participating squadron.

a. The duties of this committee are as follows:

(1) Replot all night celestial legs.

(2) Furnish the arbitration committee and scoring committee any information requested by them.

3. Scoring Committee. This committee will consist of four members: Wing Photo Officer - chairman, and the three squadron observers.

a. The duties of the committee are as follows:

(1) To determine the scores and ranking of the crews under the prescribed rules and decisions of the arbitration committee.

(2) Monitor the evaluation of all reconnaissance data obtained but not to interfere with such evaluation.

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3. a. (3) Make recommendations to the arbitration committee if requested.

(4) Compile the official score.

V. UMPIRES, FOULS, PENALTIES.

1. Duties of the umpire.

a. An umpire will fly on all competition flights.

b. The umpire will in no way interfere with the crew members in performing their mission.

c. The umpire will be thoroughly familiar with the competition rules. In event there is a question by a crew member, the umpire will reference applicable paragraphs but will not commit himself to any interpretation of the rules.

d. The umpire will inspect the data card and clock and will witness the operation of the O-15 camera during the period radar scope photography is accomplished for celestial mission requirements.

e. The umpire will observe the weather conditions frequently on the celestial navigation logs and record them in his certificate.

f. The umpire will insure that the view finder is covered during radar IP target runs.

2. Fouls and Penalties.

a. Aborts. Only four missions will be scheduled and no provisions will be made for making up incomplete portions of aborted missions.

b. Crews will receive and abort for not using celestial fix and celestial wind for final correction on night celestial navigation logs.

c. Aircraft will make scheduled take-off time plus or minus five minutes or an abort will be declared. (ATC delay not included)

d. Crews will be disqualified form the entire competition under any of the following conditions.

(1) Utilizing visual means during radar IP target runs.

(2) Utilizing visual or radar means to alter course or determine ETA on celestial navigation log.

(3) Any illegal assistance (aircraft modifications, etc.)

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VI. MISCELLANEOUS.

1. No restrictions will be imposed upon preflight or post-flight inspections of radar equipment.

2. Official rules will be strictly adhered to by all participants. Deviation from these rules or their intent will not be allowed. Crews taking undue advantage of any point not clearly covered will jeopardize their standing.

3. Officers designated as official umpires will not be scheduled to fly in their own squadron aircraft. Umpires will not fly with same crew twice, unless they have flown with all other crews.

4. Ther will be a different target series on each day mission unless weather dictates that the same targets be flown.

5. Navigation legs are planned to terminate at a coordinate position rather than a landmark.

6. In event of a malfunction a zero will be entered in the record for that portion of the mission where the malfunction occured.

7. Credit will be given for any aerial photo run in which the IP and target aiming points are visible on any of the photos. If intervening photos show clouds, only those photos from which flight line deviation and-or overlap can be scored will be considered.

8. Crews will not operate any camera other than required for the competition. Any crew utilizing extra cameras will be disqualified for that run. This rule is established so that all participating crews are treated equally. Otherwise certain crews would have undue advantages in requesting re-evaluation of film if discrepancies were noted.

9. All participants will be responsible for a knowledge of applicable statements as well as of the basic rules.

10. All aircraft must fly within plus or minus 300 feet of their assigned altitude to receive credit for any requirement except actual photo-flash.

11. Crews may elect to designate, in accordance with existing directives, that training for which record credit is desired.

12. Requests for arbitration must be authenticated by the squadron operations officer, addressed to Arbitration Committee and submitted in two copies to the Wing Observer. Both copies will be forwarded to the Arbitration Committee. One copy will be returned to the orginating organization with the results of Committee action noted.

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SUPPLEMENT I - AERIAL PHOTOGRAPHY (TRI-MET PHOTOGRAPHY)

1. EVALUATION. The crew can attain a maximum of 60 points per aerial charting strip. (60 points for flight line deviation)

a. The aerial photos taken for the schedule charting strips will be:

(1) Taken with one K A-3 camera with 6" cone.

(2) Commence a minimum of 5nm or more preceding the designated starting point (IP). If the principle point of the first photograph is less than 5nm to the starting point, a zero score will be given for that run.

(3) A continuous strip to end at, or after, a distance of 5nm beyond the designated stopping point (TGT). If the principle point of the last photograph is less than 5nm from the stopping point, a zero score will result.

(4) Only those photos between the designated starting (IP) and stopping points (TGT) will be scored for flight line deviation.

(5) If the overlap is less than 52% or more than 90% on three or more successive exposures a zero score will result.

b. Credit will be given for completed photo runs only.

2. TABLE FOR SCORING. A master flight line map will be prepared against which all flight lines will be scored.

a. Flight line deviation. Flight line deviation will be scored on the lateral displacement from the briefed flight line. Each photo will be scored and an arithmetical average obtained. Points will be awarded as follows:

1% - 60	9% - 44	17% - 28	25% - 12
2% - 58	10% - 42	18% - 26	26% - 10
3% - 56	11% - 40	19% - 24	27% - 8
4% - 54	12% - 38	20% - 22	28% - 6
5% - 52	13% - 36	21% - 20	29% - 4
6% - 50	14% - 34	22% - 18	30% - 2
7% - 48	15% - 32	23% - 16	31% - 0
8% - 46	16% - 30	24% - 14	

APPENDIX II
SUPPL I TO
ANNEX "A"
26SRW OPS ORD 301-55
14 June 1955

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SUPPLEMENT II -

AERIAL PHOTOGRAPHY (LARGE SCALE)

1. The crew can attain a maximum of 60 points per aerial photo IP target run. (30 points for overlap a nd 30 points for flight line deviations).

a. The aerial photos taken for the scheduled IP target run will be:

(1) Taken with a prime vertical K-38 camera with 36" cone.

(2) Started at, or before, a minimum distance of 5nm preceeding the target aiming point. If the principal point of the first or last photograph is less than 5nm from the designated target aiming point, a zero score will be given.

b. Overlap - 60% desired, measured between principal points along the flight line.

2. TABLE FOR SCORING.

a. Flight line deviation.

2% -	30	9% -	23	16% -	16	23% -	9		
3	29	10	22	17	15	24	8		
4	28	11	21	18	14	25	7	30% -	2
5	27	12	20	19	13	26	6	31	1
6	26	13	19	20	12	27	5	32	0
7	25	14	18	21	11	28	4		
8	24	15	17	22	10	29	3		

b. Overlap error

(1) Overlap error will be scored between each exposure of the complete run. This begun with the first and second exposure, etc. Each overlap measurement will be added (not algebraically) to arrive at a sum total. Tge sum total will be divided by the number of overlap measurements within the specified distance of the run, to arrive at an average overlap error.

(2) Example: Eight (8) exposures seven (7) overlap measurements result in an average error of 1.87 percent. Go to table and find the amount of points to be awarded. In this example, "1.87" means 16 points

Percent Overlap	% Overlap
62%	2
58%	2
60%	0
56%	4
59%	1
61%	1
57%	3

APPENDIX II
SUPPL I TO
ANNEX "A", 26SRW OPS ORD 301-55
14 June 1955

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(3) Tables for overlap score.

Up to and Including		Up to and Including	
0.5	30	2.1	14
0.6	29	2.2	13
0.7	28	2.3	12
0.8	27	2.4	11
0.9	26	2.5	10
1.0	25	2.6	9
1.1	24	2.7	8
1.2	23	2.8	7
1.3	22	2.9	6
1.4	21	3.0	5
1.5	20	3.1	4
1.6	19	3.2	3
1.7	18	3.3	2
1.8	17	3.4	1
1.9	16	3.5	0
2.0	15		

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SUPPLEMENT III - AERIAL PHOTOGRAPHY (ACTUAL PHOTO FLASH)

1. EVALUATION. The crew can attain a maximum of 60 points per actual photo-flash run (60 points for a zero c.e)

a. The aerial photography taken for the scheduled photo flash runs will be:

(1) Taken with a K-37 camera with a 12" cone.

(2) C.E.'s will be converted to an altitude of 33,000 MSL for scoring purposes.

2. TABLE FOR SCORING:

POINT INDEX	C.E.	POINT INDEX	C.E.
60	0-100	29	3101-3200
59	101-200	28	3201-3300
58	201-300	27	3301-3400
57	301-400	26	3401-3500
56	401-500	25	3501-3600
55	501-600	24	3601-3700
54	601-700	23	3701-3800
53	701-800	22	3801-3900
52	801-900	21	3901-4000
51	901-1000	20	4001-4100
50	1001-1100	19	4101-4200
49	1101-1200	18	4201-4300
48	1201-1300	17	4301-4400
47	1301-1400	16	4401-4500
46	1401-1500	15	4501-4600
45	1501-1600	14	4601-4700
44	1601-1700	13	4701-4800
43	1701-1800	12	4801-4900
42	1801-1900	11	4901-5000
41	1901-2000	10	5001-5100
40	2001-2100	9	5101-5200
39	2101-2200	8	5201-5300
38	2201-2300	7	5301-5400
37	2301-2400	6	5401-5500
36	2401-2500	5	5501-5600
35	2501-2600	4	5601-5700
34	2601-2700	3	5701-5800
33	2701-2800	2	5801-5900
32	2801-2900	1	5901-Over
31	2901-3000		
30	3001 - 3100		

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SUPPLEMENT IV - RADAR SCOPE PHOTOGRAPHY

1. GENERAL. A maximum of 60 points can be attained for each scheduled radar scope photo IP-target run (48 points for quality and 12 points for flight line). SAC Manual 200-3 will be adhered to, with exceptions as follows:

a. Electronic interferences (caused by other aircraft or ground stations) or static discharges will not be cause for downgrading.

b. Thunderheads or their shadows will not be cause for downgrading.

c. "Target aiming points" will be substituted for "Target Complex."

d. Heading marker covering target aiming point will not be cause for downgrading.

e. It is not necessary to change target name on data card for each target provided all three target names appear on the card.

f. Absolute altitude for each target will be placed in the set. Incorrect altitude delay will be considered a minor defect.

2. QUALITY CRITERION. Each of the 12 photos specified in SAC Manual 200-3 will be evaluated, and graded as to quality in accordance with the minor, major and rejectable defects. Corridor specifications need not be adhered to. Photos will be weighted as follows:

Excellent	4 points
Good	3 points
Poor	2 points
Not Usable	0 points

3. FLIGHT LINE CRITERION. Points will be awarded for flight line adherence, independently of quality criterion.

a. A corridor (called Corridor "C") will be drawn on a sectional chart, extending from 5nm either side of IP to 3nm either side of target aiming point.

b. A second corridor (Corridor "B") will be drawn extending from 4nm either side of IP to 2nm either side of target aiming point.

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c. A third corridor (Corridor "A") will be drawn extending from 3nm either side of the IP to 1nm either side of the target aiming point.

d. Lines will be drawn (perpendicular to the flight line) from the target aiming point at 7, 12, 15, 25, 35, and 40 N. M. distances. This is to establish the four range brackets for the required photos per SAC Manual 200-3; i.e., 7-12N.M., 15-25 N.M., 25-35N.M., and 40 N.M. to Tgt.

e. The aircraft positions will be plotted while in each of these "range brackets". For each of the four "range brackets" that aircraft is within Corridor "A", 3 points will be awarded thus a possible 12 points maximum. For Corridor "B", 2 points per "range bracket". For Corridor "C", 1 point per range bracket. Positions that fall on a "corridor line" that is drawn on the map will be considered as being in the smaller corridor.

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SUPPLEMENT V - NAVIGATION

The distance off in nautical miles will be obtained by plotting the aircraft position as determined from the specified radar photo and measuring the distance from the position to the intended terminal point that has been designated. Measurement will be made to the nearest $\frac{1}{4}$ N.M. The radar photo selected for plotting will be the exposure (counter) number as marked in the logs and verified by the umpire. The time shown on the watch on the data card portion of the photo will not be used to select the proper photo, unless it is obvious that the counter number is is in error. In this case, the scoring committee must concur with the decision to use the exposure obtained as shown by the ETA on the watch rather than the counter number as recorded.

NAVIGATION SCORING TABLE

CE	POINT SCORE	CE	POINT SCORE
0.25	100	7.00	81
0.50	100	7.25	80.5
0.75	100	7.50	80
1.00	99	7.75	79.5
1.25	98	8.00	79
1.50	97	8.25	78.5
1.75	96	8.50	78
2.00	95	8.75	77.5
2.25	94	9.00	77
2.50	93	9.25	76.5
2.75	92	9.50	76
3.00	91	9.75	75.5
3.25	90	10.00	75
3.50	89	10.25	74.5
3.75	88	10.50	74
4.00	87	10.75	73.5
4.25	86.5	11.00	73
4.50	86	11.25	72.5
4.75	85.5	11.50	72
5.00	85	11.75	71.5
5.25	84.5	12.00	71
5.50	84	12.25	70.5
5.75	83.5	12.50	70
6.00	83	12.75	69.5
6.25	82.5	13.00	69
6.50	82	13.25	68.5
6.75	81.5	13.50	68

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CE	POINT SCORE	CE	POINT SCORE
13.75	67.5	24.25	46.5
14.00	67	24.50	46
14.25	66.5	24.75	45.5
14.50	66	25.00	45
14.75	65.5	25.25	44.5
15.00	65	25.50	44
15.25	64.5	25.75	43.5
15.50	64	26.00	43
15.75	63.5	26.25	42.5
16.00	63	26.50	42
16.25	62.5	26.75	41.5
16.50	62	27.00	41
16.75	61.5	27.25	40.5
17.00	61	27.50	40
17.25	60.5	27.75	39.5
17.50	60	28.00	39
17.75	59.5	28.25	38.5
18.00	59	28.50	38
18.25	58.5	28.75	37.5
18.50	58	29.00	37
18.75	57.5	29.25	36.5
19.00	57	29.50	36
19.25	56.5	29.75	35.5
19.50	56	30.00	35
19.75	55.5	30.25	34.5
20.00	55	30.50	34
20.25	54.5	30.75	33.5
20.50	54	31.00	33
20.75	53.5	31.25	32.5
21.00	53	31.50	32
21.25	52.5	31.75	31.5
21.50	52	32.00	31
21.75	51.5	32.25	30.5
22.00	51	32.50	30
22.25	50.5	32.75	29.5
22.50	50	33.00	29
22.75	49.5	33.25	28.5
23.00	49	33.50	28
23.25	48.5	33.75	27.5
23.50	48	34.00	27
23.75	47.5	34.25	26.5
24.00	47	34.50	26

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CE	POINT SCORE
34.75	25.5
35.00	25
35.25	24.5
35.50	24
35.75	23.5
36.00	23
36.25	22.5
36.50	22
36.75	21.5
37.00	21
37.25	20.5
37.50	20
37.75	19.5
38.00	19
38.25	18.5
38.50	18
38.75	17.5
39.00	17
39.25	16.5
39.50	16
39.75	15.5
40.00	15
40.25	14.5
40.50	14
40.75	13.5
41.00	13
41.25	12.5
41.50	12
41.75	11.5
42.00	11
42.25	10.5
42.50	10
42.75	9.5
43.00	9
43.25	8.5
43.50	8
43.75	7.5
44.00	7
44.25	6.5
44.50	6
44.75	5.5
45.00	5
45.25	4.5
45.50	4
45.75	3.5
46.00	3
46.25	2.5
46.50	2
46.75	1.5
47.00	1
47.25	0.5
47.50	0

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 June 1955

AMMENDMENT NUMBER ONE, 26TH STRATEGIC RECONNAISSANCE WING OPERATIONS

ORDER 301-55

APPENDIX I TO ANNEX "A"

Item 1. - Alpha Route Day

Change 39-35N, 85-35W to read 41-07N, 88-50W
Change 38-45½N, 93-29½W to read 38-45½N, 93-42½W
After tgt, Olathe add TN and LS
After tgt, River Bridge add TN and LS
After tgt, Paris add TN and LS
After tgt, Conway add O-15
After tgt, Bowling Green add O-15
Change 39-45N, 83-48W to read 39-55N, 83-48W
After tgt, Bucyrus add O-15

Item 2. - Bravo Route Day
After tgt, Runway Intersection Emperia Airport add TN and LS
After tgt, S.W. End of Bridge add TN and LS
After tgt, W. End of R.R. Bridge S.E. of Eufaula add TN and LS
After tgt, Minden add O-15
After tgt, Quincy add O-15
After tgt, Richmond add O-15

Item 3. - Alpha Route Night
After tgt, Cordele add O-15
After tgt, Danville add O-15
After tgt, Marion add O-15

AMMEND I to
26th SRW
Op Ord 301-55
20 June 55

Exhibit 21

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Item 4. - Bravo Route Night
After tgt, Eufaula add 0-15
After tgt, Columbia add 0-15
After tgt, Lima add 0-15

BASIC OPERATIONS ORDER, Para 3X (1) Change to read: Two day evaluation missions will be completed prior to 5 July.

OFFICIAL:

SULLIVAN
Brigadier General, USAF
Commander

LAWSON C HORNER JR
Colonel USAF
Director of Operations

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Comdr 10SRS	10cys
Comdr 26A&E	3cys
Comdr 26FMS	2cys
26DO	5cys
26DM	3cys
26Historian	5cys

AMMEND I to
26SRW
Op Ord 301-55
20 June 1955

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
27 June 1955

OPERATIONS ORDER

SERIAL NO. 7-55

TABLE OF CONTENTS

Basic Operations Order

ANNEX A - Air Intelligence

ANNEX B - Air Operations

Appendix I -- VFR Flight Plan

Appexdix II - IFR Flight Plan

Appendix III - 2 July Formation

Appendix IV - 3 July Formation

Appendix V - 4 July Formation

Exhibit 22

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
27 June 1955

OPERATIONS ORDER
SERIAL NO. 7-55

CHARTS AND MAPS

1. Detroit Local Aeronautical Chart Scale : 1 : 250,000.

2. Lake Erie (309) World Aeronautical Chart, Scale: 1 : 1,000,000.

TASK ORGANIZATIONS

3rd SRS	Major Kluender
4th SRS	Major Edwards
10th SRS	Major Fields
26th A&ES	Lt Col Gosling
26th FMS	Major Schroeder
26th PMS	Major Winslow

1. GENERAL SITUATION

a. Intelligence: See Annex A

b. Friendly Forces:

(1) 91st Strat Recon Wing

(a) Provide 5 - RB-47E aircraft and crews each day, 2-3-4 July 1955, to form "C" flight in the formation.

2. MISSION

a. To provide 15 - RB-47E aircraft in formation over Wayne-Major Airport, Detroit, Mich. on 2-3-4 July 1955 in accordance with Annex B.

3. TASKS FOR PARTICIPATING UNITS

a. 3rd Strat Rcn Sq

(1) To provide 5 - RB-47E aircraft and crews on 2-3 July 1955.

(2) To provide formation lead and deputy lead on 2-3 July 1955.

Exhibit 22

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b. 4th Strat Rcn Sq

(1) To provide 5 - RB-47E aircraft and crews on 3-4 July 1955.

(2) To provide lead and deputy lead on 4 July 1955.

(3) To provide Briefing Room and briefing aids for general specialized briefings on 2-3-4-July 1955.

c. 10th Strat Recon Sq

(1) To provide 5 - RB-47E aircraft and crews on 2-4 July 1955.

d. 26th A & E Sq.

(1) To provide necessary specialist and support to accomplish the mission.

e. 26th Fld Maint Sq.

(1) To provide necessary specialist and support to accomplish the mission.

f. 26th Per. Maint. Sq.

(1) To provide necessary support to accomplish the mission.

x. General Instructions

(1) This operations order is effective upon receipt.

(2) All lead and deputy lead aircraft commanders will be present in the Base Theater, Selfridge AFB at 0900 hours, EST 30 June 1955 for a general briefing. At H hour + :33 min on 1 July leads and deputy leads will make a dry run route familiarization over the Wayne-Major Airport. Aircraft will be critiqued by radio during flyby and will return to Lockbourne AFB.

(3) H hour is designated as 1515E, the formation target time is H + :33 over Wayne-Major Airport.

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(4) Weather minimum will be 2500 feet ceiling and 5 miles visibility. This weather minimum will apply to the target, initial point, orbit areas, and the departure route turning point.

(5) Slight variations in airspeeds are authorized to meet target times listed in Annex B.

4. ADMINISTRATION AND LOGISTICS

a. Administration: Normal

b. Logistics: Omitted

5. COMMAND AND COMMUNICATIONS

a. Command: Normal

b. Communications: Omitted

6. FLYING SAFETY

a. Flying safety will always be the first consideration and nothing will be attempted that would jeopardize the safety of any aircraft or crew.

H. R. SULLIVAN
Brigadier General, USAF
Commander

OFFICIAL:

Lawson C. Horner, Jr.

LAWSON C. HORNER, JR.
Colonel, USAF
Dir of Operations

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26DO	2 cys	Comdr, 26th PMS	3 cys
91DO	17 cys	Historian, 26th Wg	5 cys
26DM	1 cy	CR, 26th SRW	1 cy
Comdr, 3dSRS	12 cys		
Comdr, 4th SRS	12 cys		

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
27 June 1955

ANNEX "A"

TO

OPORD 7-55

INTELLIGENCE

ANNEX "A"
OPORD 7-55
26SRW
27 June 1955

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

ANNEX "A"

TO

OPERATIONS ORDER 7-55

INTELLIGENCE

1. GENERAL SITUATION - OMITTED

2. AOB - OMITTED

3. REPORTS.

a. No special mission reporting is required while flying over the continental United States.

b. Since the briefed route VFR or IFR will be flying close to the Canadian border special reporting procedures in accordance with SAC Reg 200-8 will apply if the aircraft should be forced to land in Canadian territory.

(1) If a forced landing appears to be necessary the aircraft commander will immediately contact by radio:

(a) Lockbourne AFB

(b) AIR FAIR CONTROL

(c) The nearest US Base or ground station. He will report the decision to land, the reason for landing, the present location of the aircraft, and location of Canadian area or Canadian airfield on which forced landing will be attempted.

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(2) The aircraft comdr will insure that the aircraft and equipment are properly safeguarded at all times in accordance with AFR 205-1.

(3) Immediately after landing the aircraft commander will take immediate action to communicate with:

(a) The nearest US Military authorities.

(b) US Embassy or consular post.

(c) Or if A or B not possible the nearest Canadian government official.

(4) The aircraft commander will insure that aircrew conduct is such that friendly relations can be maintained with Canadian officials and government.

(5) Take off should not be attempted without proper Canadian government clearance.

4. Air Rescue Service.

a. The 49th Air Rescue Sq will provide Air Rescue Service for this mission.

b. Rescue aircraft immediately available will be:

(1) An SA-16 will orbit at 2500 ft, or above, over fighting island 4213N 8307W from 1400L to 1700L.

(2) One H-19 Helicopter & crew will be on strip alert at Wayne-Major Airport 1200L to 1700L.

c. Communications:

(1) The Rescue Sq aircraft will be equipped to guard the primary, secondary, and emergency frequencies on VHF.

ANNEX A
26SRW
[illegible]RD [illegible]
27 Ju

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(2) Call signs: SA-16 "Dumbo" H-19 "Windmill".

(3) The emergency frequency will be guarded continuously with the primary and secondary frequencies as stand-by communications for all rescue facilities.

d. Emergency Procedures:

(1) In the event of an emergency the following information will be transmitted if possible.

a. Mayday

b. Identification

c. Nature of Emergency

d. Position

e. Heading

f. Altitude

g. Intentions (Bail out - crash land, etc.)

(2) All MAYDAY calls will be transmitted either to DUMBO, WINDMILL or in the blind on emergency frequencies.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
27 June 1955

ANNEX "B"

TO

OPERATIONS ORDER 7-55

AIR OPERATIONS

ANNEX "B"
26SRW OPORD 7-55
27 June 1955

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
27 June 1955

ANNEX "B"

TO

OPERATIONS ORDER 7-55

AIR OPERATIONS

1. GENERAL: a. All aircraft participating in the mission will be under direct control of AIR FAIR CONTROL.

b. No live ordinance will be carried by any aircraft. As a safety measure, manual releases for external tanks will be safetied in cockpit and electrical realease circuit breakers pulled.

c. For the purpose of this fly-by, NAS Grosse Ile beacon "NFB" 414KCs is designated the IP, South Bass intersection located on the Southeast leg of the Detroit radio range (388-KCs). (Intersection of South leg Detroit LFR, and 253° radial of Waterville Omni).

d. All mission aircraft will fly across Wayne - major airport on a Northwesterly heading slightly left and parallel to runway 33R at 1000' ABSOLUTE ALT.

e. All missions will have their flight plans filed 24 hours in advance of the mission. (Leader will file one flight plan for formation).

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f. Mission aircraft will remain under VFR conditions throughout the review. Formation leader will contact AIR FAIR CONTROL when over IP and when 30 secs out and report as follows: "Air Fair Control, this is Mission #14 over IP and/or 30 secs out, now."

g. Formation letdown in the event of IFR will be accomplished over Cleveland Omni Range "VWV" 113.1 Mcs in accordance with CAA instructions.

h. In the event of emergency conditions necessitating bail-out, every precaution will be taken, time permitting, to minimize the danger to life and property on the ground.

i. There are fifteen missions involved in this operation, they are timed 2 minutes apart over the target. The RB-47 formation is mission number 14. The H hour is designated as 1515E, mission number 14, time over the target is H plus 00:33. "H" hour is subject to change.

j. The formation will be 3 - 5 aircraft Vees in trail stepped down. The first two flights will be 26SRW aircraft each day, the last flight will be 9th SRW aircraft each day (See App 3,4,5, Annex B)

k. Formation tactics and procedures are covered in this annex under VFR and/or IFR conditions.

l. There will be a general briefing on each of the scheduled days. The crew members will attend the briefing on the day they are scheduled to fly. All crew members will be present. Briefing will be conducted in the 4SRS briefing room Bldg P-836 at 0900 daily on 2,3,4 July.

m. All aircraft will have a minimum fuel load of 75000 lbs at start engines.

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2. VFR PLAN:

a. Timing Schedule

POSIT	BRIEF	STATION	STARTING	TAXI	T/O	TURN
1	0900E	H - 3:00	H - 1:07	H - 57	H- 45	H- 43
2			H - 1:06	H - 56	H- 44	H- 42
3			H - 1:05	H - 55	H- 43	H- 41
4			H - 1:04	H - 54	H- 42	H- 40
5			H - 1:03	H - 53	H- 41	H- 39
6			H - 1:02	H - 52	H- 40	H- 38
7			H - 1:01	H - 51	H- 39	H- 37
8			H - 1:00	H - 50	H- 38	H- 36
9			H - :59	H - 49	H- 37	H- 35
10			H - :58	H - 48	H- 36	H- 34
11			H - :57	H - 47	H- 35	H- 33
12			H - :56	H - 46	H- 34	H- 32
13			H - :55	H - 45	H- 33	H- 31
14			H - :54	H - 44	H- 32	H- 30
15	0900E	H - 3:00	H - :53	H - 43	H- 31	H- 29

"H" hour - 1515 E.

NOTE: Formation Leader will fly ONE ASSEMBLY ORBIT at 2500' MSL 280K IAS all turns will be left hand 20° angle of bank.

b. Route and Timing (See App #1 to Annex B)

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c. Communications VFR plan.

(1) The following UHF channelization will be checked during preflight:

Channel 1	236.6 MCS
Channel 2	275.8 MCS
Channel 11	252.6 MCS
Channel 17	335.8 MCS

(2) Channelization and communications are normal (all 91st SRW aircraft will have to channel 252.6 mcs on Channel 11).

(3) The lead aircraft only will contact tower for taxi and T/O instructions.

(4) When formation is assembled, upon instructions from formation leader, all aircraft will switch to Channel 11 (252.6 mcs) and will remain on Channel 11 until instructed otherwise by formation leader

(5) Strict radio discipline will be observed, radio silence will be broken only in the interst of flying safety.

(6) Formation leader will advise all aircraft to switch to Channel 17 (335.8 mc) when over Pre-IP (South Bass Intersection). When over IP and 30 seconds prior to arriving over Wayne Major Airport, Formation Leader will report to "Air Fair Control". Formation Leader will direct all aircraft to switch back to Channel 11 (252.6 mcs) after fly-over has been made.

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(7) Air Fair Control has the final authority for altering or aborting any or all phases of the demonstration. If directed by Air Fair Control to abort, Formation Leader will report "This is Mission #14 aborting mission." The prescribed escape route will be followed. NOTE: Formation Leaders and their deputies will be briefed on escape routes at Selfridge AFB on 30 June 55.

3. IFR Plan.

a. Timing Schedule:

POSIT	BRIEF	STATIONS	START	TAXI	T/O	20° BANK TURN	CLIMB HEADING
1	0900E	H-3:00	H-2:27	H-2:17	H-2:05	H-2:03	175°
2			H-2:26	H-2:16	H-2:04	H-2:02	180°
3			H-2:25	H-2:15	H-2:03	H-2:01	185°
4			H-2:24	H-2:14	H-2:02	H-2:00	175°
5			H-2:23	H-2:13	H-2:01	H-1:59	180°
6			H-2:22	H-2:12	H-2:00	H-1:58	185°
7			H-2:21	H-2:11	H-1:59	H-1:57	175°
8			H-2:20	H-2:10	H-1:58	H-1:56	180°
9			H-2:19	H-2:09	H-1:57	H-1:55	185°
10			H-2:18	H-2:08	H-1:56	H-1:54	175°
11			H-2:17	H-2:07	H-1:55	H-1:53	180°
12			H-2:16	H-2:06	H-1:54	H-1:52	185°
13			H-2:15	H-2:05	H-1:53	H-1:51	175°
14			H-2:14	H-2:04	H-1:52	H-1:50	180°
15			H-2:13	H-2:03	H-1:51	H-1:49	185°

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For Route and Timing See Appendix II, Annex B. For position see Appendix III IV or V Annex B. "H" hour is 1515 EST.

b. Climb speed for aircraft must be controlled at 300K IAS. Due to minimum time separation, all aircraft must maintain their assigned climb heading and 300K IAS until 1000' on top or 30M ft (if cloud tops are reported above 30M ft, mission will not take off) When on top acft will proceed to York VOR (116.0 MCS). Lead acft will make one left hand assembly orbit to the north from York VOR. All turns will be left with 20° angle of bank, legs will be 5 minutes in length and IAS will be 250K.

c. Formation penetration at Cleveland VOR will be as briefed prior to take off and in accordance with Cleveland Approach Control instructions.

d. Formation leader will make three assembly orbits at 2500' MSL, 300K IAS at Cleveland VOR. All turns will be left hand with 20° angle of bank, all legs will be 5 minutes in length. (Assembly pattern will be flown as briefed prior to take off and as approved by Cleveland Approach Control)

e. IFR - Climb out from Selfridge VOR:

(1) Note for position see App 3-4-5 Annex B.

(See next page)

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A FLIGHT:

POSITION	ORBIT	CLIMB HEADING	IAS AIR SPEED
1	None	360°	300K
2	None	005°	300K
3	None	355°	300K
4	None	010°	300K
5	None	350°	300K
B FLIGHT:			
6	1-4 min	360°	300K
7	1-4 min	005°	300K
8	1-4 min	355°	300K
9	1-4 min	010°	300K
10	1-4 min	350°	300K
C FLIGHT:			
11	2-4 min	360	300K
12	2-4 min	005	300K
13	2-4 min	355	300K
14	2-4 min	010	300K
15	2-4 min	350	300K

(2) Upon arrival at Selfridge AFB:

"A" Flight turns left to a 360° heading. Upon instructions from "A" flight leader each aircraft in "A" flight will assume its climb heading and climb to 1000' on top.

"B" Flight turns right to a heading of 360° and executes climb in same manner as "A" flight.

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"C" Flight will follow "B" flight until "B" flight starts to roll out on a 360° heading, "C" Flight will continue in a 360° right turn rolling out on a heading of 360° and execute climb in the same manner as "A" flight.

(3) As each aircraft reaches 1000' on top they will execute a 180° left turn and return to Selfridge VOR at 30M ft and formate on the Leader who will orbit the VOR station at 30M ft 250K IAS in a 20° angle of bank, turning to the left.

(4) Formation will proceed to CMH VOR via flight plan route and execute penetration as per the take off briefing and in accordance with CMH approach Control instructions.

(5) As each aircraft becomes VFR they will proceed to Lockbourne AFB and land. The last aircraft will cancel the formations IFR Clearance when he becomes VFR.

f. Communications:

(1) Formation leader will make all position reports and secure all required clearances.

(2) Formation leader will direct all other aircraft to standby on designated frequencies and render any reports required. (such reports as might be directed by any approach Control, example: First and last aircraft reaching VFR conditions etc)

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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)
	3-4-10	26th SRWg					

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	F/4	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
Lockbourne															75000	160350
St. Taxi, To & ACC							0								4500	4800
												:02			70200	155550
One orbit Lft. Hand 30 Banks5 min legs	Cru						2500 °					:16			4500	4500
								.465	300	300		:18			65700	151050
Newark	Cru	050		050	+2	052	2500 °				38	:07½			2100	2100
								.465	300	300	38	:25½			63600	148950
Mansfield	Cru	357		357	+2	359	2500 °				72	:14½			4000	4000
								.465	300	300	110	:40			59600	144950
Sandusky	Cru	347		347	+2	349	2500 °				40	:08			2200	2200
								.465	300	300	150	:48			57400	142750
One orbit Lft Hand 15° Banks 5 min legs							2500 °				95	:19			5300	5300
								.465	300	300	245	1:07			52100	137450
Grosse Isle Homer	Cru	325		325	+3	328	2000 °				45	:07½			2400	2400
								.54	350	350	290	1:14½			49700	135050
Wayne Major Airport	Cru	331		331	+3	334	2000 °				13	:02			600	600
								.54	350	350	303	1:16½			49100	134450
Lft Turn To Waterville VOR		175		175	+2	177	2500 °				70	:14			3900	3900
								.465	300	300	373	1:30½			45200	130550
Columbus VOR	Cru	156		156	+2	158	2500 °				93	:19			5200	5200
								.465	300	300	466	1:49½			40000	125350
							0					:15			3000	3000
Land Taxi	L/T											2:04½			37000	122350
							0									
							0									
							0									
							0									
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Appendix I ANNEX "B" 26SRW Oplan 7-55																
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VFR

DATE OF TAKE-OFF	2-3-4 July 1955	
ENGINE START		TAKE-OFF TIME
LANDING TIME		DURATION OF FLT
AIRCRAFT BASIC WT	83850	
CREW WT	1070	
OIL WT	430	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85350
FUEL WEIGHT: F.W.	As	
FUEL WEIGHT: C.W.	Required	
FUEL WEIGHT: A.W.	For	
FUEL WEIGHT: T.W.	Optimum	
FUEL WEIGHT: A.R.	Take	
FUEL WEIGHT: B.R.	Off	
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.	C.G.	
FUEL WEIGHT: TOTAL		75000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		160350
START ENG AND TAXI FUEL ALT		4000
TAKE-OFF GROSS WT		156350
RUNWAY: PRESS. ALT	744'	
RUNWAY: LENGTH	10,500'	
RUNWAY: AIR TEMP.	82°F	
CRITICAL FIELD LENGTH	8500'	
TAKE-OFF: DISTANCE	7400'	
TAKE-OFF: SPEED	144K	
TAKE-OFF: Refusal		
TAKE-OFF: SPEED	2500'	
TAKE-OFF: Decision Speed	126K	
TAKE-OFF: Power Best Flap	159K	
TAKE-OFF: LIFT	92K	
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT		
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE		
ATO FIRING SPEED		

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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)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Lockbourne															75000	160350
St. Taxi, To & Acc.							°					:02			4800	4800
															70200	155550
York OMNI	Cli	162		182	+1	183	30M °	VAR	VAR	350	-	:12			5400	5400
One orbit Lt. Hand 20° Bank 5 min legs											70	:19			64800	150150
							30M °	.68	400	400	120	:16			3000	3000
Mansfield	Cru	004		004	+2	006					190	:32			61800	147150
							30M °	.68	400	400	155	:23			3600	3500
Cleveland VOR	Cru	020		020	+3	023					315	:55			58200	143550
							30M °	.68	400	400	38	:06			900	900
Jet. Pen. on Cleveland VOR	Des						Descent	VAR	VAR	-	353	1:01			57300	142650
											-	:10			250	250
											-	1:11			56650	142000
3-orbits-Lt. Hand 20 Bank 5 min legs							2500 °	.465	300	300	270	:54			15000	15000
											653	2:05			41650	127000
Sandusky	Cru	281		281	+3	284	2500 °	.465	300	300	23	:04*			1300	1300
											676	2:09*			40350	125700
Cng orbit-Lt. Hand 20° Bank 5 min legs							2500 °	.465	300	300	95	:15			5300	5300
											771	2:27*			35050	120400
Gross Isle Hoger	Cru	325		325	+3	328	2000 °	.54	350	350	45	:08			2300	2300
											816	2:35*			32750	115100
Wayne Major Airport	Cru	332		332	+3	335	2000 °	.54	350	350	13	:02*			750	750
											829	2:38			32000	117350
Right Turn to Selfridge AFB	Cru	064		064	+3	067	2000 °	.54	350	350	47	:08			2300	2300
											876	2:46			29700	115050
Sandusky Mach	Acc Cli	360		360	+3	363	Climb	VAR	VAR	350	48	:08			3500	3500
											924	2:54			26200	111550
Selfridge VOR MNO	Cru	180		180	+3	180	30M °	.68	400	400	35	:05*			700	700
											987	2:59*			26500	110850
One 8 min Left Orbit	Cru						30M °	.68	400	400	53	:08			1100	1100
											1040	3:07*			25400	109750
Detroit VOR	Cru	219		219	+3	222	30M °	.68	400	400	42	:06*			850	850
											1082	3:14			24550	108900
Waterville VOR	Cru	189		189	+2	191	30M °	.68	400	400	51	:07*			1000	1000
											1133	3:21*			23550	107900
Columbus VOR	Cru	155		155	+2	157	30M °	.68	400	400	95	:14*			1900	1900
											1228	3:36			21650	106000
Jet Penetration GCA-Land Taxi	L/T						°					:15			3000	3000
												3:51			18650	103000
							°									
							°									
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Appendix II ANNEX "B" 266Rx OPlan 7-55							°									
							°									
							°									

IFR

DATE OF TAKE-OFF			
ENGINE START		TAKE-OFF TIME	
LANDING TIME		DURATION OF FLT	
AIR-CRAFT BASIC WT	83450		
CREW WT	1070		
OIL WT	430		
ATO BTL WEIGHT (Empty)			
EXT. TANKS WT (Empty)			
OPERATING WT		85350	
FUEL LOADING	FWD.	As	
	CNL	Required	
	AML	For	
	FWD AMA	Optimum	
	B.B.	Take	
	ATO	Off	
	EXT.	C.G.	
	TOTAL		75000
BOMBS WT			
AMMO WT			
ADD. FLUID WT			
INITIAL GROSS WT			160350
START ENG AND TAXI FUEL ALT			4000
TAKE-OFF GROSS WT			156350
RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.	
744'	10,500'	82°F	
CRITICAL FIELD LENGTH			
8500'			
TAKE-OFF: DISTANCE	SPEED		
7400'	144K		
Refusal SPEED	2500'		
126K	ENGRS BEST PLANE 159K	LINE 92K	
NO. OF ATO BOTTLES REQUIRED			
ATO PROPELLANT WEIGHT			
ADJUSTED TAKE-OFF WEIGHT			
ADJUSTED TAKE-OFF DISTANCE			
ATO FIRING SPEED			

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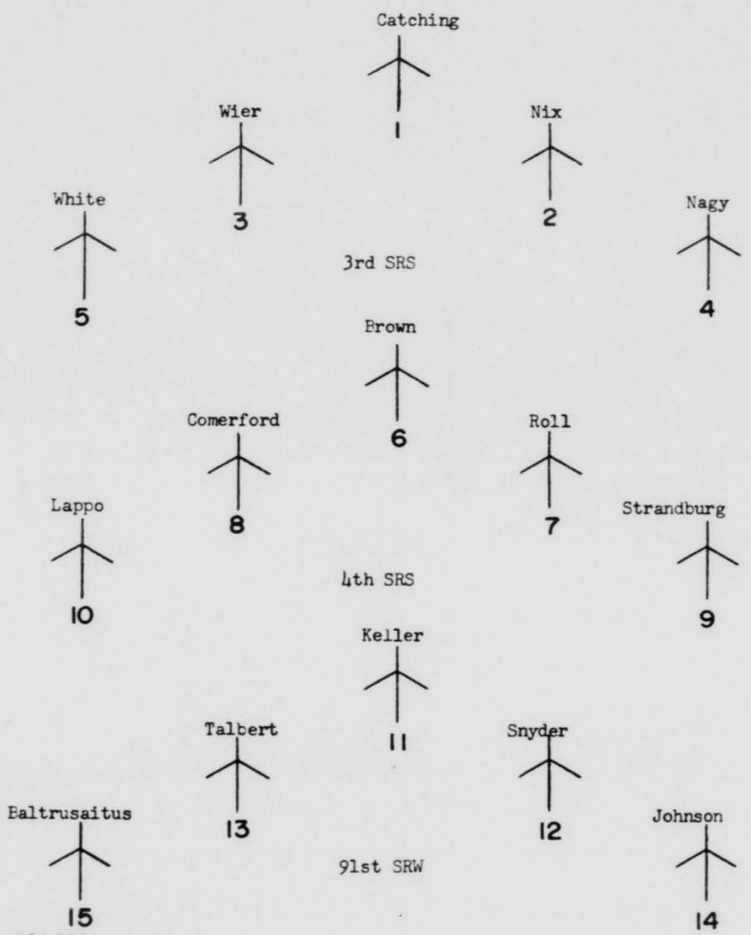
FORMATION
2 July 1955



Appendix III
ANNEX "L" 26SRW OPlan 7-55

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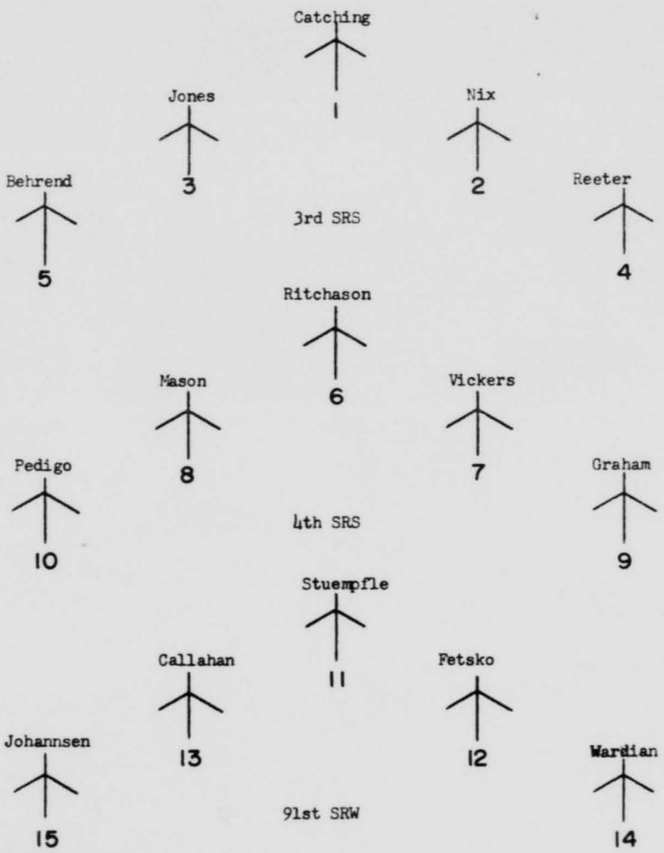
FORMATION
3 July 1955



Appendix IV
ANNEX "B" 26SRW OPlan 7-55

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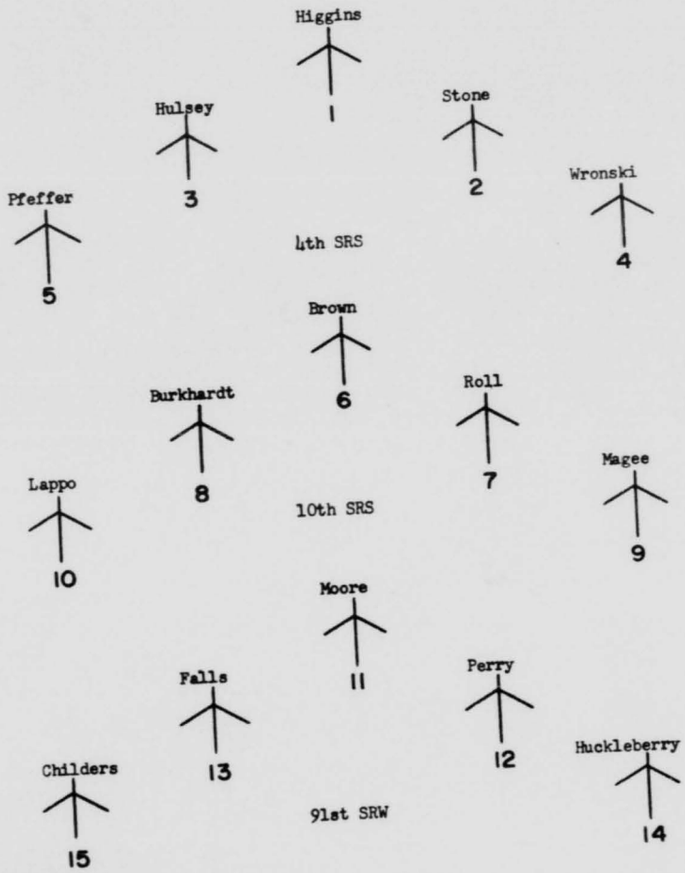
FORMATION
4 July 1955



Appendix V
ANNEX "B 26SRW OPlan 7-55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
29 June 1955

OPERATIONS ORDER 7-55
AMENDMENT NUMBER I

CHANGE 1 - All references to H hour should be changed to 1400 EST.

CHANGE 2 - ANNEX "B" Par 3 (a), station times should read H - 4:00 hrs.

CHANGE 3 - ANNEX "B" Par 2 c (1) should read channel 2 - 260.2 MCS.

CHANGE 4 - APPENDIX III to ANNEX "B" reference to the 4SRS should read 10SRS.

SULLIVAN
Brig Gen
Commander

DISTRIBUTION:

Comdr, 80LAD	2cys
Comdr, 26SRW	2 cys
Comdr, 91SRW	2 cys
26DO	2 cys
91DO	17 cys
26DM	1 cy
Comdr, 3SRS	12 cys
Comdr, 4SRS	12 cys
Comdr, 10SRS	12 cys
Comdr, 26M&ES	3 cys
Comdr, 26FMS	3 cys
Comdr, 26PMS	3 cys
Historian 26SRW	5 cys
26CR	1 cy

OFFICIAL:

Lawson C. Horner, Jr.
LASWSON C. HORNER, JR.
Colonel USAF
Director of Operations

Exhibit 23

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CONFIDENTIAL

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 July 1955

OPERATIONS ORDER
NUMBER 92-55

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj Kluender
4th Strategic Reconnaissance Squadron	Maj Edwards
10th Strategic Reconnaissance Squadron	Maj Fields
26th Armament & Electronics Squadron	Lt Col Gosling
26th Field Maintenance Squadron	Maj Schroeder

1. GENERAL SITUATION: APGC will conduct the final phase (Phase III) Project "Lock-On" at Wurtsmith Air Force Base, Michigan, during the period 11 July thru 10 August 1955. This project involves evaluation of an F-89D Squadron (63rd Fighter Intercepter Squadron) during a 30 day period under sustained simulated combat conditions. The 754th AC&M Squadron will be employed in conjuction with this operation.

a. Intelligence:

(1) Unfriendly Territory: The area within a 250 nautical mile radius of Wurtsmith Air Force Base is defined as enemy territory. The prime GCI site will attempt detection of the aggressor force within this area in order to provide the intercepter squadron with maximum advance notice of this penetration.

(2) Order of Battle: Reference SAC Intelligence Brief #158, 4 December 1954, for aircraft and radar order of battle.

Exhibit 94

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1. a. (3) Mission Reporting: Information concerning reports will be briefed when information is available and this Operations Order will be amended accordingly.

b. Friendly Forces:

(1) Air Proving Ground Command:

(a) Conduct Phase II Project "Lock-On" in accordance with the test program published by the Air Force Operational Test Center.

(b) Employ Aircraft provided by this command as the "Unfriendly Force" in accordance with the ground rules established herein.

(2) Air Defense Command:

(a) Provide one F-86D Squadron at Wurtsmith AFB to accomplish this project.

(b) Adhere to the ground rules established herein.

(3) Fifteenth Air Force:

(a) Provide B-36 aircraft as required

(4) Thirteenth Air Division:

(a) Provide housing, messing and working facilities for SAC Liaison and Control personnel.

(b) Obtain clearance for SAC aircraft through active danger areas on routes specified.

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2. MISSION: B-36, B/RB-47, KC-97 and/or KE-29 aircraft will fly simulated aggressor-type missions against Hurtsmith AFB, Mich during the period 11 Jul through 10 Aug 55, to test phase III of of Project "Lock-On" and evaluate 63rd Fighter Interceptor Squadron under sustained simulated combat operations.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Sq.

(1) Provide R/B-47 aircraft and crews to accomplish strike missions as outlined in Annex "A".

b. 4th Strat Recon Sq.

(1) Provide R/B-47 aircraft and crews to accomplish strike missions as outlined in Annex "A".

c. 10th Strat Recon Sq.

(1) Provide aircraft and crews to accomplish strike mission as outlined in Annex "A".

d. 26th M&E Sq.

(1) Provide maintenance personnel and facilities necessary to accomplish the mission as outlined in this Ops Order.

e. 26th FM Sq.

(1) Provide maintenance personnel and facilities necessary to accomplish the mission as outlined in this Ops Order.

x. GENERAL INSTRUCTIONS

(1) In accordance with SAC Reg 55-3, Par 2b(2)(b), the unclassified nickname for this Operations Order is "Lock-On".

(2) X-Day commences: 0001Z 11 Jul 55

(3) Tactics, Routes and schedules: See Annex "A".

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x. (4) Weather minima for aircraft will be in accordance with Air Force Regulation 60-16 and locally established procedures.

(5) Project officer for Directorate of Operations: Capt Howard G. Lightfoot, SOCS Extention 268; for Directorate of Materiel: Capt Raymond T. Taylor, Extention 205, for Directorate of Intelligence: Capt Gottschalk, Extention 880.

(6) Copies of this Operations Order not needed for record purposes may be destroyed in accordance with applicable directives 30 days after completion of the operation.

(7) Maximum consideration will be given to the accomplishment of training during this operation. Training accomplishments will be in accordance with SAC Regulation 50-8, 23 Sep 54.

(8) Planning Factors:

a. Ground spares: A ground spare aircraft will be completely pre-flighted up to "START ENGINES" on the checklist, for each sortie scheduled. Ground crew and aircrew for pre-flight will not be relieved until scheduled missions are airborne.

b. Reconnaissance aircrew can expect fighter pilots to adhere to air rules outlined in SAC Regulation 51-6, Changes 1 and 2.

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x. (8) (b) Exceptions:

1. Air to air fighter/bomber communications requirements contained in Par 5b of SAC Regulation 51-6, are waived.

2. Paragraph 5f(3)d states that fighter attacks will be terminated a maximum of 100 degrees from the stern of bomber/recon aircraft; however, initial positioning of the fighter aircraft may be made forward of this quadrant.

(9) Mandatory reporting points and other necessary data will be posted on a map for visual reference for aircraft commanders.

(10) Air Route Traffic Control: See Annex "B"

(11) Air Refueling:

(a) Air refueling will be scheduled where necessary, but will be accomplished outside of the unfriendly area.

(b) Fighter attacks will not be made during refueling operations.

(c) Air refueling information will be made available to aircrews at scheduled briefing times.

(12) All aircraft will remain under the operational control of Headquarters 8AF.

(13) No press release will be made by SAC units. Aircrew members will divilge mission information only as required for mission planning, flying, and critique.

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x. (14) Overlays: Each participating S/C crew will complete a mission overlay containing information outlined in sub-paragraphs below. Overlays will be prepared in neat and legible form and airmailed to Wurtsmith AFB, ATTN: LOCKON APGC Project Officer, within 24 hours after the last aircraft of each day's mission lands at home station. Overlays will not be delayed for aircraft that land at other than home station. They will be plotted on separate 1:1,000,000 scale WAC charts, or suitable substitute, for routes flown while within a 250 nautical mile radius of Wurtsmith AFB. Overlays will contain the following information:

(a) Strike number

(b) Aircraft tail number (S).

(c) Takeoff time.

(d) Prominent fixes along the route (Indicate Time GCT).

(e) Three penetration routes (each in different color with deviations from established routes indicated).

(f) Altitudes flown. Example: "25M" (Indicate whenever change occurs)

(g) True Air Speeds. Example: "350 TAS" (Indicate whenever change occurs).

(h) Fighter interception. Example "6 F-89 0200Z". (Indicate where interception occurred).

(i) Aborts. (Indicate time and aircraft number).

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x. (j) Wind Plots. Indicate wind direction and velocity during activity within the unfriendly area by entering two wind plots on each overlay.

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS:

a. In the event an operational emergency necessitates a forced landing at other than Lockbourne AFB, the aircraft commander will notify Commander 801st Air Division by priority message giving complete details and list of spares required to return aircraft to flyable condition. Headquarters SAF will be info addressee on all messages submitted in compliance with above.

b. Local Maintenance and Operation Funds will apply.

5. COMMAND AND COMMUNICATIONS FACTORS:

a. Command: Normal

b. Communications: See Annex "B".

HORNER
Colonel, USAF
Commander

ANNEXES:

a. Tactics, Routes and Schedules

b. Communications

OFFICIAL:

HENRY W. HEMINGTON
Lt. Colonel USAF
Dir Of Operations

DISTRIBUTION:

Comdr 801AD	1 cy
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Comdr 801ABG	1 cy
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26DH	5 cys
Comdr 3SRS	10 cys
Comdr 4SRS	10 cys
Comdr 109RS	10 cys
Comdr 26A&E	1 cy
Comdr 26FMS	1 cy
26SEW Historian	5 cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 JULY 1954

ATTACHMENT

TO

OPERATION ORDER 92-55

PROJECT ACTIVITY SCHEDULE

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 July 1955

ANNEX "A"

TO

OPERATIONS ORDER 92-55

TACTICS, ROUTES AND SCHEDULES

1. GENERAL: The area within a 250 nautical mile radius of Wurtsmith Air Force Base is defined as "Unfriendly" territory. The prime GCI site will attempt detection of the aggressor force within this area in order to provide the interceptor squadron with maximum advance notice of the penetration.

2. TACTICS:

a. In the unfriendly area and within a 200 nautical mile radius of Wursmith Air Force Base there have been establishe four (4) penetration routes. Each aggressor force aircraft or formation will penetrate the test area at a point 200 nautical miles from Wurtsmith Air Force Base on three of the four penetration routes, passing aberm of Wurtsmith Air Force Base a minimum of 25 nautical miles a maximum of 50 nautical miles. Each route is a direct course through the unfriendly area. Turn around of the aggressor aircraft for entry into a succeeding route will be a minimum of 200 nautical miles from Wurtsmith Air Force Base.

b. Evasive Action: Evasive action will be imployed by all aircraft on all day penetrations where appropriate, except on mission numbers 1 through 6 and where weather conditions exist at flight altitude. Evasive action will consist primarily of changes in altitude and airspeed, and will be at the discretion of the aircraft Commander.

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2. c. Running lights will be on during hours of darkness on all "Aggressor" and "Fighter Aircraft".

d. All B-47 aircraft will operate their IFF continuously in normal position from250 nm into 150 nm from the prime GCI radar site in order to provide early warning. Only lead aircraft will operate beacon in formation flights.

e. Altitudes designated for each penetration will be flown at all times when aircraft are within the "Unfriendly" area, except for altitude deviations for evasive action. It is mandatory that any changes in designated altitudes be coordinated with SAC Project Officer at Wurtsmith prior to departure of aircraft from home station.

3. ROUTES:

a. The four (4) established routes through the "Unfriendly" area are as follows:

(1) Route Alpha - North Bay (46/20 N 79/25W) Milwaukee, Wis.

(2) Route Bravo - Appleton (44/16N 88/24W) to Toronto (43/41N 79/24W).

(3) Route Coca - Powers (45/41N 87/30W) to Ashtabula (41/53N 80/47W)

(4) Route Delta - Island - (47/27N 84/55W) to Tiffin (41/07N 83/10W).

b. Flight Plans. Appendix No. I this Annex.

4. TIMING:

a. All three penetrations by aircraft on day missions will be flown during daylight hours on calendar dates indicated in Appendix I this Annex. All three penetrations by aircraft on night missions will be flown between dusk on the indicated calendar day and dawn of the following day.

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4. a. (1) Penetration times as indicated are times assigned to first aircraft in each aggressor force and is the time for departure on first leg of penetration. These times will be adhered to as closely as possible. Failure to make good the assigned time will not repeat not consitute grounds for abort. In the even the assigned penetration time cannot be met, the GCI facility or radio range station at Hurtsmith Air Force Base will be notified through the best available means giving strike number and T to first departure point. The message will be prefixed by these remarks: "Friendly Lock-On, pass this information on to the ADCC at 30th Air Division - Strike number _____ will arrive first penetration departure point at _____Z". Upon completion of one penetration route all aircraft will fly the most direct route to the next assigned departure point, avoiding Hurtsmith Air Force Base by not less than 200 nm. Where two individual aircraft are scheduled during the same period, at least one hour between penetrations will be provided.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 JULY 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 92-55

COMMUNICATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 July 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 92-55

COMMUNICATIONS

1. GENERAL:

Communications for this mission will be normal CAA & DOT reporting with tactical reporting as specified herein.

2. RECOGNITION, IDENTIFICATION AND AUTHENTICATION:

a. Recognition between B-47 and ADC fighter will be conducted on UHF Channel 12, (364.2 mcs) or Channel 9 (351.0 mcs) using AFSAL 5104.

b. IFF will be operated Mode 1 Normal. IFF will be turned off when less then 150 nautical miles from prime GCI Radar Site (PAPER DOLL).

c. Authentication will be accomplished using AFSAL 5104.

3. CALL SIGNS:

a. AIRCRAFT ---- JOLLY (with assigned number)

b. CAA --------- As listed in Radio Facility Charts.

4. FREQUENCIES:

a. HF frequencies as listed in Radio Facility Charts.

b. UHF frequencies and channelization will be as follows:

CHANNEL	USE	FREQUENCY
1	Control Tower	236.6
2	SAC Common	311.0
3	Secondary Control Frequency	275.8
4	Civil Control Tower	257.8

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CHANNEL	USE	FREQUENCY
5	INSAC reporting below 17,200 ft.	255.4
6	CAA Centers reporting above 17,200ft.	301.4
7	CAA Terminal Traffic Control	263.0
8	CAA Terminal Traffic Control	348.6
9	ADC Fighter Bomber Liaison Frequency	351.0
10	Air Refueling Common Primary	266.2
11	Air Refueling Common Secondary	279.8
12	GCI Common	364.2
13	Pilot to Forecaster	344.6
14	UHF/DF	305.4
15	Approach Control	363.8
16	GCA (AF Aircraft at Navy Bases)	270.6
17	GCA (AF Search Control)	335.8
18	GCA (AF Final Approach Control)	289.4
Guard	Military Emergency	243.0

4. REPORTING:

a. Normal CAA and DOT position reporting will be accomplished at all times. When within "Unfriendly Territory", the remarks "Friendly Lock-On, pass this position report to the ADCC at 30th Air Division," will be transmitted to the radio facility being called.

b. The appropriate facility will be advised when penetrating ADIZ's and CADIZ's.

c. Position reports should be transmitted to CAA centers whenever possible. If unable to contact the center, any CAA station may be contacted for position reports.

d. Most Canadian stations have only VHF and HF, therefore it may be necessary to use cross band when submitting reports to Canadian stations. Transmit on HF and receive on the OMNI receiver.

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5. MONITORING:

a. The following HF stations have been designated control stations for the mission:

(1) ANDREWS - Primary

(2) OFFUTT - Secondary

b. Frequencies for the above stations will be monitored during the following periods:

:05 to :08

:25 to :28

:45 to :48

c. Monitoring may be interrupted for operational duties such as Air Refueling, IFR reports etc. but such interruptions are to to be kept to an absolute minimum.

6. EMERGENCY:

a. In the event of an emergency, use call sign Air Force Jet and last five digits of tail number and comply with standard emergency procedures.

7. SUMMARY:

a. In the event the assigned penetration time for departure on the first leg of penetration cannot be made good, the GCI facility or tower at Wurtsmith Air Force Base will be notified through the best available means giving strike number and ETA to first departure point. The message will be prefixed by these remarks: "Friendly Lock-On, pass this information to the ADCOM Regional Division Strike Number_____ will arrive first penetration departure point at _____Z.

b. Frequency for the tower ----------236.5 mcs

c. Frequency for PAPER DOLL ----------264.2 mcs

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS, 17, OHIO

APPENDIX NO. I

TO

ANNEX "A"

OPERATIONS ORDER 92-55

UNIT ASSIGNMENTS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 July 1955

APPENDIX NO. I

TO

ANNEX "A"

OPERATIONS ORDER 92-55

UNIT ASSIGNMENTS

UNIT ASSIGNMENTS

SQUADRON	DATE	ST. NR.	NR ACFT	ROUTES	PENE TIME	ALTITUDE
4SRS	11 Jul	1	1-RB/47	ALFA	1430Z	Optimum
				COCA		
				BRAVO		
3SRS	12 Jul	2	1-RB/47	COCA	1705Z	Optimum
				ALFA		
				DELTA		
			1-RB/47	DELTA	1805Z	Optimum
				BRAVO		
				ALFA		
10SRS	13 Jul	3	1-RB/47	BRAVO	1400Z	Optimum
				COCA		
				DELTA		

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SQUADRON	DATE	ST. NR.	NR AGNT	ROUTE	FUEL TIME	ALTITUDE
10SRS	13 Jul	3	1-R/B-47	COCA	1500Z	Optimum
				DELTA		
				BRAVO		
10 RS	28 Jul	21	1-R/B-47	DELTA	0250Z	Optimum
				BRAVO ALFA		
			1-R/B-47	BRAVO	0350Z	Optimum
				ALFA		
				DELTA		
3SRS	29 Jul	22	1-R/B-47	COCA	1410Z	Optimum
				BRAVO		
				DELTA		
4SRS	29 Jul	23	1-R/B-47	COCA	0245Z	Optimum
				BRAVO		
				ALFA		
			1-R/B-47	BRAVO	0345Z	Optimum
				DELTA		
				ALFA		

HONNER
Colonel, USAF
Commander

OFFICIAL:

HENRY L. HEMMINGTON
Lt. Colonel USAF
Dir Of Operations

DISTRIBUTION:

Reference Operations Order 92-55
dated 9 Jul 55.

APPENDIX I
ANNEX "A"
OPS ORD 92-55
26SAW 9 Jul 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 JULY 1955

APPENDIX NO. II

TO

OPERATIONS ORDER 92-55

ROUTES

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 July 1955

APPENDIX NO. II

TO

ANNEX "A"

OPERATIONS ORDER 92-55

ROUTES

STRIKE I 11 JULY T/O 0810Z REMARKS

DEPART: LOCKBOURNE

TO: BUFFALO, N.Y. (VOR)

TO: 45° 25N 76° 22W

TO: NORTH BAY, CANADA ST. PNT. ROUTE ALPHA. PENT - TIME 1430Z

TO: MILWAUKEE, WIS. 3RD PNT. ROUTE ALPHA

TO: APPLETON, WIS.

TO: IRON MOUNTAIN, MICH.

TO: MORRIS, MICH - ST. PNT. ROUTE COCA

TO: ASHTABULA, OHIO, 2ND PNT ROUTE COCA

TO: AKRON, OHIO

TO: LIMA

TO: CHICAGO, ILL. (RNG)

TO: ATTICA, IND. ST. PNT. ROUTE BRAVO

TO: TORONTO, CAN. 2ND PNT ROUTE BRAVO

TO: SELFRIDGE AFB, MICH, LAND

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STRIKE #2 12 JULY T/O 1030E

DEPART: LOCKBOURNE

TO: CHICAGO, ILL (RNG)

TO: MUSKEGON, MIS (VOR)

TO: POWERS, MICH ST PENT. ROUTE COCA PENT TIME: 1705Z

TO: ASHTABULA, OHIO END PENT. ROUTE COCA

TO: BUFFALO, N.Y. (VOR)

TO: 45° 25N 78° 22W

TO: NORTH BAY, CAN. ST. PEND. ROUTE ALPHA

TO: MILWAUKEE, WIS. END PEND. ROUTE ALPHA

TO: APPLETON, WIS.

TO: IRON MOUNTAIN, MICH

TO: 47° 43' 85° 47'W

TO: 47° 27'N 84° 55' W ST. PEND. ROUTE DELTA

TO: TIFFIN, OHIO END PENT. ROUTE DELTA

TO: LOCKBOURNE, (LAND)

STRIKE #2 12 JULY T/O 1145E REMARKS

DEPART: LOCKBOURNE

TO: TOLEDO, OHIO

TO: TRAVERSE, CITY, MICH

TO: 47° 43'N 85° 47'W

TO: 47° 27'N 84° 55'W ST. PENT. ROUTE DELTA - PENT. TIME: 1805Z

TO: TIFFIN, OHIO END PENT. ROUTE DELTA

TO: KANKAKEE, ILL

TO: APPLETON, WIS ST. PENT. ROUTE BRAVO

TO: TORONTO, CAN. END PENT. ROUTE BRAVO

TO: PETERBOROUGH, CAN.

APPENDIX II
ANNEX "A"
260ps Ord 92-55
9 Jul 55

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STRIKE #2 CONT'D

TO: 45° 25'N 78°- 22W

TO: NORTH BAY, CAN. ST. POINT. ROUTE ALPHA

TO: MILWAUKEE, WIS. END. POINT. ROUTE ALPHA

TO: LOCKBOURNE AIR FORCE BASE

STRIKE #3 13 JULY T/O 0710E

DEPART: LOCKBOURNE

TO: ELKINS, W.VA (VOR)

TO: ZANESVILLE, OHIO, REFUEL - RAD DZ. PT.

TO: MILWAUKEE, WIS (MNG)

TO: APPLETON, WIS ST. POINT. ROUTE BRAVO POINT TIME: 1400Z

TO: TORONTO, CANADA END. POINT. ROUTE BRAVO

TO: BUFFALO, N.Y. (VOR)

TO: AKRON, OHIO

TO: LIMA, OHIO

TO: CHICAGO, ILL (MNG)

TO: WAUSAU, WIS (VOR)

TO: POWERS, MICH. ST. POINT. ROUTE COCA

TO: ASHTABULA, OHIO END. POINT. ROUTE COCA

TO: BUFFALO, N.Y. (VOR)

TO: 45° 25'N 78° 22W

TO: NORTH BAY, CANADA

TO: ALSTRAD, CANADA

TO: MICHIGAMON, CANADA

TO: 47° 27'N 84° 55'W ST. POINT. ROUTE DELTA

TO: SITKIN, OHIO END. POINT. ROUTE DELTA

TO: JACKSON, MICH

TO: SAGINAW, AFB, MICH (LAND)

APPENDIX II
ANNEX "A" OPS ORD 92-55 26SRW, 9 Jul 55

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STRIKE #3 13 JULY 1955 T/O 0750E

	REMARKS
DEPART: LOCKBOURNE	
TO: ELKINS, W.VA (VOR)	
TO: ZANESVILLE, OHIO	REFUEL * RENDZ PT.
TO: MILWAUKEE, WIS (RNG)	
TO: WAUSAU, WIS (VOR)	
TO: POWERS, MICH	ST. PENT. ROUTE COCA PENT TIME: 1500Z
TO: ASHTABULA, OHIO	END. PENT. ROUTE COCA
TO: BUFFALO, N.Y. (VOR)	
TO: 45° 25'N 78'-22W	
TO: NORTH BAY, CAN.	
TO: MESTREE, CAN.	
TO: NICHOLSON, CAN.	
TO: 47° 27°N 84°- 55'W	St. PENT. ROUTE DELTA
TO: TIFFIN, OHIO	END. PENT. ROUTE DELTA
TO: LIMA, OHIO	
TO: CHICAGO, ILL (RNG)	
TO: APPLETON, WIS	ST. PENT. ROUTE BRAVO
TO: TORONTO, CAN.	END PENT. ROUTE BRAVO
TO: SELFRIDGE AFB, MICH	(LAND)

APPENDIX II
ANNEX "A"
260PS ORD 92-55
9 JUL 55

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STRIKE #21 28 JULY T/O 2020E

REMARKS

DEPART: LOCKBOURNE	
TO: TOLEDO, OHIO	
TO: TRAVERSE CITY, MICH	
TO: 47° 43'N - 85° 47 W	
TO: 47° 27'N - 84° 55'	ST. DELTA PENT. ROUTE PENTING TIME 0250Z (29 Jul)
TO: TIFFIN, OHIO	END DELTA PENT. ROUTE
TO: KANKAKEE, ILL	
TO: APPLETON, WIS.	ST. PENT. ROUTE BRAVO
TO: TORONTO, CAN.	END PENT. ROUTE BRAVO
TO: PETERBOROUGH, CAN	
TO: 45° 25'N 78° 22W	
TO: NORTH BAY, CANADA	ST. PENT. ROUTE ALPHA
TO: MILWAUKEE, WIS.	END. PENT ROUTE ALPHA
TO: LOCKBOURNE	(LAND)

APPENDIX II
ANNEX "A"
260PS ORD 92-55
9 JUL 55

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STRIKE #21 JULY 28 T/O 2135E

	REMARKS
DEPART: LOCKBOURNE	
TO: CHICAGO (RNG)	
TO: APPLETON, WIS	ST PENT. ROUTE BRAVO PENT TIME: 0350Z 29 JUL
TO: TORONTO, CAN.	END PENT. ROUTE BRAVO
TO: PETERBOROUGH, CAN.	
TO: 45° 25'N 78° 22W	
TO: NORTH BAY, CAN	ST PENT. ROUTE ALPHA
TO: MILWAUKEE, WIS	END PENT. ROUTE ALPHA
TO: APPLETON, WIS	
TO: IRON MOUNTAIN, MICH.	
TO: 47° 43'N 85° 47'W	
TO: 47° 27'N 84° 55W	ST PENT. ROUTE DELTA
TO: TIFFIN, OHIO	END PENT. ROUTE DELTA
TO: LOCKBOURNE	(LAND)

APPENDIX II
ANNEX "A"
26 OPS GRD 92-55
9 JUL 55

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STRIKE #22 29 JULY T/O 0710E

	REMARKS
DEPART: LOCKBOURNE	
TO: FORT WAYNE, IND (VOR)	
TO: JOLIET, ILL,	REFUEL RENDZ PT.
TO: CEDAR RAPIDS, IA	
TO: IRON MOUTAIN, MICH	
TO: POWERS, MICH	ST PENT. ROUTE COCA. PENT. TIME 1410Z
TO: ASHTABULA, OHIO	END PENT. ROUTE COCA.
TO: AKRON, OHIO (RNG)	
TO: LIMA, OHIO	
TO: CHICAGO, ILL. (RNG)	
TO: APPLETON, WISC.	ST PENT. ROUTE BRAVO
TO: TORONTO, CAN.	END PENT. ROUTE BRAVO
TO: PETERBOROUGH, CAN.	
TO: VILLE MARIE, CAN.	
TO: NICHOLSON, CAN.	
TO: LEACH ISLAND, CAN.	ST. PENT. ROUTE DELTA
TO: TIFFIN, OHIO	END PENT. ROUTE DELTA
TO: WRIGHT-PATTERSON AFB, OHIO (LAND)	

APPENDIX 11
ANNEX "A"
26 OPS GRD 92-55
9 JUL 55

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STRIKE #23 29 JULY T/O 1945E

	REMARKS
DEPART: LOCKBOURNE	
TO: FORT WAYNE, IND (VOR)	
TO: JOLIET, ILL.	REFUEL -REND PT.
TO: CEDER RAPIDS, IA.	
TO: IRON MOUNTAIN, MICH	
TO: POWERS, MICH	ST PENT. ROUTE COCA PENT TIME: 0245Z 30 JUL
TO: ASHTABULA, OHIO	END PENT. ROUTE COCA
TO: AKRON, OHIO (RNG)	
TO: LIMA, OHIO	
TO: CHICAGO, ILL (RNG)	
TO: APPLETON, WISC.	ST PENT. ROUTE BRAVO
TO: TORONTO, CAN.	END PENT. ROUTE BRAVO
TO: PETERBOROUGH, CAN.	
TO: 45-25N, 78-22W	
TO: NORTH BAY, CAN.	ST PENT. ROUTE ALPHA
TO: MILWAUKEE, WISC.	END PENT. ROUTE ALPHA
TO: LOCKBOURNE AIR FORCE BASE (LAND)	

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STRIKE #23 29 JULY T/O 2105E

REMARKS

DEPART: LOCKBOURNE	
TO: FORT WAYNE IND (VOR)	
TO: JOLIET, ILL	REFUEL - RENDZ PT
TO: CEDAR RAPIDS, IA.	
TO: APPLETON, WIS	ST. PENT. ROUTE BRAVO PENT TIME 03457 30 JUL
TO: TORONTO, CAN	END. PENT. ROUTE BRAVO
TO: PETERBOROUGH, CAN.	
TO: VILLE MARIE, CAN	
TO: NICHOLSON, CAN.	
TO: LEACH ISLAND, CAN	ST. PENT ROUTE DELTA
TO: TIFFIN, OHIO	END. PENT. ROUTE DELTA
TO: AKRON, OHIO (RNG)	
TO: BUFFALO, N.Y. (VOR)	
TO: MATTAWA, CAN	
TO: NORTH BAY, CAN	ST. PENT. ROUTE ALPHA
TO: MILWAUKEE WISC	END PENT. ROUTE ALPHA
TO: LOCKBOURNE AFB	(LAND)

APPENDIX II
ANNEX "A"
26 OPS ORD 92-55
9 JUL 55

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26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 Jul 55

APPENDIX III

TO

ANNEX "A"

OPERATIONS ORDER 92-55

FLYING SAFETY

1. Flying safety will be given primary consideration during all phase of the mission.

2. Priority for in route alternates will be in the following sequence:

   a. SAC Bases

   b. Air Force Bases

   c. Military Bases

   d. Civilian Bases

3. Minimum altitudes and clearances as well as altitude and time separation will be in accordance with CAA and Air Force Regulations.

4. All navigation devices will be used throughout all phases of this Operations Order to insure safety of crews and aircraft.

5. Routes to and from the unfriendly area will not cross active airspace restricted areas listed in current radio facility charts. All aircraft will exercise caution to avoid airspace reservations DC-21 and R-424.

6. Routes will avoid 40 mile area around RBS sites over which unit aircraft are not making RBS runs.

7. Radar Observers will monitor letdown and landing phases of mission using installed airborne radar in accordance with SAF Reg 51-3.

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8. SAC Regulation 60-10, dated 15 Mar 54, will be complied with.

9. Due to runway construction, aircraft commanders will be briefed to land at Lockbourne AFB or other Air Force Base dependent on planned fuel reserve. Specific instructions will be issued for each sortie.

10. Mission briefing will include aircraft commander responsibilities in accordance with SAC Reg 62-4 and 8AF Reg 62-5 insofar as sending preliminary reports if an accident occurs at or near a base other than a SAC Base.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
14 JULY 1955

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AMENDMENT #I

TO

OPERATIONS ORDER 92-55

Operations Order 92-55 will be amended as follows:

1. In reference to Par 1 a (3), Basic Order, change Paragraph to read as follows:

   MISSION REPORTING: R-3 and R-16 Reports will be submitted from the 26th Wing Control Room as required. Aircraft Commanders will submit R-17 Report if landing at other than briefed destination. R-27 Report will be submitted on completion of the exercise.

2. In reference to Par 3x(14) (j) basic order, change paragraph to read as follows: Wind Plots: Indicate wind direction and velocity during within the unfriendly area by entering two wind plots on each penetration route. A total of six (6) wind plots will be required for each sortie flown.

HORNER
Colonel, USAF
Commander

OFFICIAL

HENRY M. HENINGTON
Lt. Colonel USAF
Dir Of Operations

DISTRIBUTION:

Reference Basic Operations Order 92-55, dated 9 Jul 55.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
22 July 1955

OPERATIONS ORDER
NUMBER 305-55

MAPS AND CHARTS: As required

TASK ORGANIZATIONS:

3rd SRS	MAJ. KLUENDER
26th AES	LT. COL. GOSLING
26th FMS	MAJ. SCHROEDER
801st RTS	LT. COL. MCCASH

1. GENERAL SITUATION: A requirement exists for the accomplishment of aerial photography of Westover AFB, Mass. and Portsmouth, N.H.

2. MISSION: Accomplish aerial photography as directed in Annex A.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Sq:

(1) Accomplish aerial photography of Westover AFB and Portsmouth, N.H. to meet specifications as outline in Annex A.

b. 26th Armament and Electronics Sq:

(1) Provide maintenance personnel and facilities to accomplish the mission.

c. 26th Field Maintenance Sq:

(1) Provide maintenance personnel and equipment necessary to accomplish the mission.

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3. d. 801st Reconnaissance Technical Sq:

(1) Process film, evaluate for training credit and critique crews concerned.

(2) Notify Sq concerned (7384) and 26SRW Photo Officer (587)

(3) Handle all project 8AF-55-M5 Negatives as stated in AFR 95-17.

x. GENERAL INSTRUCTIONS

(1) Project photography which meets the requirements as outlined in supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26, may be credited to the crew for record training.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

ANNEX:

"A" - Photo Requirements

HORNER
Colonel, USAF
Commander

OFFICIAL:

George A. Brown Major USAF
for HENRY M. HENINGTON
Lt. Colonel USAF
Director of Operations

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Comdr, 801RTS	3 cys	Comdr 26FMS	1 cy
26DO	5 cys	26SRW Historian	5 cys

26SRW
Op Ord 305-55
22 Jul 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
22 July 1955

ANNEX "A"

TO

OPERATIONS ORDER 305-55

PHOTO REQUIREMENTS

1. PURPOSE: To establish specifications for aerial photography of Westover and Portsmouth AFBs'.

2. CAMERA: Prime vertical (K-38 with 36" cone).

3. ALTITUDE: 35000' Absolute.

4. OVERLAP: 60%

5. AIMING POINT, FLIGHT PATH:

a. Portsmouth AFB

(1) There is presently no coverage of this Base, therefore, the crew must determine the aiming point visually to insure the flight path is perpendicular to and centered over the longest dimension of the Base. Coverage must include the entire Base built up area, runway, taxiway, and parking area and new construction.

b. Westover AFB

(1) The aiming point is the center of the south east ramp with photography taken on a true course of 140°. Coverage will be the same as in 5a (1) above.

6. PRINTS: Print requirements are as outline in 8AF message ODI 50289, dated 18 July 55.

HORNER
Colonel, USAF
Commander

OFFICIAL:

for George A. Bleck Maj USAF
HENRY M. HENINGTON
Lt. Colonel USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
4 August 1955

OPERATIONS ORDER
NUMBER 133-55

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj Kluender
10th Strategic Reconnaissance Squadron	Maj Fields
26th Field Maintenance Squadron	Maj Schroeder
26th Armament & Electronics Squadron	Lt Col Gosling

1. GENERAL SITUATION: Units of the USAF will participate in an aerial demonstration and provide static display as a portion of the dedication of Joe Foss Field, Sioux Falls, S.D., on 6 and 7 August 1955.

   a. Intelligence:

      (1) Maps and Charts:

         (a) As needed for navigational purposes.

         (b) Sioux City (V-5) sectional chart for target area.

   b. Friendly Forces:

      (1) ADC will provide fly-by of four F-86D and four F-89 type aircraft. One F-86D and one F-89 for static display.

      (2) 2nd AF will provide three B-36 aircraft in formation fly-by.

2. MISSION: To participate in an aerial demonstration in conjunction with the dedication of Joe Foss Field.

Exhibit 27

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3. TASKS FOR SUBORDINATE UNITS

a. 3rd Strategic Reconnaissance Squadron

(1) Provide one RB-47 aircraft for aerial refueling demonstration with tanker supplied by 340th Bomb Wing, as outlined in Annex "A" .

(2) Provide one RB-47 aircraft, with engines running, to act as ground spare for aerial refueling demonstration RB-47 and formation fly-over RB-47s.

b. 10th Strategic Reconnaissance Squadron

(1) Provide three RB-47s for a fly-by formation, as outlined in Annex "B".

c. 26th Field Maintenance Squadron

(1) Provide necessary specialists and maintenance support as required.

d. 26th Armament and Electronics Squadron

(1) Provide necessary specialists and maintenance support as required.

X. GENERAL INSTRUCTIONS:

a. Fly-over and air refueling demonstration will be conducted on 7 August 1955.

b. This mission is known as Operation "Life Raft".

c. Routes and timing as outlined in Annex "A" and "B" will apply.

d. Weather minimums:

(1) AF Reg 60-16 will apply for takeoff, destination, and alternate.

(2) 3,000 feet and 6 miles visibility in the fly-over area.

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X. d. (3) In the event of inclement weather responsibility for cancellation rests with Major Dorgan, SAC Project Officer, Barksdale AFB. 26th Wing Operations Control Room Officer will advise crews of action to be taken.

e. Altitude over target will be 1,000 feet above terrain for all participating RB-47 aircraft. Aircraft will maintain VFR at all times during fly-over.

f. Safety of flight will be paramount in execution of this operations order. In event of emergency, every attempt will be made to minimize danger to life and property.

g. Fuel minimum over high cone Columbus VOR will be 15,000 lbs.

h. Tactics, and abort procedures - See Annex "B".

i. Administration and Logistics: Normal

j. Command: Normal

k. Communications: See Annex "B".

ANNEX:
"A" - Air Refueling
"B" - Air Operations Tactics
Communications Navigation

HORNER
Colonel, USAF
Commander

OFFICIAL:
George A. Brown
for HENRY M.HENINGTON
Lt. Colonel USAF
Dir. Of Operations

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Comdr, 3SRW	5cys
Comdr, 10SRW	10cys
Comdr, 26A&ES	1cy
Comdr, 26FMS	1cy
26SRW Historian	5 cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
4 August 1955

ANNEX "A"

TO

OPERATIONS ORDER 133-55

AIR OPERATIONS

AERIAL REFUELING DEMONSTRATION

1. GENERAL:

a. The provisions of Annex "B" pertaining to Abort Proceedures and Alternate Airfields will apply to the RB-47 participating in the aerial refueling demonstration at Joe Foss Field on 7 Aug 55 (Operation "Life Raft").

b. Fuel load 65,000 lbs. Fuel to be onloaded: 20,000 lbs. Aircraft will be in dry hookup configuration over target.

c. Filing of clearance: Normal

d. Flight Restrictions:

(1) Allowable critical field length: 8500 feet.

(2) Weather minimums in the aerial refueling area are 3000 feet and 6 miles.

(3) In case of inclement weather in the target area, pertinent instructions will be issued by the 26th Wing Control Room.

e. Minimum fuel reserve upon arrival at Columbus VOR on return: 15,000 lbs. Planned fuel reserve: 36,300 lbs.

2. OPERATIONAL CONCEPTS:

a. RB-47 receiver will proceed individually to rendezvous point of Bridgewater, S.D., effecting normal rendezvous with a tanker

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of the 340th under VFR conditions. In case of IFR weather in the Sioux Falls area, RB-47 will proceed to Huron L/F Range, accomplish letdown in accordance with instructions from Hawk Control, rendezvousing with the tanker at 3000 feet MSL at Bridgewater, S.D.

b. Tanker/receiver combination will orbit Bridgewater, S.D., until departing for IP at Conistota, S.D., to make good target time of 2132Z over Joe Foss Field, Sioux Falls, S.D.

c. After passing target in dry refueling contact, at 1000 feet above terrain, a turn to the left will be made to avoid overflying Sioux Falls. Receiver will obtain clearance to depart for Lockbourne at this time.

3. TIME SCHEDULE:

Stations: 1605Z

Start Engines: 1755Z

T.O. 1820Z

Rendezvous: 2045Z (IFR Wx conditions)

Target Time: 2132Z

4. ROUTE:

	NAME	ACCUM DIST.	ELAPSED TIME	REMARKS
Depart:	Lockbourne AFB			
TO:	Huron L/F Range	732	2:00	
TO:	Huron L/F Range	732	2:07	Range Letdown
TO:	Bridgewater, S.D. (43-33N 97-30W)	791	2:18	Rendezvous
TO:	Bridgewater, S.D.	791	2:26	Orbit
TO:	Conistota, S.D. (43-36N 97-17W)	801	2:29	IP
TO:	Joe Foss Fld., S.D. (43-35N 96-45W)	824	2:35	Target
TO:	Columbus VOR	1480	3:59	

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5. Target is defined as East-West runway of Joe Foss Field, S.D.

(Coordinates 43°-34'40"N, 96°-44'40"W)

OFFICIAL:

HORNER
Colonel., USAF
Commander

George A Brown
for HENRY M HENNINGTON Major USAF
Lt. Colonel USAF
Director of Operations

DISTRIBUTION:
See Basic Order

ANNEX "A"
26th SRW
Op Ord 133-55
4 Aug 1955

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
4 August 1955

ANNEX "B"

TO

OPERATIONS ORDER 133-55

AIR OPERATIONS

1. GENERAL:

a. The provisions of this annex will apply to all RB-47 formation fly-by aircraft at Joe Foss Field on 7 August 1955.

b. Fuel load: 75,000 lbs.

c. In case of inclement weather, or excessive runway temperatures affecting briefed accomplishment of this mission, aircraft commanders will receive amended instructions through the 26th Wing Control Room.

d. Flight rules: Formation leader will file 175's for entire formation. Form 175's will be filed under Instrument Flight Rules.

e. Flight Restrictions:

(1) Allowable critical field length for this mission will be 8,500 feet.

(2) Weather in the formation fly-by area must be 3000 feet and 6 miles visibility.

f. Fuel reserve: 15,000 lbs. over Columbus VOR at initial jet penetration altitude. Planned fuel reserve: 19,250 lbs.

2. OPERATIONAL CONCEPTS:

a. Aircraft will take off at 2 minute intervals joining formation on course.

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2. b. Airspeed for formating: Lead aircraft will climb at at 260 K IAS to expedite joining formation. Leader will level off at 30000 feet, and maintain an IAS of 240 until formation is joined. Wing aircraft will be restricted to 310 K IAS in effecting formation join-up.

c. Aircraft will fly a 3-ship vee formation, normal "Show" formation, with wingmen stacked five (5) feet higher than the leader.

d. Formation leader will contact Hawk control (257.8 MC) upon arrival in the Souix Falls area.

e. Formation letdown to Huron Range will be initiated to descend on course at 2000 FPM rate of descent computed to arrive at Huron L/F Range at 6000 feet MSL if weather is VRR. If IFR conditions exist, formation leader will obtain clearance from Hawk Control(257.8) for letdown on Huron L/F Range. First aircraft, upon arrival at the low cone, will establish a standard holding pattern to reestablish the formation.

d. If necessary two patterns will be flown to re-join the formation. Formation will then proceed to the orbit area at Salem, S.D., departing Salem for IP of Conistota, S.D. at such time as to make good a target time of 2122Z over Joe Foss Fld. Altitude at this time will be 1000ft above terrain.

e. After completion of first fly-by, formation will enter a left hand race track pattern to make good the second target time of 2137Z. On the second flyover, aircraft will be in trail with 30 seconds separation between aircraft.

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2. f. After second flyover, aircraft will break left, obtain individual clearances, and continue on briefed missions.

3. ABORT PROCEDURES:

a. Spare aircraft will start engines 25 minutes prior to first scheduled RB-47 takeoff, or as directed by 26th Wing Control Room. Crew aborting formation fly-by or aerial refueling RB-47 prior to scheduled takeoff will transfer to the spare aircraft immediately.

b. Latest takeoff time will be at the discretion of the 26th Wing Operations Officer.

c. Abort after takeoff: Aircraft will return direct to Lockbourne, obtaining clearance which will not conflict with briefed formation altitude.

d. Abort while in the Sioux Falls area: Aircraft will contact Hawk Control for instructions.

e. Notification of abort: If at or in the vicinity of Lockbourne, Jolly Control will be notified immediately.

f. Mandatory ground aborts:

(1) Loss of nose wheel steering.

(2) Loss of main or emergency hydraulic pumps.

(3) Flaperon malfunction

(4) Loss of UHF radio

(5) Inverter loss.

Annex "B"
26SRW
OpOrd 133-55
4 Aug 55

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3. g. Mandatory Air aborts:

(1) Engine fire or explosion

(2) Two-way communication loss

(3) Any discrepancy affecting safety of flight.

4. **ALTERNATE AIR FIELDS**

NAME	ELEVATION	RUNWAY LENGTH
a. Wright Patterson AFB	824	8000
b. Scott AFB	451	7000
c. Sedalia AFB	869	10000
d. Lincoln AFB	1198	10600
e. Joe Foss (Sioux) (Falls)	1426	7100

5.

TIME SCHEDULE:	1ST ACFT	2ND ACFT	3RD ACFT	GROUND SPARE
STATIONS	1616Z	1618Z	1620Z	1607Z
START ENG	1806Z	1808Z	1810Z	
T.O.	1831Z	1833Z	1835Z	

CONTROL TIME (JOE FOSS FIELD): 2122Z (FIRST PASS)

2137Z (SECOND PASS)

6.

ROUTE: NAME	ACCUM DIST	ELASPED TIME	REMARKS
DEPART: Lockbourne AFB			
TO: Huron L/F Range	732	2:00	Letdown
TO: Huron L/F Range	732	2:22	IFR Orbit
TO: Salem, S.D. (43-43N) (97-23W)	792	2:33	Orbit Point
TO: Salem, S.D.	792	2:41	Timing Orbit
TO: Conestota, S.D (43-36N) (97-17W)	800	2:43	IP
TO: Joe Foss Fld (Sioux Falls)	823	2:47	Tgt (1st Pass)
TO: Joe Foss Fld (43-35N) 95-45W)	823	3:02	Tgt (2nd Pass)
TO: Columbus VOR	1479	4:30	

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7. Target Information:

a. Target area is defined as East-West runway of Joe Foss Field, S.D. (Coordinates 43°-34'40"N, 96°-44'40"W).

8. Communications:

a. General:

Normal ATC reporting will apply except that when entering the Sioux Falls area, and the IP, aircraft will check in with HAWK CONTROL for instructions. HAWK CONTROL will be the air traffic controlling agency until the fly-over is completed. All communications will be conducted by the formation leader. This includes ATC position reporting and contacts with HAWK CONTROL.

b. RECOGNITION, IDENTIFICATION AND AUTHENTICATION:

(1) Recognition will be accomplished on Channel 12 (364.2 mcs) using AFSAL 5104.

(2) IFF will be operated as follows:

(a) Individual aircraft ----------Mode I

(b) Formation leader----------Mode III

(3) Authentication will be accomplished using AFSAL 5104.

c. Call Signs:

(1) Control agency (Joe Foss Tower)----------HAWK CONTROL

(2) B-47 --- JOLLY (with assigned number) (for use with ATC facilities)

(3) B-47 --- KING TUT WHITE (for use when communicating with HAWK CONTROL)

(4) KC-97 -- KING TUT BLUE

(5) CAA ---- As listed in Radio Facility Charts.

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d. Frequencies:

(1) HAWK CONTROL ------257.8 mcs (channel 4)

(2) Interplane --------257.8 mcs (channel 4)

(3) Refueling demonstration:

(a) Initial contact ---------252.6 mcs (channel 11)

(b) Primary ----------266.2 mcs (Set on channel 9)

(c) Secondary ----------279.8 mcs (Set on channel 10)

(4) CAA -- As listed in Radio Facility Charts.

e. Procedures:

(1) Fly-Over Aircraft:

(a) When entering the Sioux Falls area and over the IP, HAWK CONTROL will be contacted for instructions.

(b) While in the Sioux Falls area, only the formation leader will initiate calls on 257.8 mcs. Other aircraft of the formation will monitor.

(2) Refueling Demonstration:

(a) The B-47 aircraft involved in the refueling demonstration will make normal ATC position reports from take-off to the orbit area.

(b) Initial contact with the tanker will be made on 252.6 mcs. (Then switch to the frequency mutually agreed upon, either 266.2 mcs. (Primary) or 279.8 mcs. (Secondary).

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(c) When departing orbit area switch to 257.8 mcs. until demonstration is completed then return to the frequency mutually agreed upon.

OFFICIAL:

HORNER
Colonel., USAF
Commander

HENRY M. HEWINGTON
Lt. Colonel., USAF
Director of Operations

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CONFIDENTIAL

26SRW C

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (L)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 SEPTEMBER 1955

OPERATIONS ORDER

SERIAL NO. 300-55

26SRW OPORD
300-55
9 Sep 55

CONFIDENTIAL

Exhibit 28

260CL-283-9

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[illegible]
[illegible] AUTHORITY [illegible]
BY [illegible] VIA NARA [illegible]
[illegible] 11, 2010
[illegible] 1955

OPERATIONS ORDER

NUMBER NO. 300-55

COMMAND REFERENCES: As Required.

TIME ZONE DESIGNATIONS

3rd Strategic Reconnaissance Squadron	Maj Wheeler
5th Strategic Reconnaissance Squadron	Maj [illegible]
10th Strategic Reconnaissance Squadron	Maj Wells
26th Weather Reconnaissance Squadron	Maj Schroeder
26th Armament and Electronics Squadron	Lt Col [illegible]

1. GENERAL SITUATION: A requirement exists for an SAC Photo-Lash Bombing Evaluation against a Bravo type target for S/C Combat Wings. The 26th Strategic Reconnaissance Wing will participate in this evaluation on 22, 23 and 24 September 1955. The unclassified nickname of this evaluation exercise is "PUT HOME". Target timing period is 0730 to 1115/Z daily.

a. Intelligence:

(1) Enemy Forces: Omitted

(2) Target Materials

(a) As furnished by this headquarters

(b) The provisions of paragraph 6, SAC Regulation 50-12, 11 Feb 1955, apply.

26SRW OPORD
300-55
7 Sep 55

Exhibit 28

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2. MISSION: The 26th Strategic Reconnaissance Wing will conduct an RBS simulated photoflash bombing evaluation exercise against a "BRAVO" type target, the runway insection of Lawrenceville Airport, located near Vincennes, Indiana.

a. The purposes of this evaluation are:

(1) To determine the current SAC RBS simulated night photoflash bombing capability of RB-47 Reconnaissance Wings on a BRAVO type target, utilizing target materials based on 15 year old photography.

(2) To exercise and appraise wing staffs and crews in the planning and execution of this type of mission.

(3) To exercise and appraise the capability of photo - interpreters of Base Recon Tech Squadrons and Air Force Recon Tech Squadrons in scoring bomb impact points from radar scope photography.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron

(1) Schedule all available combat ready crews on a simulated night RBS photoflash bombing evaluation mission against target Alpha Lawrenceville, Illinois, as indicated:

Zulu Time)	23 Sept	4 Crews
)	24 Sept	4 Crews
)	25 Sept	3 Crews plus one 5X Staff Crew

(2) Provide a ground spare aircraft and crew, pre-flighted and ready to start engines at start engines time of the first aircraft.

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3. b. 4th Strategic Reconnaissance Squadron

(1) Schedule all available combat ready crews on a simulated night RBS photoflash bombing evaluation mission against target ALPHA, Lawrenceville, Illinois, as indicated:

)	23 Sept	4 Crews
Zulu Time)	24 Sept	4 Crews
)	25 Sept	2 Crews

(2) Provide a ground spare aircraft and crew, pre-flighted and ready to start engines at start engines time of the first aircraft.

c. 10th Strategic Reconnaissance Squadron

(1) Schedule all available combat ready crews on a simulated night RBS photoflash bombing evaluation mission against target ALPHA, Lawrenceville, Illinois, as indicated.

)	23 Sept	4 Crews
Zulu Time)	24 Sept	4 Crews
)	25 Sept	2 Crews

(2) Provide a ground spare aircraft and crew, pre-flighted and ready to start engines at start engines time of the first aircraft.

d. 26th Field Maintenance Squadron

(1) Provide maintenance support to insure successful completion of the mission.

e. 26th Armament and Electronics Squadron

(1) Provide necessary maintenance support to insure successful completion of the mission.

26SRW OPORD
300-55
9 Sep 55

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[illegible] GROUND

(1) [illegible] facilities to score all simulated photoflash [illegible] accomplished by crews of the 26th Strategic Reconnaissance Wing.

(2) Submit forms and reports as required.

[illegible] DETAIL INSTRUCTIONS

(1) This evaluation exercise will be conducted in accordance with the provisions of SAC Regulation [illegible], and [illegible], except as provided in this operations order.

(2) Non combat ready crews will not be scheduled to participate in this exercise.

(3) Each squadron will schedule participating crews in three equal increments to complete this exercise. A proportionate number of select, lead, and combat ready crews will be scheduled each day. Crews that abort prior to the IP may be rescheduled on the second or third night. However, there will be no makeup period for these crews aborting the third night.

(4) Crews and/or aircraft that overfly the IP will not be rescheduled.

(5) Abort ratio will be computed in accordance with paragraph 1b, SAC Regulation 50-40, except as noted below:

(a) Radar malfunction runs will not be regarded as a radar abort but will not be credited to the wing effort.

(b) Aircrews aborting between the IP and target will be charged with an abort, which will be considered as a gross error score with the exception of air traffic or R&S ground aborts.

26SRW CROND
300-55
9 Sep 55

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x. (6) Wing Operations will advise the Air Defense Command in accordance with provisions of ADC message ADOOT F-15612 dated 19 Apr 55 at least 48 hours prior to the date exercise is flown of the following data:

(a) Number of aircraft in Bomber Streams.

(b) Date and ETA of first and last aircraft at Pre-IP (Galesburg, Illinois) IP (Decatur, Illinois) and target (Lawrenceville, Illinois).

(7) Route: See Annex "A"

(a) All aircraft will fly the same route to the target.

(b) No aircraft will overfly a line drawn from the West tip of the Knoxville ADIZ and Muscatine, Iowa, on their pre-target route.

(c) No aircraft will approach within 120 nautical miles of the target area prior to departing Muscatine, Iowa.

(d) Route planning will allow a minimum of 3½ hours flight time prior to reaching the IP of Decatur, Illinois.

(8) The RBS run on target Alpha, Lawrenceville, Illinois, will be flown for record. No RBS run will be accomplished enroute to the target or prior to the evaluation run.

(9) Bombing Phase:

(a) All aircraft will make good a pre-IP of Galesburg, Illinois (40-57N, 90-23W).

(b) IP will be Decatur, Illinois (39-50N, 88-57W). for each participating crew.

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[illegible]. (2) (c) Target: [illegible] and [illegible] runways of Lawrenceville Airport, Illinois. Target designation is ALPHA.

Elevation - 420 Feet

Coordinates - Geographic (38°45'45"N-87°36'05"W) Grid (R18 W21).

Chart References - 30359 -2264 - 100, 1st Edition, May 55.

(d) Bombing Altitude: 35,000 feet with an altimeter setting of 29.92.

(e) Bombing Airspeed: Mach .81

(f) Method of Bombing: Radar Synchronous offset.

(g) Offset aiming point: As designated by the Wing Observer. All crews will utilize the same offset aiming point.

(h) The 26th Wing Observer will notify the Vincennes RBS site of scheduling information as required in paragraph 8 c (1), SAC Regulation 50-42.

(i) Normal RBS scoring procedures in accordance with SAC Regulation 50-4 will apply during this evaluation exercise.

(j) Observer's wind will not be called to the RBS site upon completion of the run. Crews will accurately record their bombing wind components for completion of the SAC Form 44.

(k) Bomb load (for scoring purposes only): Three simulated M120 photoflash bombs.

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x (8) (1) Bombing Tables: F.[illegible] [illegible]-[illegible]-2 with full trail plate and fuzed to [illegible] or [illegible] of planned release altitude will be used.

(m) Gross errors for the 235 photoflash runs during this evaluation will be as defined in the applicable portions of paragraph 4 b (1), SAC Regulation 50-21.

(10) Each malfunction of Armament Electronic Equipment experienced on this evaluation exercise will require two extra copies of SAC Form 190, Aircraft Malfunction Report. One copy will be forwarded to Headquarters SAC, ATTN: DM 61, and one copy will be forwarded to Headquarters 8th Air Force, ATTN: MDE, Not Later Than seven (7) days after completion of the evaluation exercise.

(a) In addition, one copy of a SAC Form 190 will be forwarded to Headquarters 8th Air Force on any aircraft general malfunction which causes a pre-target or target abort.

(11) All participating crews and staff personnel are warned against giving or exchanging information or advice concerning this mission to personnel of other units. Units which have not flown this exercise will be on the station during the Reconnaissance Competition.

(12) Instructions for disposition of observer forms, logs, and radar scope photography:

(a) Participating crews will complete SAC Form 285 (Photo Log) as specified in SAC Regulation 50-42. Observers will note on the Photo Log the fuse setting, interval, and bombing altitude used. The Wing Observer will insure that photo logs are complete and accurate.

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(12) (b) SAC Form 44 will be completed by the Wing Photo Navigator Division in accordance with SAC Regulation 50-42. Columns 56-69 of Section II must be completed without knowledge of or reference to RBS scores, and certification to this effect will be made on the form.

(c) All crew observers will complete a mission summary form during interrogation, and will not leave the station prior to its completion.

(d) Requirements for 801st Recon Tech Squadron:

1. All mission film and logs will be delivered to 801st Recon Tech Squadron upon completion of each mission.

2. The 801st Recon Tech Squadron will score bomb-impact-point from radar scope photography of each crew.

3. A representative of Headquarters SAC or designated alternate will visit 801st Recon Tech Squadron after completion of the 26th Strategic Reconnaissance Wing's evaluation exercise. All O-15 film and photo logs obtained during the exercise will be retained by 801st Recon Tech Squadron until this visit. All film and logs will, subsequent to this visit, be forwarded to Commander, 8th Reconnaissance Tech Squadron, Westover Air Forde Base, Massachusetts, within five days.

4. Gross errors for the reconnaissance effort will be as defined in applicable portion of paragraph 4 b (1), SAC Regulation 50-28.

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x (12) (d) 5. SAC Form 44A will be submitted in accordance with SAC Regulation 50-42.

(13) Radar Prediction Section will construct a radar target plate in accordance with the provisions of SAC Regulation 96-2, dated 6 May 55, Radar Predictions, Composites and Transparencies.

(a) The target plate constructed for this evaluation mission will include the IP, Decatur, Illinois. The target complex area will be positioned at least 20 nautical miles from any one edge of the plate.

(b) Each radar observer schedule for this evaluation exercise will complete a minimum of 12 supervised ultrasonic trainer runs on the target plate of Lawrenceville, Illinois. GPI techniques will be utilized to the maximum extent possible on every ultrasonic trainer run.

(c) Radar Photography on the evaluation mission will be accomplished in accordance with procedures outlined in SAC Manual 50-38.

(14) Each observer will be examined prior to participation in this exercise, in accordance with the provisions of 8th Air Force Regulation 50-19, dated 17 Dec 53.

(15) Reports:

(a) The following reports will be submitted by the 26th Strategic Reconnaissance Wing in accordance with SAC Manual 55-8 dated Sep 54, 55-8 B, dated Jan 54 and 55-8A.

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x (15) (a) 1. Distribution A:

a. B-[illegible] B-10, R-11, R-51

b. R-91

(1) Submit one report for each period. Change report due time to four (4) hours after last expected aircraft lands at destination.

(2) Unit commander's remarks need be reported only in last R-91 for each wing participating.

c. As required by paragraph 6a, SAC Manual 55-9.

2. Distribution B: R-27

3. Additional reports:

a. 26th Strategic Reconnaissance Wing Photo-Nav-Division will report by TWX to Headquarters SAC, ATTN: DORB, the MC grid coordinates of offset point to be used on "Post Hole", 48 hours before first scheduled mission. Coordinates will be derived from chart SO 359-9964-1007.

b. A special report will be submitted to Headquarters 8th Air Force, ATTN: ODT3, not later than seven days after completion date of evaluation exercise by this unit. Report will give specific and detailed information on the preparation, execution and analysis of this mission.

(16) Published weather minimums will be applicable for this exercise.

(17) Fuel reserve: 30,000 lbs. upon arrival at Columbus VOR.

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x (18) Radar observers will monitor letdown and landing approach phases of flight, using installed radar.

(19) No public information release of this evaluation mission will be made. If queried, statement will be made that aircraft are engaged in a routine training mission.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Funding: Base Maintenance and Operations Project 458 funds will be utilized for all expenses incident to temporary duty performed in conjunction with this Operations Order.

b. Security Measures: Unit Commander will insure that adequate security is maintained during this exercise.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: See Annex "B"

MENG
Colonel, USAF
Commander

OFFICIAL:

HENRY M. HENINGTON
Lt. Colonel USAF
Dir. Of Operations

ANNEXES:

Annex "A": Air Operations

Annex "B": Communications

26SRW OPORD 300-55
9 Sep 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17 OHIO
9 SEPTEMBER 1955

ANNEX "A"

OPERATIONS ORDER

SERIAL NUMBER 300-55

POST HOLE

AIR OPERATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 SEPTEMBER 1955

ANNEX "A"

OPERATIONS ORDER

SERIAL NO. 300-55

"POST HOLE"

AIR OPERATIONS

1. SCHEDULE AND TRAINING:

a. Crews and aircraft will adhere to the following schedule for this evaluation exercise: (All times are ZULU)

1ST DAY (23 SEPT)

SQUADRON	CREW	STATION	TAXI	TAKE OFF	TIME AT CONTROL POINT (CEDAR RA VOR)
4SRS	GUISINGER	0020	0220	0235	0606
4SRS	WILLIAMS	0035	0235	0250	0621
4SRS	RICHASON	0050	0250	0305	0636
4SRS	WRONSKI	0105	0305	0320	0651
10SRS	LAPPO	0120	0320	0335	0706
10SRS	BURKHART	0135	0335	0350	0721
10SRS	COMERFORD	0150	0350	0405	0736
10SRS	ROLL	0205	0405	0420	0751
3SRS	CATCHING	0220	0420	0435	0806
3SRS	BAKER	0235	0435	0450	0821
3SRS	REETER	0250	0450	0505	0836
3SRS	BEHREND	0305	0505	0520	0851

Annex 'A"
26SRW OPORD
300-55
9 Sep 55

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2ND DAY (24 SEPT)

SQUADRON	CREW	STATION	TAXI	TAKE OFF	TIME AT CONTROL POINT (CEDAR RAPIDS VOR)
10SRS	MUNDY	0020	0220	0235	0606
10SRS	HOYT	0035	0235	0250	0621
10SRS	REES	0050	0250	0305	0636
10SRS	MOORE	0105	0305	0320	0651
3SRS	WAHAB	0120	0320	0335	0706
3SRS	O'NEILL	0135	0335	0350	0721
3SRS	JONES, J.J.	0150	0350	0405	0736
3SRS	WYRTZEN	0205	0405	0420	0751
4SRS	MC GRATH	0220	0420	0435	0806
4SRS	MELVILLE	0235	0435	0450	0821
4SRS	VICKERS	0250	0450	0505	0836
4SRS	DOLL	0305	0505	0520	0851

3RD DAY (25 SEPT)

3SRS	YINGLING	0020	0220	0235	0606
3SRS	SIMON	0035	0235	0250	0621
3SRS	NAGY	0050	0250	0305	0636
3SRS	BROWN, G.	0105	0305	0320	0651
4SRS	JONES, P.	0120	0320	0335	0706
4SRS	STONE	0135	0335	0350	0721
4SRS	PFEFFER	0150	0350	0405	0736
10SRS	MAGEE	0205	0405	0420	0751
10SRS	BROWN, L.	0220	0420	0435	0806
10SRS	HARRIS	0235	0435	0450	0821

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2.

START, TAXI, T.O., ACCEL RATION	T.C.	ACCUM. DIST.	ELAPSED TIME
York OMNI (TP) 38-39N, 82-58W	179	69	:13
Level Off 38-44N, 82-07W	084	110	:18
Front Royal (TP) 38-59N, 78-14W	085	293	:41
Bradford VOR (TP) 41-47N, 78-37W	352	463	1:05
Erie VOR (TP) 42-07N, 80-05W	287	531	1:16
Coordinates (TP) 40-20N, 85-00W	245	779	1:56
Lacrosse VOR (TP) 43-49N, 91-17W	307	1129	2:51
Rochester VOR (TP) 43-55N, 92-32W	276	1184	3:00
Mason City VOR (TP) 43-08N, 93-12W	210	1240	3:08
Cedar Rapids VOR (TP) 41-58N, 91-37W	136	1337	Control Pt. 3:20
Muscatine 41-25N, 91-02W	140	1380	3:25
Galesburg (Pre-IP) 40-57N, 90-23W	135	1422	3:30
Decatur (IP) 39-50N, 88-56W	135	1516	3:41
Lawrenceville (Tgt) 38°-45'45"N, 87°-36'05"W	135	1606	3:52
Columbus VOR	071	1842	4:22
Jet Penetration & GCA			4:37

Fuel Load: 80,000 lbs.

3. Procedure for Ground Abort.

a. Any scheduled crew which discovers a malfunction that renders their scheduled aircraft unacceptable during pre-flight, will advise Lockbourne Tower on channel 1 (236.6 Mc). A 26th Wing Tower Officer will assign the crew to a spare aircraft of the same squadron if practicable.

b. If ground abort occurs during engine start or taxi, a spare aircraft will be assigned and the spare crew advised to start engines. The spare crew will leave the spare aircraft upon arrival of the regularly scheduled crew. If the proposed takeoff time cannot be met, a new takeoff time will be assigned by the Tower Officer.

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c. Spare crews (one per squadron) will have one crew member monitoring channel 1 (236.6 Mc) from "Start Engines" time of the first aircraft until the last takeoff has been accomplished.

d. Last possible takeoff time on each day of this evaluation mission will be 0745 Zulu.

4. Route Information:

a. ALTITUDE: Mission will be flown at pressure altitude of 35,000 feet (29.92 set in Kollsman dial). Block altitude of 33,000 to 37,000 feet will be reserved each day for mission stream.

b. SPACING: 15 minute interval throughout the mission. Check position reports of preceding aircraft to insure spacing, and adjust spacing after passing Lacrosse VOR.

c. TURNING POINTS: Overfly all turning points prior to starting turns.

d. AIRSPEED: 425K TAS until arrival over Cedar Rapids VOR. At this point increase power to 96% to attain Mach .81 for RBS run.

e. Bombing Equipment Check: Will be made on Lake Celina.

f. Compass Deviation Check: Accomplish after passing Mason City VOR.

g. Air Abort Procedure: Return directly to Lockbourne AFB, obtaining clearance from ATRC at an altitude below 33,000 feet, to avoid the bomber stream. Landing may be at the discretion of the Aircraft Commander, within aircraft gross weight limitations, but will not interfere with mission takeoffs in progress except in case of extreme emergency.

h. Form 175's: Individual clearances will be filed by each squadron operations officer, with the Wing Operations Officer NLT 1700Z 19 Sept 1955.

i. The ground rules for this operation are completely covered in SAC Reg 50-42 dated 11 Feb 55. A review of the most important are:

1. The approach to the IP and target by aircraft performing radar bombing will be during the hours of darkness:

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2. Ground Aborts:

(a) Aircrews scheduled for a specific mission who are forced to use the spare aircraft will not be considered a ground abort, if they became airbourne in time to be considered a part of the mission.

3. Air Aborts:

(a) The prime consideration of an evaluation is to simulate bombing of the DGZ by effective and efficient use of the available force. Relative priorities of extreme bombing accuracy versus the abort rate should be based on this fact. EWP "go-no-go" decisions should apply in the case of malfunctioning equipment in the target area. Overall bombing accuracy is to be desired, but not at the expense of the abort rate.

4. The following will apply to radar aborts:

(a) If the radar has an effective pickup range for objects in excess of 25 NM ground range and allows discrimination of prominent returns above the ground return and if the cross hairs and computers are properly functioning, a bomb run will be made.

5. If the radar picture is out or extremely weak prior to the IP, the crew may abort. Aborting aircraft which approach no closer than 100 NM of the target will be counted as air aborts but, if scheduled time permits, may be rescheduled for another mission against this target.

6. If the radar picture goes out on the bomb run, release should be effected by GPI reference point prodedures.

7. If the cross hairs are not visible or fail to drive, this is cause for abort prior to the pre-UP, unless the radar observer believes it possible to make a successful run using fixed angle emergency bombing procedures.

8. Dependent on the return characteristics of the DGZ, an inoperative offset may be cause for making a malfunction run.

9. Malfunction runs must be declared prior to departing the IP, with the

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RBS site duly notified, and will not be regarded as radar aborts for purposes of the evaluation. Malfunction run scores will not be included in qualitive results. Air crews making malfunction runs will not be rescheduled on subsequent missions against the evaluation target.

10. Air crews aborting between the IP and the target will be charged with both a GROSS ERROR and a RADAR ABORT. This policy is intended to emphasize the necessity for release, with emergency bombing procedures if necessary, once the aircraft is in the target area. When the aircraft is committed to the bomb run, there are few valid reasons for not effecting release.

E. Crews are authorized only one approach to the target; aircraft which are not scored because of air traffic interference after being cleared from the IP by the RBS site will not be counted as aborts or gross errors nor will they attempt a second approach.

F. After completing a bomb run, each aircraft will again advise the RBS site of the actual run classification, in order that this information is correctly recorded on the RBS report. In the event an aircraft fails to provide the RBS site with this information upon completion of the bomb run, the site will query the aircraft.

G. BRIEFING:

1. General briefing for all participating crews will be held at 0900 hrs 20 Sept 55 in the 4th SRS briefing room. This will be followed immediately by specialized briefing for all crew members.

2. Final briefing and weather briefing will be held 3½ hours prior to scheduled takeoff time in Base Operations (Room member to be announced).

H. CRITIQUE: Will be held as announced at general briefing, but will be after completion of all missions in any case.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 SEPTEMBER 195

ANNEX "B"

OF

OPERATIONS ORDER

SERIAL NO. 300-55

COMMUNICATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 SEPTEMBER 1955

ANNEX "B"

OF

OPERATIONS ORDER

SERIAL NO. 300-55

COMMUNICATIONS

1. GENERAL: The communications procedures contained herein are as prescribed in current CEI's regulations and 8AF Operations Order 300-55. To insure successful completion of this mission, these procedures will be strictly adhered to.

2. RECOGNITION AND IDENTIFICATION: Recognition and identification will be accomplished on UHF channel 12, (364.2 mcs) using authentification tables contained in AFSAL 5104.

3. AUTHENTICATION: Authentication will be accomplished using AFSAL 5104. Mandatory when contacting control station for sending Strike Report.

4. IFF: IFF will be operated on Mode 1 (Normal).

5. CALL SIGNS:

a. RB-47 --- JOLLY (number) POSTHOLE.

b. Target -- VINCENNES BOMB PLOT.

c. Control Stations -- Primary - MARCH, Secondary - MC CHORD

d. CAA ----- As listed in current Radio Facility chart.

e. Recall Word ------- FIRESTONE ------ Will be transmitted thru CAA Channels, or via AACS Control Station (HF), or via Vincennes Bomb Plot on 258.2 mcs.

ANNEX "B"
OPORD 300-55
9 Sep 55

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5. f. Addition AACS Stations - - - - As listed in current Radio Facility Charts.

g. Emergency - - - - AIR FORCE JET (last five digits of tail number)

6. FREQUENCIES:

a. CAA - - - As listed in current Radio Facility Chart.

b. Interplane - - - 252.6 mcs (Channel 11)

c. Frequencies for operation with Vincennes Bomb Plot.

(1) Primary - 258.2 mcs (Channel of choice).

(2) Secondary - 356.8 mcs (Channel 9)

(3) HF Back Up - 4270 kc (Channel 4)

d. HF Communications Control Stations.

(1)	Primary	MARCH	11228 kc	Channel 18
			15016 kc	Channel 19
			6738 kc	Channel 14
			4724.5 kc	Channel 8
(2)	Secondary	MC CHORD	11228 kc	Channel 18
			15016 kc	Channel 19
			6738 kc	Channel 14
			4724.5 kc	Channel 8

7. PROCEDURES:

a. Normal CAA procedures an reporting will apply with each aircraft considered and individual flight. Radio silence will be maintained except for mandatory reports.

b. HF control station will be monitored on best frequency as determined from propagation chart for the month of Sep. Particular emphasis should be placed on the periods :05 to 08, :25 to :28, and :45 to :48 after each hour.

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7. c. All aircraft will monitor 243.0 mcs on "Guard" position except when it is necessary to switch to "T-R position, due to interference when passing traffic on another frequency.

8. REPORTS: Immediately after departing the target, submit R-11 (Strike Report) after properly authenticating with the ground station. Transmit to primary HF control station (MARCH) or secondary HF control station (McChord). If unable to contact either, send to any AACS station 1500 miles or more from the reporting point. After trying for 30 minutes, as a last resort, send it to any AACS Station that will except the message Message will be sent to STORM TROOPER AND JOLLY. In the event of HF radio malfunction or failure to contact any AACS station, relay the strike report thru another aircraft.

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AMENDMENT NO. I

TO

OPERATIONS ORDER NO. 300-55

"POST HOLE"

1. Operations Order No. 300-55 (POST HOLE) is ammended as follows:

a. FUEL LOAD: Delete so much of paragraph 2, Annex "A" as reads "Fuel load 80,000 lbs" and substitute "Fuel load 78,800 lbs."

b. RUNWAY LENGTH: Change so much of inclosure "Jet Bombardment and Reconnaissance Mission Flight Plan" (Photostat) to Annex "A" as reads "Runway Length 12,500 ft" to read "Runway Length 11,900 ft".

c. CONTROL POINT: Change all references to Cedar Rapids VOR to read Cedar Rapids (41-53N, 91-42W).

d. Change so much of paragraph 3d Annex "A", assreads" 0745 Zulu to read "0723 Zulu".

e. Change paragraph 4 b, Annex "A", to add the following sentence: "The control point at Cedar Rapids will be made good three hours and twenty minutes (3:20) after takeoff".

f. Form 175s: Delete so much of paragraph 4 h, Annex "A" as reads 19 Sep 55, to read 20 Sep 55.

g. BRIEFING: Delete paragraph G. (1), Annex "A", and substitute the following.

1. General briefing for all participating crews will be held at 0900 hours daily in the 4th SRS Briefing Room in accordance with the following schedule.

First Days Mission:	21 Sep 55
Second Days Mission:	22 Sep 55
Third Days Mission:	23 Sep 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE, OHIO

AMENDMENT NO. II

TO

OPERATIONS ORDER 300-55

"POST HOLE"

Annex "A", paragraph 1, of Operations Order 300-55 will be amended as follows:

Time at Control Point (Cedar Rapids)

Delete	Substitute
0606	0555
0621	0610
0636	0625
0651	0640
0706	0655
0721	0710
0736	0725
0751	0740
0806	0755
0821	0810
0836	0825
0851	0840

AMEND II
Op Ord 300-55
26SRW

26CCL-283-9B

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Exhibit 30

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
23 September 1955

AMENDMENT NUMBER III

TO

OPERATIONS ORDER 300-55

"POSTHOLE"

A. BASIC ORDER:

1. Delete the last three lines of paragraph I, Basic Order (GENERAL SITUATION), and substitute:

a. General Situation:

(1) "28, 29, 30 September 1955. The unclassified nickname of this evaluation exercise is "Posthole". Target timing period is 0045Z - 0545Z daily."

(2) Change paragraph 3a (1) to read:

27 Sep	4 Crews
28 Sep	4 Crews
29 Sep	2 Crews plus one 5X Staff Crew.

(3) Change paragraph 3b (1) to read:

27 Sep	4 Crews
28 Sep	4 Crews
29 Sep	1 Crew

(4) Change paragraph 3c (1) to read:

27 Sep	4 Crews
28 Sep	4 Crews
29 Sep	2 Crews

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

ANNEX "A" to Operations Order 300-55.

1. Remove pages 1, and 2, of Annex "A" and destroy in accordance with the provisions of AFR 205-1. Substitute pages 1, and 2 (Attached).

2. Delete so much of paragraph 3d as reads 0723 Zulu and substitute "0152 Zulu."

3. Add the following to paragraph 4a. (ALTITUDE): "Pressure altitudes for the bomb run for individual aircraft will be covered in specialized briefing".

4. Delete so much of paragraph 4b as reads "19 Sep 1955" to read "26 Sep 1955 (Monday)".

5. Delete paragraph G, (Page 6), BRIEFING. Substitute: "General briefing for all participating crews will be held at 1030 hours 26, 27, 28, Sep 55 in the 4th SRS briefing room, followed immediately by specialized briefing for all crew members."

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ANNEX "A"
26SRW OPS ORDER 300-55
23 Sep 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

ANNEX "A"

TO

OPERATIONS ORDER SERIAL NO. 300-55

"POSTHOLE"

AIR OPERATIONS

1. SCHEDULE AND TRAINING:

A. Crews and aircraft will adhere to the following schedule for this evaluation exercise: (All times are EASTERN)

1ST DAY (27 SEP)

SQDN	ACFT NO.	CREW	STATIONS	TAXI	TAKEOFF	TIME AT CONTROL POINT
4SRS	706	JONES,	1349	1549	1604	1924
4SRS	700	VICKERS	1404	1604	1619	1939
4SRS	823	RITCHASON	1419	1619	1634	1954
4SRS	709	STONE	1434	1634	1649	2009
	809	4SRS SPARE				
10SRS	701	ORLISKI	1449	1649	1704	2024
10SRS	721	BURKHART	1504	1704	1719	2039
10SRS	720	COMERFORD	1519	1719	1734	2054
10SRS	715	ROLL	1534	1734	1749	2109
	708	10SRS SPARE				
3SRS	853	SIMON	1549	1749	1804	2124
3SRS	695	BAKER	1604	1804	1819	2139

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2ND DAY (28 SEP)

SQDN	ACFT NO.	CREW	STATIONS	TAXI	TAKEOFF	(CEDAR RAPIDS VOR) TIME AT CONTROL POINT
10SRS	723	MUNDY	1349	1549	1604	1924
10SRS	725	HOYT	1404	1604	1619	1939
10SRS	719	MOORE	1419	1619	1634	1954
10SRS	708	BROWN	1434	1634	1649	2009
3SRS	702	WAHAB	1449	1649	1704	2024
3SRS	852	O'NEIL	1504	1704	1719	2039
3SRS	696	JONES	1519	1719	1734	2054
3SRS	804	WYRTZEN	1534	1734	1749	2109
3SRS	705	SPARE				
4SRS	819	WILLIAMS	1549	1749	1804	2124
4SRS	849	WRONSKI	1604	1804	1819	2139
4SRS	713	DOLL	1619	1819	1834	2154
4SRS	707	MCGRATH	1634	1834	1849	2209

3RD DAY (29SEP)

3SRS	851	YINGLING	1349	1549	1604	1924
3SRS	698	NAGY	1404	1604	1619	1939
3SRS	705	BROWN	1419	1619	1634	1954
4SRS	714	PFEFFER	1434	1634	1649	2009
10SRS	718	MAGEE	1449	1649	1704	2024
10SRS	749	HARRIS	1504	1704	1719	2039
	701	SPARE				
	711	SPARE				
3SRS	699	REETER	1619	1819	1834	2154
3SRS	694	BEHREND	1634	1834	1849	2209

ANNEX "A"
26SRW OPS ORDER 300-55
23 Sep 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

OPERATIONS ORDER

SERIAL NO. 135-55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

OPERATIONS ORDER

SERIAL NO. 135-55

TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" - SCHEDULE

ANNEX "B" - AIR OPERATIONS

APPENDIX I - Route AFW II

APPENDIX II - Flight Plan

APPENDIX III - AFW II Mission Plan

APPENDIX IV - Cape Cod I Mission Plan

APPENDIX V - Cape Cod II Mission Plan

APPENDIX VI - Air Refueling Tracks

ANNEX "C" - COMMUNICATIONS

Exhibit 32

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

OPERATIONS ORDER

SERIAL NO. 135-55

CHART OR MAP REFERENCES: JN -30, WAC 310, BOSTON SECTIONAL

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Maj. Kluender
4th Strategic Reconnaissance Squadron	Maj. Edwards
10th Strategic Reconnaissance Squadron	Maj. Fields
26th Armament & Electronics Squadron	Maj. Winslow
26th Field Maintenance Squadron	Maj. Schrader

1. GENERAL SITUATION: A requirement exists to render support to Air Research and Development Command for Project Lincoln. This project involves developement and airborne testing of electronic aircraft detection equipment and systems.

a. Intelligence: Omitted

b. Friendly Forces:

(1) 4050th and 4060th Air Refueling Wings

(a) Provide air refueling sorties as required by 26th Strategic Reconnaissance Wing.

2. MISSION: RB-47 aircraft of the 26th Strategic Reconnaissance Wing will conduct flight tests in the Boston area in support of Lincoln Laboratory to test effectiveness of Airborne Early Warning Radar Fence Radar, Alarm Radar, and the Cape Cod Air Defense System. Aircraft will fly route and accomplish air refueling as outlined in Annex "B".

Exhibit 32

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3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron :

(1) Provide aircraft and crews to fly missions on dates indicated in Annex "A". Route is prescribed in Appendix I, Annex "B".

(2) Provide one ground spare aircraft and one alternate crew for each scheduled mission. Spare aircraft will be preflighted and check list completed up to start engines.

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews to fly missions on dates indicated in Annex "A". Route is prescribed in Appendix I, Annex "B".

(2) Provide one ground spare aircraft and one alternate crew for each scheduled mission. Spare aircraft will be preflighted and check list completed up to start engines.

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews to fly missions on dates indicated in Annex "A". Route is prescribed in Appendix I, Annex "B".

(2) Provide one ground spare aircraft and one alternate crew for each scheduled mission. Spare aircraft will be preflighted and check list completed up to start engines.

d. 26th Armament & Electronics Squadron:

(1) Provide necessary specialist and equipment to insure successful completion of the mission.

e. 26th Field Maintenance Squadron

(1) Provide necessary equipment and support to insure completion of the mission.

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x. GENERAL INSTRUCTIONS:

(1) The unclassified nickname for this operation is "Livercheese".

(2) Weather minima: In accordance with AF Reg 60-16 or local directives whichever is higher.

(3) Penetration of ADIZ while enroute to or from the Boston test area will be in accordance with AF Reg 60-22 Lincoln Laboratory Flight Coordinator will arrange for ADIZ clearances as necessary during test operations in the Boston area.

(4) The use of "Military Necessity" is not authorized for clearance purposes.

(5) Squadrons are encouraged to schedule maximum training in conjunction with test missions. To facilitate this end, Headquarters SAC has been authorized a one run priority on Springfield and Montreal RBS sites for all aircraft engaged in this operation. Aircraft Commanders of crews so engaged will use the identifier "Nasty Nelly" to obtain RBS entry priority. Crews will not attempt a second run using priority.

(6) Execution of scheduled project test will take precedence over training planned to be accomplished in conjunction therewith. In no event will a scheduled project test be cancelled due to incompatability with scheduled or planned training objectives.

(7) Three days in advance of each mission, Wing Operations will give to the Lincoln Laboratory Flight Coordinator the following information ETA of project test aircraft over Initial Check Point, aircraft call sign and aircraft commander's name.

(8) Final pre-mission coordination will be effected on the operational day preceeding mission execution (Friday on missions scheduled for Monday)

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x. (9) On the operational day preceeding the mission (Thursday on missions scheduled for Monday) Wing Operations will dispatch a ZIPPO message to the Air Refueling Unit scheduled for support, with information to 8AF Headquarters specifying for each required refueling:

(a) Receiver call sign.

(b) Desired refueling track.

(c) Receiver course inbound to tanker orbit point.

(d) ETA of RB-47 aircraft at the tanker orbit point.

(e) Required off load in lbs.

(10) In the event forecast weather conditions are such that it would be unwise to plan on refueling at any of the established refueling areas, Wing Operations will be notified by the Squadron concerned and an alternate refueling area will be established in coordination with Headquarters 8AF.

(11) In the event a project test mission is cancelled either by Lincoln Laboratory or by the Wing, steps will be taken by Wing Operations to insure that the following units concerned are informed by the most expeditious means available:

(a) Lincoln Laboratroy Flight Coordinator.

(b) Eighth Air Force Project Officer

(c) Scheduled Air Refueling Support Units.

(12) Aborts:

(a) Where the scheduled aircraft aborts prior to take off, the scheduled crew will utilize the standby aircraft to complete the mission. Wing Operations will notify the Lincoln Laboratory Flight Coordinator and the scheduled air refueling support unit of all changes in RB-47 call signs, ETA's etc.

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x. (12) (b) Upon notification that an airborne aircraft is aborting the mission prior to arrival at the test area, the alternate crew will utilize the standby aircraft to complete the mission. The Lincoln Laboratory Flight Coordinator and the Air Refueling support unit will be advised by Wing Operations as to revised call signs, ETA's etc.

(13) Recall word for aircraft in the exercise is "SATURDAY".

(14) Air Refueling: As specified in Annex "B".

(15) No press release will be made on the operation. If queried the unit will state that these operations consist of routine training operations.

(16) Reports will be submitted in accordance with SAC Manuals 55-8 and 55-8G.

(a) Distribution A: Reports required in accordance with paragraph 6a(1) SAC Manual 55-8.

(b) Distribution B: R-3, R-16, R-17.

(c) Within 24 hours after each aircraft is scheduled to be flown, Wing Operations will submit a narrative report indicating whether mission was completed. Reasons for aircraft not completing the mission will be given.

(17) Schedule: See Annex "A"

(18) Air Operations: See Annex "B"

(19) 8AF Project Officer: Major W.R. Doxaras SOCS drop 23 or base extention 268, Westover AFB, Massachusetts.

MENG
COLONEL, USAF
COMMANDER

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ANNEXES:

"A" - Schedule

"B" - Air Operations

"C" - Communications

DISTRIBUTION:

Comdr 801 AD	2cys
Comdr 26SRW	2cys
Comdr 3SRS	10cys
Comdr 10SRS	10cys
Comdr 4SRS	10cys
Comdr 26A&E	1cy
Comdr 26FM	1cy
DO	10cys
DM	3cys
CR	1cy
Historian	5cys

OFFICIAL

Henry M. Hennington

HENRY M. HENNINGTON
Lt. Colonel USAF
Dir. Of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 135-55

SCHEDULE

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 135-55

SCHEDULE

1. GENERAL SCHEDULE (SEPT THROUGH NOV):

DATE	DAY	MISSION	SQUADRON	REFUELING UNIT
12 Sept	Monday	AEW II	3rd Strat Recon Sq	4060th ARW
19 Sept	"	"	4th Strat Recon Sq	"
26 Sept	"	"	10th Strat Recon Sq	"
3 Oct	"	"	3rd Strat Recon Sq	"
10 Oct	"	"	4th Strat Recon Sq	"
17 Oct	"	"	10th Strat Recon Sq	"
24 Oct	"	"	3rd Strat Recon Sq	"
31 Oct	"	"	4th Strat Recon Sq	"
10 Nov	"	"	10th Strat Recon Sq	"

2. TIMING: All missions will be schedule so that Lincoln test portion will be conducted during the hours from 1230/Z to 2130/Z except as follows: Project test may be conducted during periods other than those listed above only on prior approval of Wing Operations who will coordinate with and gain approval of the Lincoln Laboratory Flight Coordinator.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 135-55

AIR OPERATIONS

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26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 135-55

AIR OPERATIONS

1. GENERAL:

a. Lincoln Laboratory will assume that all flights will be flown as scheduled unless notified otherwise. If the laboratory equipment fails after the scheduled RB-47 is airborne, Lincoln Laboratory will attempt to employ the aircraft in fulfilling requirements for other test projects currently programmed. In this event crews will have to exercise good judgement in replanning their mission, the routes and communications for each of the other missions are attached as Appendixes to this Annex. The refueling route and information in this event will remain firm, it will be necessary to obtain a new clearance from end refueling to the new Initial Check Point and thereon.

b. RB-47 aircraft will maintain position on the prescribed track as accurately as possible. Within the limits of flying safety, instructions issued by Lincoln Laboratory will be strictly adhered to.

c. Altitude information will be obtained from the most accurate source available. When a radar altimeter is not available existing sea level pressure should be set in the barometric altimeter.

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1. d. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment. All crews will be thoroughly briefed on the priority of alternates and become familiar with letdown procedures for selected emergency or weather alternates prior to departure.

e. All navigational aids and facilities will be used on the mission.

f. Radar observers will monitor all approaches and landings in accordance with 8AF Reg 51-3.

g. Crew members will be briefed on their responsibilites of complying with SAC Reg 62-4 and 8AF Reg 62-5 insofar as preliminary reports are concerned, if they are involved in an accident at or near a base other than a SAC Base.

2. PRIMARY ROUTE:

a. This route will be flown unless test equipment at Lincoln Laboratory fails after aircraft is airborne. Route and Mission Plans are attached as Appendixes to this Annex. Refueling will be accomplished by 8AF tankers from Dow AFB, offloads will be limited to 30000 lbs.

b. Refueling requirements will be coordinated by the Squadron with Wing Operations on Thursday for the following Monday mission.

c. Take off time will be set at 1000/Z for each mission.

d. The fuel reserve over Lockbourne is in excess of 30000 lbs which allows for slight variations in the flight plan if required.

e. In no instance will crews violate the Wing SOP requiring 20000 lbs fuel over the station at 20000 ft.

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AEW 11 MISSION PLAN

1. Flight Plan Number: AEW II-23

2. Laboratory Equipment: Airborne AEW Radar contained in Airship ZPG2 #718

3. B/RB-47 Equipment: APX-6 to be operated on Mode 3 and Mode 2 as requested by controlling station. Operation on Mode 1 as may be required for purposes other than this flight plan.

4. Radio Communications:

UHF: Primary Frequency: 295.0 Mc.

Secondary Frequency: 316.8 Mc.

Standby Frequency: 359.4 Mc.

Call Signs: B/RB-47: Ship Cargo No. (Plane Number)

ZPG: Planner 13

Flight Coordinator: Strong Arm One

5. Communications During Flight:

a. When in Radio range of operating area, B/RB-47 establish communication with controlling station Airship "Planner 13" on primary or secondary frequency. Coordinator's office will monitor these frequencies and also guard standby frequency to assist as may be desired.

b. B/RB-47 make reports when arriving at rendezvous, control points, turn points, over check points, on altitudes, etc., as specified in following paragraphs and/or as may be requested during flight.

6. Flight Pattern:

a. Type Leg: Radial. A straight line as drawn on a Lambert Conformal Conical Projection.

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b. Initial Check Point. Rendezvous over Cape Ann, Latitude 42-40N, Longitude 70-36W. B/RB-47 Ship Cargo (Plane #) at 30,000 feet. ZPG2 Planner Thirteen at 3,000 feet.

c. Control Point. Same as Initial Check Point. Exercise will be controlled by Laboratory Personnel in Planner Thirteen. On signal from Planner Thirteen to "Commence Exercise": B/RB-47 proceed on track 090 (T) at airspeed 425 Knots, at 30,000 to 40,000 feet as requested by Planner Thirteen. Airship proceed on track 090 (T) at airspeed 75 Knots.

d. Turn and/or Check Point: Approximately Latitude 42-48N, Longitude 61-40W. On signal from Planner Thirteen, both aircraft reverse track to 270 (T) and return to Initial Point over Cape Ann.

e. Duration and Release Point: Repeat above legs for 3 to 4 hours (depending on fuel and flying conditions). Normally, release point will be over Cape Ann at Initial Check Point.

f. Notes:

a. B/RB-47 is requested to maintain position on track as accurately as possible.

b. Airship is requested to maintain a precise heading. Yaw of more than plus or minus 4.5° will disrupt taking of data.

c. If necessary, requests will be made for changes in course of B/RB-47 to keep within Radar beam of the Airship.

d. It may be necessary to vary the speed and/or altitude of the B/RB-47 If so, request will be made by Airship to B/RB-47 and time will be allowed to secure clearance for ADIZ penetration if required.

7. Reports From Aircraft:

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a. Precise altitude information is necessary. It is requested that the B/RB-47 maintain its altitude and record that information. This information will be requested by Planner Thirteen periodically during the flight.

b. It is anticipated that reports will not be required after the flight.

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ABW II "L'VER CHASER"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO. RB-47E	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
	LAFB															85000	170500
	Start, Taxi, T/O, & Acc.	-						NACA / -					:03 / :03			4800 / 80700	4800 / 165700
	Level Off	CL	048	250/30 / -2	046	+3	049	- / 32.5M	VAR	425	452	110 / 110	:15 / :18			6500 / 73700	6500 / 159200
	Rochester VOR	CRU	051	260/50 / -3	048	+3	054	- / 33.1M	.74	425	465	195 / 305	:25 / :43			4500 / 69200	4500 / 154700
	Start Descent Syracuse VOR	CRU	086	+1	087	+10	097	- / 33.3M	.74	425	472	62 / 367	:08 / :51			1500 / 67700	1500 / 153200
	Rendezvous DT Utica Range	DES	085	+1	086	+11	097	- / 15.0M	VAR	VAR	472	37 / 404	:05 / :56			300 / 67400	300 / 152900
	End Refuel 43° 14N 72° 51W	AR	089	+1	090	-13	103	- / 15.0M	VAR	250	280	110 / 514	:23½ / 1:19½			7400 / 60000	7400 / 145500
	On Load	-						- / -								30000 / 90000	30000 / 175500
	Concord VOR 43 13N 71 33W	CL	091	+1	092	-15	107	- / -	VAR	425	471	56 / 570	:07 / 1:26½			3100 / 86900	3100 / 172400
	Level Off	CL	120	+1	124	+15	139	- / 31.0M	VAR	425	460	24 / 594	:03 / 1:29½			1100 / 85800	1100 / 171300
ICP	42-48N 70° 36W	CRU	120	+1	124	-16	140	- / 31.1M	.74	425	460	28 / 622	:03½ / 1:33			600 / 85200	600 / 170700
TP	42° 48N 61 40W	CRU	090	+1	091	-19	110	- / 32.2M	.74	425	471	395 / 1017	:50 / 228			9400 / 75800	9400 / 161300
ICP	42-48N 70° 36W	CRU	270	-1	269	19	288	- / 33.8M	.74	425	375	395 / 1412	1:03 / 3:31			11100 / 64700	11100 / 150200
TP	42 48N 61° 40W	CRU	090	+1	091	19	110	- / 34.9M	.74	425	471	395 / 1807	:50 / 4:21			8200 / 56500	8200 / 142000
ICP	42 48N 70-36W	CRU	270	-1	269	+19	288	- / 36.4M	.74	425	375	395 / 2202	1:03 / 5:24			9700 / 46800	9700 / 132300
	Springfield 42° 09N 72° 36W	CRU	245	+1	247	+15	262	- / 36.6M	.74	425	378	98 / 2300	:11 / 5:35			1600 / 45200	1600 / 130700
	CMH	CRU	254	+1	255	+3	263	- / 38.4M	.74	425	375	480 / 2780	1:17 / 6:52			10700 / 34500	10700 / 120000
	Jet Penetration GCA - Land Taxi	L&T	-	-	-	-	-	- / -	-	-	-	-	:15 / 7:07			3000 / 31500	3000 / 117000

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME 1000
LANDING TIME 1707	DURATION OF FLT 7:07
AIRCRAFT BASIC WT	83850
CREW WT	1156
OIL WT	433
ATO BTL WEIGHT (Empty)	177071
EXT TANKS WT (Empty)	
OPERATING WT	85500
FUEL WEIGHT: FWD	
CM	
AMS	
FWD AMS	
S.S.	
ATO	
EXT.	
TOTAL	80000
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	165500
START ENG AND TAXI FUEL ALT	1000
TAKE-OFF GROSS WT	164500
RUNWAY: PRESS. ALT 744	LENGTH 10000' / AIR TEMP. 77°F MEAN
CRITICAL FIELD LENGTH 8900'	
TAKE-OFF: DISTANCE 7800'	SPEED 146K.
REGULAR SPEED 123K.	EMERG BRKT PLANE 162K. / LINE
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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AEW III MISSION PLAN

1. Flight Plan Number: AEW - 18S

2. Laboratory Equipment: Airborne AEW Radar contained in RC-121D #523413 and in WV-2 #128324

3. B/RB-47 Equipment: APX-6 to be operated on Mode 3 and Mode 2 as requested by controlling station. Operation on Mode 1 as may be required for purposes other than this flight plan.

4. Radio Communications:

UHF: Primary Frequency: 295.0 Mc.

Secondary Frequency: 316.6 Mc.

Standby Frequency: 358.4 Mc.

Call Signs: B/RB-47: Ship Cargo No. (Plane Number)

RC-121D: Air Force 3413

WV-2: Planner Four

Flight Coordinator: Strong Arm One

5. Communications During Flight:

a. When in Radio range of operating area, B/RB-47 establish communication with controlling station Airship Planner Four and/or Air Force 3413 on primary or secondary frequency. Coordinator's office will monitor these frequencies and also guard standby frequency to assist as may be desired.

b. B/RB-47 make reports when arriving at rendezvous, control points, turn points, over check points, on altitudes, etc., as specified in following paragraphs and/or as may be requested during flight.

6. Flight Pattern:

a. Type Leg. Radial. A straight line as drawn on a Lambert Conformal Connical Projection. Length of Leg approximately 200 Nautical Miles.

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b. Initial Check Point: Rendezvous at Point A, Lat. 41-00N, Long. 67-00W WV-2 altitude 20,500 feet. RC-121D altitude 19,500 feet. B/RB-47 Altitude 40,000 feet or optimum cruising altitude.

c. Control Point: Same as Initial Check Point. Exercise will be controlled by Laboratory Personnel in Planner Four. Upon signal from WV-2 airplane "Commence exercise." AEW airplanes proceed in company to Point C: Lat. 42-40N, Long. 67-00W. Target airplane (B/RB-47) proceed to Point B: Lat. 39-20N, Long 67-00W.

d. Turn and/or Check Point: Upon arrival at Points B and C, respectively, airplanes reverse track and return to Point A.

e. Duration and Release Point: Repeat and continue this procedure until notified to "Secure exercise" by WV-2 airplane.

f. Notes: Ground speed of AEW and target airplanes to be coordinates so that aircraft reach Points C and B in step and all arrive back at Point A at the same time. The ground speeds to be used are optional with the pilots. It is, however, requested that the speeds adopted be such that the airplane will maintain a normal flying altitude.

7. Reports from Aircraft:

a. Pilot of WV-2 is requested to obtain the force and direction of the surface wind at Nantucket Lightship at 1000, 1200, 1600 for each flight.

b. Pilots of WV02 and RC-121D planes are requested to record the outside airtemperature at each 1000 feet level during anychanges of altitude during the day. It is requested that this data be given to the Lincoln Staff member on board.

c. B/RB-47 report altitudes, speeds, etc. as may be requested during flight.

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CAPE COD I MISSION PLAN

1. Flight Plan Number: Type Cape Cod I - Plans 13

2. Laboratory Equipment: Heavy Radar located at South Truro Mass. Coordinates 41°59'32.6"N, 70°01'28.3"W.

3. B/RB-47 Equipment: APX-6 to be operated on Mode 3 and Mode 2 as requested by controlling station. Operation on Mode 1 as may be required for purposes other than this flight plan.

4. Radio Communications:

UHF: Primary frequency: 259.6 Mc.

Secondary frequency: 257.0Mc.

Standby frequency: 359.4 Mc.

Call Signs: B/RB-47 Aircraft: Ship Cargo No. (Plane Number)

S.Truro: Train Mail 13

Flight Coordinator: Strong Arm One

5. Communications During Flight:

a. When in Radio range of operating area, B/RB-47 establish communication with controlling station AirsMip Train Mail Thirteen on primary or secondary frequency. Coordinator's office will monitor these frequencies and also guard standby frequency to assist as may be desired.

b. B/RB-47 make reports when arriving at rendezvous, control points, turn points, over check points, on altitudes, etc. as specified in following paragraphs and/or as may be requested during flight.

6. Flight Patterns:

a. Five different flight patterns are desired, i.e. Nos. 13A, 13B, 13C, 13D, and 13E which are attached hereto as inclosures.

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6. Duration and Release Point: Repeat the legs described in the flight plans for 3 to 4 hours (depending on fuel and flying conditions.) Normally, release point will be at Initial Check Point.

7. Reports from Aircraft: Altitude information may be requested occasionally. Reports will not be required after the flight.

NOTE: One week prior to flight, SAC Operating Base will be notified as to which of the flight plans is to be flown.

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FLIGHT PLAN 13A

1. Type Leg: Radial. A straight line as drawn on a Lambert Conformal Projection.
2. Initial Check Point: Boston or vicinity.
3. Control Point: 42°15'N - 69°25'W.
4. Turn Point: 43°50'N - 68°05'W
5. Release Point: Boston
6. Flight Path: Track will be from Control Point to Turn Point and return to Control Point unless otherwise specified.

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FLIGHT PLAN 13B

1. Type Leg: 45° to a given radial. A straight line as drawn on a Lambert Conformal Projection.
2. Initial Check Point: Boston
3. Control Point: 41°18'N - 68°30'W
4. Turn Point: 44°40'N - 67°15'W
5. Release Point: Boston
6. Flight Path: Track will be from Control Point to turn point and return to Control Point unless otherwise specified.

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FLIGHT PLAN 13C

1. Type Leg: Circumferential. A circle or semicircle as drawn on a Lambert Conformal Projection.
2. Initial Check Point: Boston
3. Control Point: 42°00'N - 67°27W
4. Turn Point: 40°03'N - 70°00'W
5. Release Point: Boston.
6. Flight Path: Track will be flown from Control Point to Turn Point and return to Control Point unless otherwise specified.

INCL 3
APP IV, ANNEX B
26SRW, OPORD 135-55

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FLIGHT PLAN 13D

1. Type Leg: Circumferential. A circle or semicircle as drawn on a Lambert Conformal Projection.
2. Initial Check Point: Boston.
3. Control Point: 42°00'N - 67°00'W
4. Turn Point: 39°43'N - 70°00'W.
5. Release Point: Boston
6. Flight Path: Track will be from Control Point to turn going and return to Control Point unless otherwise specified.

INCL 4
PPIV, ANNEX B
26SRW, OPORD 135-55

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FLIGHT PLAN 13H

1. Type Leg: 45° to a given radial. A straight line as drawn on a Lambert Conformal Projection.
2. Initial Check Point: Boston or vicinity.
3. Control Point: 40°40'N - 70°00'W.
4. Turn Point: 41°35'N - 65°35'W.
5. Release Point: Boston.
6. Flight Path: Track will be from Control Point to Turn Point and return to Control Point unless otherwise specified.

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CAPE COD II MISSION PLAN

1. Flight Plan Number: Cape Cod II - Plans II and 12.

2. Laboratory Equipment: Gap Filler Radar Sites, Clinton, Mass. coordinates [illegible] - 71°41'47.4"W Derry, New Hampshire. Cordinates 42°53'22.06"N - 71°22'11.3"W.

3. B/RB-47 Equipment: APX-6 to be operated on Mode 3 and Mode 2 as requested by controlling station. Operation on Mode 1 as may be required for purpose other than this flight plan.

4. Radio Communications:

UHF: Primary Frequency: 259.6 Mc.

Secondary Frequency: 257.0 Mc.

Standby Frequency: 358.4 Mc.

Call Signs: B/RB-47: Ship Cargo No. (Plane Number)

Clinton: Train Mail II

Derry: Train Mail 12

Group 22 Flight Test: Strong Arm Four

Flight Coordinator: Stron Arm One

5. Communications During Flight:

a. When in Radio range of operating area, B/RB-47 establish communication with controlling station on primary or secondary frequency. Coordinator's office will monitor these frequencies and also guard standby frequency to assist as may be desired.

b. B/Rb-47 make reports when arriving at rendezvous, control points, turn points, over check points, on altitudes, etc. as specified in following paragraphs and/or as may be required during flight.

APP V
OPORD 135-55
6 September 1955

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6. Flight Pattern:

a. Eight different patterns are desired, i.e., Nos, 11A, 11B, 11C, 11D, 12A, 12B, 12C, and 12 D which are attached hereto as inclosures.

b. Duration and Release Point: Repeat the legs described in the flight plans for 3 to 4 hours (depending on fuel and flying conditions). Normally, release point will be in Initial Check Point.

7. Reports From Aircraft: Altitude information may be requested occasionally. Reports will not be required after the flight.

NOTE: One week prior to flight, SAC Operating Base will be notified as to which of the flight plans is to be flown. Also, notification will be given as to the name of the controlling site.

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FLIGHT PLAN IIA

1. Site: Clinton, Massachusetts
2. Type Leg: Radial.
3. Initial Radio Check: Bedford or Vicinity.
4. Control Point: 42°23'N - 71°42'W (Clinton Site)
5. Turn Point: 41°32'N - 71°42'W
6. Release Point: Clinton Site.
7. Flight Route: Route will be from Control Point to Turn Point and return to Control Point unless otherwise specified.

INCL I
APP V, ANNEX "B"
26SRW OPORD 135-55
6 September 1955

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FLIGHT PLAN IIB

1. Site: Clinton, Massachusetts
2. Type Leg: Tangential
3. Initial Radio Check: Bedford or Vicinity
4. Control Point: 42°17'N - 71°20'W (Natick, Massachusetts)
5. Turn Point: 41°32'N - 71°45'W
6. Release Point: Natick, Massachusetts
7. Flight Route: Route will be from Control Point to Turn Point and return to Control Point unless other wise specified.

INCL 2

APP V, ANNEX "B"
26SRW OPORD 135-55
6 Sept 55

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FLIGHT PLAN 11C

1. Site: Clinton, Massachusetts
2. Type Leg: Circumferential (25 Mile radius of Clinton).
3. Initial Radio Check: Bedford of Vicinity
4. Control Point: 42°40'N - 71°17W (Lowell, Massachusetts)
5. Turn Point: Same as Control Point for reversal of flight direction if requested by controlling site.
6. Release Point: Where requested by pilot.
7. Flight Route: Route will be either clockwise or counter-clockwise as requested by controlling site.

INCL 3
APP V, ANNEX B
26SRW OPORD 135-55

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FLIGHT PLAN 11D

1. Site: Clinton, Massachusetts.
2. Type Leg: Circumferential (30 mile radius of Clinton)
3. Initial Radio Check: Bedford or Vicinity.
4. Control Point: 42°40'N - 71°11'W (Lawrence, Massachussets)
5. Turn Point: Same as Control Point for reversal or flight direction if requested by controlling site.
6. Release Point: Where requested by Pilot.
7. Flight Route: Route will be either clockwise or counter-clockwise as requested by controlling site.

INCL 4
APP V, ANNEX B
26SRW OPORD 135-55

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FLIGHT PLAN 12A

1. Site: Derry, New Hampshire.
2. Type Leg: Radial.
3. Initial Radio Check: Bedford or Vicinity
4. Control Point: 42°53'N - 71°22'W (Derry Site)
5. Turn Point: 43°30'N - 70°33'W
6. Release Point: Derry Site
7. Flight Route: Route will be from Control Point to Turn Point and return to Control Point unless otherwise specified.

INCL 5
APP V, ANNEX B
268 AW OPORD 135-55

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FLIGHT PLAN 12B

1. SITE: Derry, New Hampshire
2. Type Leg: Tangential
3. Initial Radio Check: Bedford or Vicinity.
4. Control Point: 42°46'N - 71°05W (Haverhill, Massachusetts)
5. Turn Point: 43°30'N - 70°29'W (Biddeford, Maine)
6. Release Point: Haverhill, Massachusetts
7. Flight Route: Route will be from Control Point to Turn Point and return to Control Point unless otherwise specified.

INCL 6
APP V, ANNEX B
26SEW OPORD 135-55
6 September 1955

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FLIGHT PLAN 12C

1. Site: Derry, New Hampshire
2. Type Leg: Circumferential (25 mile radius of Derry)
3. Initial Radio Check: Bedford or Vicinity.
4. Control Point: 42°49'N - 70°49'W (Plum Island, Massachusetts)
5. Turn Point: Same as Control Point for reversal of flight direction if requested by controlling site.
6. Release Point: Where requested by pilot.
7. Flight Route: Route will be either clockwise or counter-clockwise as requested by controlling site.

INCL 7
APP V, ANNEX B
26SRW OPORD 135-55
6 September 1955

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FLIGHT PLAN 12D

1. Site: Derry, New Hampshire
2. Type Leg: Circumferential (30 mile radius of Derry)
3. Initial Radio Check: Bedford or Vicinity
4. Control Point: 42°41'N - 70°45'W
5. Turn Point: Same as Control Point for reversal of flight direction if requested by controlling site.
6. Release Point: Where requested by pilot.
7. Flight Route: Route will be either clockwise or counter-clockwise as requested by controlling site.

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AIR REFUELING TRACKS

1. Air Refueling Tracks:

a. ALFA-ONE:

(1) Tanker orbit point: Syracuse VOR.

(2) Refuel enroute to Burlington Range.

b. ALFA-TWO:

(1) Tanker orbit point: Burlington Range.

(2) Refuel enroute to Syracuse VOR.

c. BRAVO-ONE:

(1) Tanker orbit point: Burlington Range.

(2) Refuel enroute to Kennebunk VOR.

d. BRAVO-TWO:

(1) Tanker orbit point: Kennebunk VOR.

(2) Refuel enroute to Burlington Range.

e. COCA-ONE:

(1) Tanker orbit point: Utica VOR.

(2) Refuel enroute to Concord VOR.

f. COCA-TWO:

(1) Tanker orbit point: Concord VOR.

(2) Refuel enroute to Utica Range.

g. DELTA-ONE:

(1) Tanker orbit point: Elmira VOR.

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(2) Refuel enroute to Poughkeepsie Range.

b. DELTA-TWO:

(1) Tanker orbit point: Poughkeepsie Range.

(2) Refuel enroute to Elmira VOR.

2. FREQUENCIES AND CODES:

a. Communication Frequencies:

(1) Initial Contact: 321.0 Mcs

(2) Primary Air Refueling: 266.2 Mcs

(3) Secondary Air Refueling: 279.8 Mcs

(4) HF Back-up: 4270

b. Tanker Rendezvous Codes:

(1) APN-11: 1-3

(2) APN 12-76:

(a) Transmit: 5

(b) Receive: 7

3. AIR REFUELING PROCEDURES:

a. Tactics will be in accordance with SAC Tactical Doctrines 55-5 and 55-10, as amended 30 June 1955.

b. Radar rendezvous equipment will be turned on 30 minutes prior to receiver's ETA at Tanker Orbit Point.

c. Initial contact will be established 20 minutes prior to receiver's ETA at Tanker Orbit Point. At this time, the receiver will confirm or revise his ETA to the Tanker Orbit Point, as appropriate.

d. In the event of adverse weather along the prearranged refueling track, the tanker aircraft will make appropriate recommendations, during

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initial contact, for refueling in another area. Such recommendations should include a rendezvous time for the newly selected rendezvous point to preclude premature arrival of receiver aircraft.

e. During the first scheduled refueling, tanker will query the receiver as to whether an additional refueling will be required upon completion of "TEST OPERATIONS." If so, receiver will advise tanker of necessary details for second refueling, to include desired refueling track, ETA at Tanker Orbit Point, and required off-load. This information will be passed by the tanker to his parent organization in order that scheduled take-off time of second tanker may be adjusted accordingly.

f. In the event a scheduled test is prematurely terminated, B/RB-47 aircraft commander may arrange for cancellation or revision of previously arranged plans for air refueling by notifying the scheduled refueling support unit accordingly. This may be done by contacting Lincoln Laboratory Flight Coordinator or Boston Approach Control and requesting that instructions be passed to 4050th or 4060th (as appropriate) Air Refueling Wing through Eighth Air Force Control Room.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 135-55

COMMUNICATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 SEPTEMBER 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 135-55

COMMUNICATIONS

1. GENERAL INFORMATION: The communications procedures contained herein are as prescribed in current CEI'S, regulations and 8AF Operations Order 135-55. To insure successful completion of the mission, these procedures will be strictly adhered to.

2. RECOGNITION AND IDENTIFICATION: Recognition and identification will be accomplished on UHF Channel 12 using authentication tables contained in AFSAL 5104.

3. AUTHENTICATION: Authentication will be accomplished using AFSAL 5104.

4. IFF:

a. From take off to rendezvous and after departure from test area, IFF will be operated on Mode 1.

b. While within the test area, IFF will be operated on Mode 2 and Mode 3 as requested by Planner 13.

5. CALL SIGNS:

a. RB-47 - JOLLY (with assigned two digit number) - For use on flight from Lockbourne to the test area and return.

SHIP CARGO (with aircraft tail number) - For use during test operations with PLANNER 13.

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5. b. Airship ZPG - PLANNER 13 - For use within test area.

c. Flight Coordinator - STRONG ARM ONE.

d. Recall word - SATURDAY

e. CAA - As listed in current Radio Facility Charts.

f. Emergency - AIR FORCE JET (with last five digits of tail number)

6. FREQUENCIES:

a. CAA - As listed in current Radio Facility Charts.

b. Frequencies for operations within test area.

(1) Primary - 295.0 mcs (Channel 2)

(2) Secondary - 316.6 mcs (Channel 3)

(3) Standby frequency - 358.4 mcs (Channel 4)

(4) These frequencies will be channelized by the co-pilot after departure from Lockbourne Area.

7. PROCEDURES:

a. From Lockbourne to Rendezvous at test area.

(1) Normal CAA procedures and reporting will apply.

(2) IFF will be operated as indicated in par 4a above.

b. While in the test area.

(1) When within UHF range of rendezvous point at Cape Ann, establish communications with PLANNER 13 on UHF 295.0 or 316.6 mcs.

(2) After this initial contact, PLANNER 13 will become the control agency for the operation. All instructions given by PLANNER 13 will be followed. PLANNER 13 will give the signal to "COMMENCE EXERCISE". PLANNER 13 will also give signal to reverse track and to end exercise.

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7. b. (3) The only reports necessary during the operation will be precise altitude information. PLANNER 13 will request such information periodically during the exercise.

(4) Lincoln Laboratory Flight Coordinator will arrange ADIZ clearances as necessary during test operations in the Boston area only.

c. Upon completion of the operation, aircraft will return to Lockbourne using normal CAA procedures.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
12 SEPTEMBER 1955

AMENDMENT #1

TO

OPERATIONS ORDER 135-55

Operations Order 135-55 will be amended as follows:

1. Effective immediately the code name for 26th Strategic Reconnaissance Wing Operations Order 135-55 will be, "GRAINFIELD".

2. Appendix VI, Annex "B" delete paragraph 3-a-b-c, change to read:

a. Paragraph 3-a Tactics will be in accordance with SAC Tactical Doctrines 55-5 and 55-10 as amended 30 Jun 55 except that, Radar rendezvous equipment will be turned on 30 minutes prior to receiver's ETA at Tanker Orbit point. Initial contact will be established 20 minutes prior to receiver's ETA at Tanker Orbit point. At this time the receiver will confirm or revise his ETA to the Tanker Orbit point, as appropriate.

b. New paragraph 3 b. will read:

Refueling Altitudes:

(1) From west to east: 15000 feet

(2) From east to west: 16000 feet

c. New paragraph 3c will read:

Priority for use of refueling areas

(1) 4050th Air Refueling Wing

(a) Primary Area: Alfa

(b) Secondary Area: Bravo

AMENDMENT #1
26SRW OPORD 135-55
12 Sept 55

Exhibit 33

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2. c. (2) 4060th Air Refueling Wing:

(a) Primary Area: Bravo

(b) Secondary Area: Alfa

(3) Coca and Delta refueling areas will be used as necessary when weather conditions preclude refueling in the Primary or Secondary areas.

MENG
Colonel, USAF
Commander

OFFICIAL

HENRY M. HENINGTON
Lt. Colonel USAF
Dir. Of Operations

DISTRIBUTION:

Reference Basic Operations Order 26SRW OpOrd 135-55, dated 9 Sept 55.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 September 1955

OPERATION'S ORDER
NUMBER 305-55

MAPS AND CHARTS: As required
(Supercedes Operations Order 305-55, dated 22 July 55)

TASK ORGANIZATIONS:

3rd SRS	Maj. FIELDS
26th AES	Lt. Col. GOSLING
26th FMS	Maj. SCHROEDER
801st RTS	Maj. KOHOUTEK

1. GENERAL SITUATION: A requirement exists for the accomplishment of aerial photography of Westover AFB, Mass. and Portsmouth, N.H.

2. MISSION: Accomplish aerial photography as directed in Annex A.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Sq:

(1) Accomplish aerial photography of Westover AFB and Portsmouth, N.H. to meet specifications as outlined in Annex A.

b. 26th Armament and Electronics Sq:

(1) Provide maintenance personnel and facilities to accomplish the mission.

c. 26th Field Maintenance Sq:

(1) Provide maintenance personnel and equipment necessary to accomplish the mission.

d. 801st Reconnaissance Technical Sq:

(1) Proceess film, evaluate for training credit and critique crews concerned.

(2) Notify Sq concerned (7384) and 26SRW Photo Officer (587)

Exhibit 34

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(3) Handle all project 8AF-55-M5 Negatives as stated in AFR 95-17.

x. GENERAL INSTRUCTIONS

(1) Project photography which meets the requirements as outlined in supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26, may be credited to the crew for record training.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

ANNEX:

"A" - Photo Requirements

MENG
Colonel, USAF
Commander

OFFICIAL:

George H. Brown Maj USAF
for HENRY M. HENINGTON
Lt. Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 801AD	1 cy	26DM	3 cys
Comdr, 26SRW	2 cy	Comdr 3SRS	5 cys
Comdr, 801ABG	1 cy	Comdr 26AES	1 cy
Comdr, 801RTS	3 cys	Comdr 26FMS	1 cy
26DO	5 cys	26SRW Historian	5 cys

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(3) Handle all project SAF-55-M5 Negatives as stated in AFR 95-17.

x. GENERAL INSTRUCTIONS

(1) Project photography which meets the requirements as outlined in supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26, may be credited to the crew for record training.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

ANNEX:

"A" - Photo Requirements

MENG
Colonel, USAF
Commander

OFFICIAL:

George H. Brown
for HENRY M. HENINGTON Maj USAF
Lt. Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 801AD	1 cy	26DM	3 cys
Comdr, 26SRW	2 cy	Comdr 3SRS	5 cys
Comdr, 801ABG	1 cy	Comdr 26ABS	1 cy
Comdr, 801RTS	3 cys	Comdr 26FMS	1 cy
26DO	5 cys	26SRW Historian	5 cys

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HEADQUARTERS
26th STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
15 Sept 55

OPERATIONS ORDER

SERIAL NO. 306-55

TABLE OF CONTENTS

BASIC ORDER

ANNEX A - Photo Requirements

APPENDIX I - Specifications

THIS PAGE IS DECLASSIFIED IAW EO 13526

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HEADQUARTERS
26TH STRAT RECON WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
15 Sept 55

Operations Order
Serial No. 306-55
Chart or Map references: As required

TASK ORGANIZATIONS:

3SRS	Major Kluender
4SRS	Major Edwards
10SRS	Major Fields

1. GENERAL SITUATION: A requirement exists to obtain current aerial photo graphy of all SAC Bases. This photography will be accomplished in accordance with AFR 95-17, 1 July 53, as amended by Hq USAF in message AFOOP-OC-R ALMAJCOM 976154, 29 Sept 54 and SAC message DM 7C 25 725, 7 Oct 54. It is imperative that the film be exposed and processed as directives dictate. This photography is extremely important for Air Base planning and budgeting.

a. Intelligence: Omitted

b. Friendly Forces:

1. 801st RTS

(a) Process and distribute aerial photography in accordance with directives outlined in SAC message DOOPO 8835, 2 Aug 55 and 8AF message ODO1 50873, 24 Aug 55. This project comes under 54AF-64 project.

2. 19th Weather Detachment

(a) Provide weather forecasts for terminal and target areas as required by combat crews.

2. MISSION: RB-47 aircraft and crews of the 26SRW will accomplish photography as outlined in this Basic Order and annex. Photography

Exhibit 35

26SRW
OPord 306-55
15 Sept 55

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must be completed between 15 Sept and 15 Dec 1955. Every attempt will be made to complete project as soon as practicable, due to the probability of weather becoming a determing factor during Nov and Dec.

3. Tasks for Subordinate Units:

a. 3SRS

(1) Provide aircraft and crews to fly required sorties on:

(a) Plattsburgh AFB, New York

(b) Portsmouth AFB, N. H.

(c) Westover AFB, Mass

(2) These missions to be flown according to specifications established in Annex "A".

(3) Close coordination will be maintained with 26th Wing Photo Officer to determine if photos taken meet the desired criteria and are acceptable.

b. 4SRS

(1) Provide aircraft and crews to fly required sorties on:

(a) Lockbourne AFB, Ohio

(b) Dow AFB, Maine

(c) Loring AFB, Maine

(2) These missions to be flown according to specifications established in Annex "A".

(3) Close coordination will be maintained with 26SRW Photo Officer to determine if photos taken meet the desired criteria and are acceptable.

c. 10SRS

(1) Provide aircraft and crews to fly required sorties on:

(a) Barksdale AFB, La.

(b) Campbell AFB, Ky.

(c) Little Rock AFB, Ark.

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(2) These missions to be flown according to specifications established in Annex "A".

(3) Close coordination will be maintained with 26SRW Photo Officer to determine if photos taken meet the desired criteria and are acceptable.

X. GENERAL INSTRUCTIONS:

a. The project number is 54-AF-64 and will appear on all photo logs to identify the photography.

b. Weather minima: In accordance with AF Reg 60-16 or local directions whichever is higher.

c. The use of "Military necessity" is not authorized for clearance purposes.

d. Flying Safety will continue to hold the highest priority, all crews will comply with current directives, all missions will be planned to terminate over Columbus VOR with a minimum of 20,000 lbs. fuel reserve.

e. In the event of landing away from home base the following priority of bases will be used:

(1) SAC Bases

(2) ANG Bases

(3) Air Force Bases

(4) Military Bases

(5) Civilian Bases

f. Crew members will be briefed on their responsibilities of complying with SAC Reg 62-4 and 8AF Reg 62-5 insofar as preliminary reports are concerned.

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g. All participating pilots will be briefed and become familiar with letdown procedures for selected emergency or weather alternates prior to departure.

h. All navigational aids and facilities will be used on this mission.

i. Radar Observers will monitor all approaches and landings in accordance with 8AF Reg 51-3.

j. Time flown on this project will be reported as time flown accomplishing higher headquarters missions.

ANNEXES
"A" Photo Requirements.

NENG
Colonel, USAF
Commander

OFFICIAL:

George A Brown Maj USAF
for HENRY M. HEMINGTON
Lt. Colonel., USAF
Director of Operations

DISTRIBUTION:

Comdr 801AD	2 cys
Comdr 26SRW	2 cys
Comdr 19WD	2 cys
Comdr 801RTS	5 cys
Comdr 3SRS	5 cys
Comdr 4SRS	5 cys
Comdr 10SRS	5 cys
DO	2 cys
DM	2 cys
CR	1 cy
26 Historian	5 cys
DOTO	2 cys
DOC	1 cy
DOS	1 cy
DOCO	5 cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (L)
LOCKBOURNE AIR FORCE BASE, OHIO
15 Sept 55

ANNEX "A"

TO

OPERATIONS PLAN 306-55

PHOTO REQUIREMENTS

1. PURPOSE: To establish specifications for aerial photography of nine Air Force Bases in accordance with Air Force Reg 95-17 as amended.

2. CAMERA:

a. Forward oblique (K-38 with 24" cone)

b. Tri-camera (Vertical K-3 with 6" cone)

3. TIME OF PHOTOGRAPHY: Photos should be taken within two (2) hours of 1200 local target time.

4. CLOUDS: Targets must be free of all clouds or cloud shadows.

5. TO ALSO COVER UNDER PHOTOGRAPHY:

a. Two forward oblique pictures required of each Air Base. One with the building area in the foreground and runways in the background and one with the runways in the foreground and buildings in the background.

b. Exposure interval will be 10 seconds.

c. Turn on point will be 10 nautical miles prior to the aiming point.

d. Turn off point will be 2 nautical miles prior to the aiming point.

e. Additional information contained in attached chart.

ANNEX "A"
26STW
Op Ord 306-55
15 Sept 55

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6. [illegible] PHOTOGRAPHY:

a. One vertical picture of each air base is required to include 1/2 mile beyond the buildings and runways.

b. Exposure interval will be 5 seconds.

c. Turn on point will be 5 nautical miles prior to aiming point.

d. Turn off point will be 5 nautical miles past aiming point.

e. Additional information contained in Appendix I this annex.

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AIR BASE	ABSOLUTE ALTITUDE (1) VERT	(2) FOD BASIS	TRUE COURSE	AIMING POINTS
BRUNSWICK	19,000	18,500	Vert - 99° or 279° F.O. - 80° and 260°	3/5 of the way down runway 320° and halfway between runway and ramp
CARSWELL	15,000	16,000	Vert - 180° or 360° F.O. - 320° and 140°	Midpoint of runway 40°-220°.
DOW	12,000	15,000	Vert - 005° or 185° F.O. - 140° and 320°	Midpoint of runway 40°-220°
LITTLE ROCK	16,000	17,000	Vert - 105° or 285° F.O. - 150° and 330°	The only large storage warehouse located SE of jumbo hanger.
LOCKBOURNE	15,000	20,000	Vert - 185° or 005° F.O. - 335° and 155°	Control Tower.
LORING	16,000	20,000	Vert - 145° or 325° F.O. - 083° and 263°	Control Tower.
MALMSTROM	15,000	19,000	Vert - 45° to the runway F.O. - Perpendicular to runway	Center of ramp.
MINOT	15,000	19,000	Vert - 45° to the runway F.O. - Perpendicular to runway	Center of ramp.
MITCHEL	17,000	23,000	Vert - 240° or 060° F.O. - 310° and 130°	Center of runway 240°-060°

ANP I, ANNEX "A"
26SAW OP Ord 306-55
15 Sept 55

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MONTHLY MAINTENANCE ORDER FOR MAY 1955

1. General.

a. This maintenance order presents the flying schedule for May 1955 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. Two (2) RB-47 Aircraft will depart this wing for SES on 23 May 1955 and will be absent through 10 June 1955.

d. Unit Simulated Combat Missions will be flown on the 10th, 11th, 12th May 1955. Ten sorties will be flown each at the first two days and nine sorties on the last day. Each mission will be approximately fourteen hours in duration.

e. No flying is scheduled for three duty days prior to the USCM.

f. In addition to the SES and USCM listed above, one hundred and fifty seven (157) RB-47 sorties averaging 6.4 hours each are scheduled.

g. Monday sorties are normally scheduled for take-off after 1200 hours.

h. The work schedule for maintenance personnel is established at 0730 - 1630, Monday through Friday. Weekend work will be scheduled only for Priority 1-A aircraft flying the following Monday or as required to accomplish the wing mission.

OFFICIAL:

H. R. SULLIVAN
Brigadier General, USAF
Commander

Distribution:

1 Wg Comdr	2 ABGp Comdr
10 D/Ops	2 ADiv D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Ch of Maint
5 10th SRS	2 FSv Sq
7 PMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	4 Wg Historian
5 BSO	2 APSq
5 POL	2 MVS

Exhibit 36

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ANNEX "A")
To Monthly Maintenance Order)
May 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 56 RB-47 sorties for a total of 450 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties are scheduled for take-off after 1200 hours.

3. The schedule (Inclosure 1) leads to requirements for 56 pre-flight and 30 post-flight inspections to be accomplished.

4. The following aircraft will be lost to periodic inspection on the dates indicated:

52-692	Dock #1	5 through 12 May
52-694	Dock #1	13 through 20 May

5. The following aircraft will be lost to IRAN during dates indicated:

52-686	IRAN	1 through 31 May
51-15849	IRAN	1 through 31 May
51-15851	IRAN	23 through 31 May
51-15853	IRAN	26 through 31 May

6. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

7. The work schedule for the 3rd SRS is 0730 - 1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:

Same as basic maintenance order

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ANNEX "B")
To Monthly Maintenance Order)
Ma- 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 61 RB-47 sorties for a total of 430 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-3374 and 52-819 will depart for SES on 23rd May 1955 and be absent through the remaining part of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 61 preflight and 29 postflight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspections on the dates indicated:

52-701	Dock #1	23 through 30 May
52-702	Dock #1	26 through 2 Jun

6. The following aircraft will be lost for Special Project during dates indicated:

52-706	1 through 6 May
52-708	9 through 13 May
52-712	1 through 18 May
52-715	19 May through 8 Jun

7. The following aircraft will be lost for Sea Shore Project during dates indicated:

51-2142	1 through 31 May
52-687	1 through 31 May
52-698	1 through 31 May

8. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

9. The work schedule for the 4th SRS is 0730 - 1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

H. R. Sullivan

H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1 Monthly Schedule

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ANNEX "C")
To Monthly Maintenance Order)
Ma 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 69 RB-47 sorties for a total of 522 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. The schedule (Inclosure 1) leads to requirements for 69 preflight and 35 post-flight inspections to be accomplished.

4. The following aircraft will be lost to periodic inspections on the dates indicated:

52-713	Dock #1	2 through 9 May
52-721	Dock #1	10 through 17 May
52-714	Dock #1	18 through 25 May

5. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

6. The work schedule for the 10th SRS is 0730 - 1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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ANNEX "D")
To Monthly Maintenance Order)
: / 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Sq

1. The 26th Periodic Maintenance Squadron will provide manning, tools, and equipment to process the following B-47 aircraft through the docks for periodic inspection on the dates listed:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Sq
52-713	28 April	2 May	5 May	9 May
52-692	29 April	5 May	10 May	12 May
52-721	3 May	10 May	13 May	17 May
52-694	10 May	13 May	18 May	20 May
52-714	13 May	18 May	23 May	25 May
52-701	17 May	23 May	26 May	30 May
52-702	19 May	26 May	31 May	2 Jun
52-718	26 May	31 May	3 Jun	7 Jun

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. The work schedule for the 26th Periodic Maintenance Squadron is 0730 - 1630, Monday through Friday. No weekend work is scheduled.

H. R. SULLIVAN
Brigadier General, USAF
Commander

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To Monthly Maintenance Order)
y 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Sq

1. The 26th Armament-Electronics Squadron will provide necessary personnel, tools, and equipment to accomplish 186 preflight and 94 postflight inspections on RB-47 aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

	Capability	Workload
Flt Line Auto Pilot	355	275
Flt Bomb Nav	1884	2426
Flt Comm Nav	61	45
Flt Camera	2162	2384
Flt Fire Control	2335	1162
Flt Line Radar	660	526
Flt Line Radio	654	655
Flt Release System	236	337
Field Auto Pilot	116	92
Field Bomb Nav	1284	663
Field Camera	594	457
Field Fire Control	302	237
Field Radar	68	100
Field Radio	639	435
Field Release System	853	806
Field Test Equip Repair	207	165
Periodic Auto Pilot	42	28
Periodic Bomb Nav	410	422
Periodic Camera	78	102
Periodic Fire Control	185	186
Periodic Radar	173	117
Periodic Radio	118	71
Periodic Release System	80	73

4. The 26th Armament-Electronics Squadron will provide a maintenance package to accompany each SES aircraft.

5. The work schedule for the 26th Armament-Electronics Maintenance Squadron is 0730 - 1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

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ANNEX "E" Cont'd

6. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

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Brigadier General, USAF
Commander

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ANNEX "F")
To Monthly Maintenance Order)
y 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 94 RB-47 postflights.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 8 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

#52-713	2 - 9 May
52-692	5 - 12 May
52-721	10 - 17 May
52-694	13 - 20 May
52-714	18 - 25 May
52-701	23 - 30 May
52-702	26 May - 2 Jun
52-718	31 May - 7 Jun

3. Specialists to accomplish TOC will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The 26th Field Maintenance Squadron will provide a maintenance package to support 2 SES aircraft.

5. The work schedule for the 26th Field Maintenance Squadron will be 0730 - 1630 Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

6. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

7. The maintenance capability and workload for each shop is as follows:

	Capability	Workload
Aircraft Repair	832	738
Electric	2800	1692
Engine Build Up Jet	1591	2450
Fuel Cell	390	399
Ground Services and Motor	813	384
Hydraulic	798	470
Instrument & Office Machine	1681	1459
Machine	454	298
Dope, Fabric and Paint	424	680
Parachute, Leather and Rubber	1220	1162
Sheet Metal	2303	1762

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ANNEX "F", Cont'd

	Capability	Workload
Wheel and Tire	342	484
Welding	335	200
Aircraft Woodwork	156	198

H. R. SULLIVAN
Brigadier General, USAF
Commander

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ANNEX "G")
To Monthly Maintenance Order)
, 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 29 April 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for May 1955 presents 3 Unit Simulated Combat Missions (10, 11, 12 May 1955) plus 157 RB-47 sorties. Also 2 RB-47 aircraft will depart 23 May 1955 for SES and return 10 June 1955.

2. No flying is scheduled for weekends and only minimum required maintenance will be performed on weekends.

3. The work schedule for the 26th Strat Recon Wing is 0730 - 1630, Monday through Friday.

4. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

5. Specific air base group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the base materiel officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the maintenance control officer and Commander 801st MVS.

b. Supply Squadron.

(1) Normal supply support 0730 - 1630, Monday through Friday.

(2) Limited standby support 1630 - 0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load airmunitions, and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Normal daily requirements.

(a) 0730 - 1630 four pits available for operation at Pump Station #2 and #3.

(b) 1630 - 2400 two pits available at Pump Station #2 and four pits available at Pump Station #3.

(c) 2400 - 0730 normal standby.

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ANNEX "G", Cont'd

d. Defueling.

(1) POL is requested to maintain at all times 2JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

H. R. SULLIVAN
Brigadier General, USAF
Commander

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REPORTS & ANALYSIS
MAINTENANCE CONTROL
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AFB, COLUMBUS 17, OHIO

26TRR 4 May 1955

SUBJECT: 26SRW Maintenance Plan for Month of May 1955

TO: All Concerned

Inclosure 1 to Annexes A, C and E of 26th Strategic Reconnaissance Wing Maintenance Plan for the month of May 1955 will be forwarded as soon as reproduced.

JAMES P. BOOTHER
WO, USAF
Reports & Analysis Officer

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

3RD STRATEGIC RECONNAISSANCE SQUADRON FOR MAY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
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GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
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OPNS																																
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APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

4TH STRATEGIC RECONNAISSANCE SQUADRON FOR MAY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
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704		F										F						F					F				F					5
705				F												F				F					F					F		5
706		SPEC PROJ														F				F					F					F		4
708		F							SPEC PROJ									F					F				F					4
711																F				F					F							3
712	<	TOC		SPEC PROJ															>								F					1
715				F							F							F						SPEC PROJECT								3
819		F																F							SES							3
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GROUND ABORTS

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CANCELLATIONS

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

10TH STRATEGIC RECONNAISSANCE SQUADRON FOR MAY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
707				F								F						F					F				F					
709				F								F						F					F				F					
710				F														F					F									
713		D	O	C	K											F				F					F					F		
714		F		T	O	C				F						F			D	O	C	K										
716	S	E	S	F					T	O	C					F				F					F					F		
717				F								F						F					F				F					
718				F							F							F					F				F				Desk	
719				F							F	TOC						F					F									
720		F								F						F				F					F							
721		F										D	O	C	K					F					F					F		
723		F								F						F				F					F							
725		F								F								F					F				F					
749		F									F					F				F					F					F		
821		F									F					F				F					F					F		

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
A&E																																
AOCP																																
ANFE																																
OPNS																																
FUEL LEAK																																
APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
APG																																
A&E																																
AOCP																																
ANFE																																
OPNS																																
PMI																																
M CONT																																
MU CON																																
OTHER																																
TOTAL																																
SCH																																
AVAIL																																
FLOW																																

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MONTHLY MAINTENANCE ORDER FOR JUNE 1955

1. General.

a. This maintenance order presents the flying schedule for June 1955 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. Two (2) RB-47 aircraft will depart this wing for SES on 6 June 1955 and will be absent through 27 June 1955. Three (3) RB-47 aircraft will depart this wing for SES on 13 June 1955 and will be absent through 2 July 1955. Two (2) RB-47 aircraft will return from SES 14 June 1955. Two (2) RB-47 aircraft will depart for SES on 20 June 1955 and remain until 12 July 1955. Two (2) RB-47 aircraft will depart for SES on 27 June 1955 and remain until 19 July 1955.

d. In addition to the SES listed above, two hundred and seventeen (217) RB-47 sorties averaging 6.5 hours each are scheduled.

e. Monday sorties are normally scheduled for take-off after 1200 hours.

f. The work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1-A aircraft flying the following Monday or as required to accomplish the wing mission.

OFFICIAL:

Lewis P. Ensign, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

Distribution:

1 Wg Comdr	2 ABGp Comdr
10 D/Ops	2 ADiv D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Ch of Maint
5 10th SRS	2 FSv Sq
7 PMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	4 Wg Historian
5 BSO	2 APSq
5 POL	2MVS

Exhibit 37

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ANNEX "A")
To Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 73 RB-47 sorties for a total of 486 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-689 and 52-822 will depart for SES on 20 June 1955 and will be absent through the remainder of the month. Aircraft 52-696 will depart for SES on 27 June 1955 and will be absent through the remainder of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 73 pre-flight and 32 post-flight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspection on the dates indicated:

52-693	Dock #1	3 through 10 June
52-691	Dock #1	21 through 28 June

6. The following aircraft will be lost to IRAN during dates indicated:

51-15849	IRAN	1 through 30 June
51-15851	IRAN	1 through 30 June
51-15852	IRAN	1 through 30 June
51-15853	IRAN	1 through 30 June
52-686	IRAN	1 through 30 June
52-685	IRAN	22 through 30 June

7. The following RB-47E aircraft will be gained on assignment from the 4th Strat Recon Squadron on 2 June 1955:

52-696
52-697

8. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Form's 85 will be completed for each TOC.

9. The work schedule for the 3rd SRS is 0730-1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

Lewis P. Ewing, Colonel
H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution: Same as basic maintenance order

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

3RD SRS

FOR June 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2685						F				F					F					F		←						IRAN				4
2688			F					F					F				F					F					F					6
2689	F					F				F					F					F	SES											5
2690			F					F					F				F					F					F					6
2691	F					F				F										F		D	D	D			PDPDTF					4
2692	F					F				F					F					F				F					F			7
2693	F					D	D	D	PD	PD		TF					F					F					F					4
2694	F					F				F					F					F				F					F			7
2695			F					F					F									F					F					5
2696			F					F					F				F					F					F					6
2697			F					F					F									F						F	SES			5
2699	F					F				F										F					F				F			6
2822	F					F				F										F	SES											5
3379			F					F							F			F				F					F					6

GROUND ABORTS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

CANCELLATIONS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

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ANNEX "B")
To Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 73 RB-47 sorties for a total of 460 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-3374 and 52-819 presently at SES with ground crews and equipment will return on 14 June 1955. Aircraft 52-708 and 52-823 will depart for SES on 6 June 1955 and be absent through 27 June 1955. Aircraft 52-3374 will depart for SES on 27 June 1955 and be absent the remainder of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The following aircraft will be lost from assignment on 2 June 1955:

52-696 52-697

5. The schedule (Inclosure 1) leads to requirements for 73 preflight and 30 postflight inspections.

6. The following aircraft will be lost to periodic inspections on dates indicated:

52-702	Dock #1	26 May through 2 June
52-700	Dock #1	13 June through 20 June
52-712	Dock #1	24 June through 1 July

7. The following aircraft will be lost to IRAN during the date indicated:

52-687	IRAN	28 through 30 June

8. The following aircraft will be lost for Special Project during dates indicated:

52-715	1 through 8 June
52-701	15 June through 8 July
52-702	15 June through 8 July

9. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Form's 85 will be completed for each TOC.

10. The work schedule for the 4th SRS is 0730-1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

Laurs P. Ensign, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

1 incl
1. Monthly Schedule

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26TH STRATEGIC RECONNAISSANCE WING

4TH SRS FOR June 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2687			F					F					F				F					F						← IRAN				5
2698	F					F	→	→	→	→	→	→	→	→	→	→	SES	→	→	→	→	→	→	→	→	→	→					2
2700			F					F					F	D	D	D	PD			POTF							F					3
2701	F					F				F					←	←	←	←	←	←	←	SPECIAL		PROJECT								3
2702	PDPOTI					F				F					←	←	←	←	←	←	←	SPECIAL		PROJECT								2
2703			F					F					F				F					F					F					6
2704	F					F				F					F					F				F						F		7
2705	F					F				F					F					F				F						F		7
2706			F					F					F				F					F					F					6
2708	F					F				F					F					F				F						F		7
2711			F					F					F				F					F					F					6
2712			F					F					F				F					F						D	D	D	PD	5
2715	SPECIAL				PROJECT					F					F					F							F					4
2817		SES													F					F				F						F		4
2823	F					F	→	→	→	→	→	→	→	S	E	S	→	→	→	→	→	→	→	→	→	→						2
3379		SES													F					F								SES				2
2142																																

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

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ANNEX "C")
T Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 76 RB-47 sorties for a total of 485 flying hours. The schedule is as shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-720, 52-721 and 52-749 will depart for SES on 13 June 1955 and be absent the remaining part of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 76 preflight and 31 post-flight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspections on the dates indicated:

52-718	Dock #1	31 May through 7 June
52-719	Dock #1	16 Jun through 23 June
52-723	Dock #1	8 Jun through 15 June

6. The TOC schedule shown on Inclosure 1 has been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Form 85 will be completed for each TOC.

7. The work schedule for the 10th Strat Recon Squadron is 0730-1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

Gerard P. Finnegan, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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26TH STRATEGIC RECONNAISSANCE WING

10TH SRS FOR June 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2707	F					F				F					F					F				F					F			7
2709	F					F				F					F					F				F					F			7
2710		S	E	S		F				F					F					F				F								5
2713			F					F					F				F						F					F				6
2714	F					F				F					F					F									F			6
2716			F					F					F				F															4
2717	F					F				F					F									F					F			6
2718	D	D	D			PD	PD	TF					F				F						F					F				4
2719	F					F				F							D			D	D	HD	PDTF						F			4
2720			F					F					F	→	→	→	→	→	→	→	→	→	S	E	S	→	→	→	→	→	→	3
2721			F					F					F	→	→	→	→	→	→	→	→	→	S	E	S	→	→	→	→	→	→	3
2723			F					F	D	D			D	HD	PDTF		F						F					F				5
2725	F					F				F					F					F								F				6
2749			F					F					F	→	→	→	→	→	→	→	→	→	S	E	S	→	→	→	→	→	→	3
2821			F					F					F				F						F					F				6

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL

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ANNEX "D")
To 'onthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates listed:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Sq
52-702	19 May	26 May	31 May	2 June
52-718	25 May	31 May	3 June	7 June
52-693	31 May	3 June	8 June	10 June
52-723	3 June	8 June	13 June	15 June
52-700	8 June	13 June	16 June	20 June
52-719	10 June	16 June	21 June	23 June
52-691	15 June	21 June	24 June	28 June
52-712	20 June	24 June	29 June	1 July

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. The work schedule for the 26th Periodic Maintenance Squadron is 0730-1630, Monday through Friday. No weekend work is scheduled.

Lyman P. Ensign, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

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ANNEX "E")
To Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 222 preflight and 93 postflight inspections on RB-47 aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

Shop	Capability	Workload
Flt Auto Pilot	440	424
Flt Bomb Nav	2323	2755
Flt Comm Nav	56	43
Flt Camera	1672	2329
Flt Fire Control	1372	1547
Flt Radar	422	465
Flt Radio	492	798
Flt Release System	281	271
Field Auto Pilot	140	314
Field Bomb Nav	1056	1087
Field Camera	493	405
Field Fire Control	316	271
Field Radar	123	160
Field Radio	580	558
Field Release System	774	888
Field Test Equipment	193	249
Periodic Auto Pilot	17	64
Periodic Bomb Nav	422	683
Periodic Camera	105	152
Periodic Fire Control	158	340
Periodic Radar	100	94
Periodic Radio	158	99
Periodic Release System	52	121

4. The 26th Armament-Electronics Squadron will provide a maintenance package to accompany each SES aircraft.

5. The work schedule for the 26th Armament-Electronics Maintenance Squadron is 0730-1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to fly on Monday.

6. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

for James P. Ensign, Colonel
H. R. SULLIVAN
Brigadier General, USAF
Commander

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To Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 93 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 8 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-702	26 May - 2 June
52-718	31 May - 7 June
52-693	3 June - 10 June
52-723	8 June - 15 June
52-700	13 June - 20 June
52-719	16 June - 23 June
52-691	21 June - 28 June
52-712	24 June - 1 July

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Form's 85 have been issued.

4. The 26th Field Maintenance Squadron will provide a maintenance package to support SES aircraft.

5. The maintenance capability and workload for each shop is as follows:

Shop	Capability	Workload
Aircraft Repair	949	1087
Electric	2446	2009
Engine Build-Up (Jet)	1478	1125
Unit Change	440	173
Engine Conditioning	563	157
Minor Repair	316	400
Fuel Cell	440	372
Ground Power	862	486
Hydraulic	827	529
Instrument	1496	1722
Dope, Fabric and Paint	563	658
Parachute, Leather and Rubber	1584	1513
Machine	457	328
Sheet Metal	2358	2360
Welding	704	146
Woodmill	176	186

6. The work schedule for the 26th Field Maintenance Squadron will be 0730-1630, Monday through Friday. Weekend work will be only on Priority 1A aircraft scheduled to f[illegible] on Monday.

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ANNEX "F", Cont'd

7. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

Lewis P. Ensign, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

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ANNEX "G")
to Monthly Maintenance Order)
June 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 May 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for June 1955 presents 222 RB-47 sorties. Two (2) RB-47 aircraft depart for SES 6 June 1955 and return 27 June 1955. Three (3) RB-47 aircraft depart for SES 13 June 1955 and will be absent for the remainder of the month. Two (2) RB-47 aircraft presently at SES will return 14 June 1955. Two (2) RB-47 aircraft depart for SES 20 June 1955 and will be absent for the remainder of the month. Two (2) RB-47 aircraft depart for SES 27 June 1955 and will be absent for the remainder of the month.

2. No flying is scheduled for weekends and only minimum required maintenance will be performed on weekends.

3. The work schedule for the 26th Strat Recon Wing is 0730-1630, Monday through Friday.

4. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

5. Specific air base group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily disptach of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the base materiel officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the maintenance control officer and Commander 801st MVS.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Normal daily requirements.

(a) 0730-1630 four pits available for operation at Pump Station #2 and #3.

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ANNEX "G", Cont'd

(b) 1630-2400 two pits available at Pump Station #2 and four pits available at Pump Station #3.

(c) 2400-0730 normal standby.

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

Lewis P. Ewing, Colonel
for H. R. SULLIVAN
Brigadier General, USAF
Commander

Distribution:

Same as basic plan

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MONTHLY MAINTENANCE ORDER FOR JULY 1955

1. General.

a. This maintenance order presents the flying schedule for July 1955 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. Two (2) RB-47 aircraft which departed for SES on 27 June 1955 will return 8 July 1955. One (1) RB-47 aircraft which departed for SES on 27 June 1955 will return 15 July 1955. Two (2) RB-47 aircraft will depart for SES on 18 July 1955 and remain absent through 8 August 1955. Two (2) RB-47 will depart for SES on 25 July 1955 and remain absent through 15 August 1955.

d. In addition to the SES listed above, 173 sorties averaging 5.9 hours each are scheduled.

e. Monday sorties are normally scheduled for take-off after 1200 hours.

f. The work schedule for maintenance personnel is established at 0730-1630, onday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

OFFICIAL:

H. R. Sullivan

H. R. SULLIVAN
Brigadier General, USAF
Commander

Distribution:

1 Wg Comdr	2 ABGp Comdr
10 D/Ops	2 ADiv D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Ch of Maint
5 10th SRS	2 FSv Sq
7 FMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	4 Wg Historian
5 BSO	2 APSq
5 POL	2 MVS

Exhibit 38

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ANNEX "A")
To Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 58 RB-47 sorties for a total of 329 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-822 will depart for SES on 25 July 1955 and will be absent through the remainder of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 58 preflight and 21 post-flight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspection on dates indicated:

52-691	Dock #1	11 July through 19 July
52-695	Dock #1	27 July through 4 August

6. The following aircraft will be lost to IRAN on the dates indicated:

52-688	IRAN	27 July 1955
52-689	IRAN	27 July 1955

7. The following aircraft will be gained on assignment from the 4th Strat Recon Squadron on 1 July 1955:

52-698

8. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Form 85's will be completed for each TOC.

9. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

H. R. Sullivan
H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

3RD SRS

FOR JULY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2688	F		F			F							F					F				F					-IRAN-					6
2689	SES												F					F				F							-IRAN			5
2690		F		F							F							F				F										5
2691		F		F						D	D	D	FD	FD				DE				F										3
2692			F			F							F					F							F							5
2693		F		(F)							F				F										F							4
2694			F								F									F					F							4
2695		(F)		F							F				F					F					F		D	D	D			5
2696		F				F									F							F										4
2697	SES												F					F				F										3
2698			(F)	F							F				F										F							4
2699			F								F				F																	3
2822			F			F									F					F					F SES							5
3379		F		F									F					F				F										5
																																59

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
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CANCELLATIONS

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ANNEX "B")
To Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 56 RB-47 sorties for a total of 346 flying hours. The schedule is shown in Inclosure 1.

2. Take-off time will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-706 presently at SES with ground crews and equipment will return on 18 July 1955. Aircraft 52-715 will depart for SES on 25 July and be absent the remainder of the month. Aircraft ground crew and equipment will accompany the aircraft.

4. The following aircraft will be lost from assignment on 1 July 1955:

52-698

5. The schedule (Inclosure 1) leads to requirements for 56 preflight and 23 post-flight inspections.

6. The following aircraft will be lost to periodic inspection on dates indicated:

52-705	Dock #1	1 July through 7 July
52-819	Dock #1	19 July through 27 July

7. The following aircraft will be lost for Special Project during dates indicated:

52-701	Special Project	15 July through 23 July

8. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Form 85's will be completed for each TOC.

9. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

H. R. Sullivan
H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

4TH SRS — FOR JULY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
2142																																
3374		F		F							F				F					F					F							6
2700			F										F					F				F										4
2701			F			F									SPECIAL PROJECT																	2
2702		F		F							F				F							F										5
2703		F		F							F				F					F					F							6
2704			F			F							F					F				F										5
2705	D	D	D	PD	PDTF								F					F				F										3
2706	DES																			F					F							2
2707		F		(F)		F							F					F				F										5
2711			F			F							F							F					F							5
2714		DAMAGED																				D			D	D	PD	PDTF				
2716	F		F			F							F					F							FAS							6
2819		(F)	(F)	F							F				F				D	D	D	PD			PDTF							3
2823		F		F							F				F					F					F							6
																																58

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTA
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CANCELLATIONS

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ANNEX "C")
To Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 63 RB-47 sorties for a total of 358 flying hours. The schedule is as shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-720 and 52-821 will depart for SES on 18 July 1955 and be absent the remainder of the month. Aircraft ground crews and equipment will accompany the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 63 preflight and 23 post-flight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspections on dates indicated:

52-716	Dock #1	28 June through 3 July
52-821	Dock #1	4 July through 14 July
52-725	Dock #1	14 July through 22 July

6. The TOC schedule shown on Inclosure 1 has been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Form 85's will be completed for each TOC.

7. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

H. R. Sullivan
H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

10TH SRS — FOR JULY 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2707			F								F				F					F					F							5
2709			F			F									F					F												4
2710			F										F					F				F										4
2713		F		(6)		F							F					F				F										5
2714			F			F							F					F							F							5
2716	PD	PD	PD	TF											F					F					F							3
2717		(6)	F												F					F												3
2718		F				F							F					F				F										5
2719				F							F				F					F												4
2720		F				F							F					F	SES.													4
2721				F									F					F				F										4
2723				F											F					F					F							4
2725		F		F							F			D	D			D	PD	PD	TF				F							4
2744				F							F							F							F							4
2821		F		D	D	D					PD	PD	TF					FSES														2
																																60

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
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CANCELLATIONS

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ANNEX "D")
to Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates listed:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Sq
52-716	20 June	28 June	1 July	5 July
52-821	1 July	4 July	11 July	14 July
52-691	5 July	11 July	14 July	19 July
52-725	6 July	14 July	19 July	22 July
52-819	13 July	19 July	22 July	27 July
52-695	22 July	27 July	29 July	4 Aug

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. The work schedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the ..ing mission.

H. R. Sullivan
H. R. SULLIVAN
Brigadier General, USAF
Commander

1 Incl
1. Monthly Schedule

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ANNEX "E")
to Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 177 preflights and 67 postflight inspections on RB-47 Aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

Shop	Capability	Workload
Flt Auto Pilot	504	480
Flt Bomb Nav	4922	1989
Flt Comm Nav	134	37
Flt Camera	1797	1603
Flt Fire Control	1344	1250
Flt Radar	470	262
Flt Radio	873	566
Flt Release System	201	81
Field Auto Pilot	134	110
Field Bomb Nav	1092	1050
Field Camera	386	340
Field Fire Control	285	201
Field Radar	134	122
Field Radio	420	323
Field Release System	672	472
Field Test Equipment	184	154
Periodic Auto Pilot	16	4
Periodic Bomb Nav	487	537
Periodic Camera	134	145
Periodic Fire Control	235	400
Periodic Radar	117	29
Periodic Radio	184	152
Periodic Release System	84	129

4. The 26th Armament and Electronics Squadron will provide a maintenance package to accompany each SES aircraft.

5. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

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NEX "E", Cont'd

6. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

H. R. Sullivan

H. R. SULLIVAN
Brigadier General, USAF
Commander

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ANNEX "F")
To Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 67 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 6 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-716	28 June - 3 July
52-821	4 July - 14 July
52-691	11 July - 19 July
52-725	14 July - 22 July
52-819	19 July - 27 July
52-695	27 July - 4 Aug

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Form 85 have been issued.

4. The 26th Field Maintenance Squadron will provide a maintenance package to support SES aircraft.

5. The maintenance capability and workload for each shop is as follows:

Shop	Capability	Workload
Aircraft Repair	739	623
Electric	2032	1310
Engine Build-Up (Jet)	2251	786
Unit Change	386	121
Engine Conditioning	453	210
Minor Repair	556	170
Fuel Cell	336	170
Ground Power	739	500
Hydraulic	789	450
Instrument	1159	1080
Dope, Fabric and Paint	487	490
Parachute, Leather and Rubber	1512	1315
Machine	386	303
Sheet Metal	2520	1970
Welding	504	241
Woodmill	218	126

6. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

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NEX "F", Cont'd

7. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

H. R. SULLIVAN
Brigadier General, USAF
Commander

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ANNEX "G")
Monthly Maintenance Order)
July 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 June 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for July 1955 presents 177 RB-47 sorties. Two (2) RB-47 aircraft presently at SES will return 8 July 1955. One (1) RB-47 aircraft at SES will return 18 July 1955. Two (2) RB-47 aircraft depart for SES 18 July 1955 and will be absent for the remainder of the month. Two (2) RB-47 sircraft will depart for SES 25 July and remain absent for the remainder of the month.

2. Flying is scheduled for Saturday, 2 July, Sunday, 3 July and Monday, 4 July. No flying is scheduled for other week-ends and only minimum required maintenance will be performed.

3. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. In addition to the foregoing, Saturday, 2 July, Sunday, 3 July and Monday, 4 July are normal duty days with compensatory time off Thursday, 7 July and Friday, 8 July 1955. Other weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

4. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

5. Specific air base group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the base materiel officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordimated between the maintenance control officer and Commander 801st MVS.

b. Supply Squadron

(1) Normal supply support 0730-1630, Monday through Friday.

(2) Limited standy support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

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NEX "G", Cont'd

c. Refueling.

(1) Normal daily requirements. (subject to supplemental instructions)

(a) 0730-1630 four pits available for operat on at Pump Station # 2 and # 3.

(b) 1630-2400 two pits available at Pump Station # 2 and four pits available at Pump Station # 3.

(c) 2400-0730 normal standby.

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental i struction later if necessary.

H. R. SULLIVAN
Brigadier General, USAF
Commander

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MONTHLY MAINTENANCE ORDER FOR AUGUST 1955

1. General.

a. This maintenance order presents the flying schedule for August 1955 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. One (1) RB-47 aircraft S/N 52-716 will depart for SES 1 Aug 55 and will return 20 Aug 55. One (1) RB-47 aircraft S/N 52-719 will depart for SES 8 Aug 55 and will return 28 Aug 55. One (1) RB-47 aircraft 52-709 will depart for SES 8 Aug 55 and will return 28 Aug 55.

d. In addition to the SES listed above, 167 sorties averaging 6.1 hours each are scheduled.

e. Monday sorties are normally scheduled for take-off after 1200 hours.

f. The work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

OFFICIAL:

Lawson C. Horner Jr.
LAWSON C. HORNER, JR.
Colonel, USAF
Commander

Distribution:

1 Wg Comdr	2 ABGp Comdr
10 D/Ops	2 ADiv D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Ch of Maint
5 10th SRS	2 FSv Sq
7 FMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	1 Wg Historian
5 BSO	2 APSq
5 POL	2 MVS

Exhibit 39

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ANNEX "A")
To Monthly Maintenance Order)
August 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 57 RB-47 sorties for a total of 335 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-822 and 52-705 which departed for SES on 25 July 1955 will be absent through 15 Aug 55 and 5 Aug 55 respectively. Aircraft ground crews and equipment accompanied the aircraft.

4. The schedule (Inclosure 1) leads to requirements for 57 preflight and 23 postflight inspections to be accomplished.

5. The following aircraft will be lost to periodic inspection on dates indicated:

52-698	Dock #1	4 Aug through 11 Aug
52-822	Dock #1	17 Aug through 24 Aug
52-711	Dock #1	22 Aug through 29 Aug
52-3379	Dock #1	25 Aug through 1 Sep

6. The following aircraft will be lost to IRAN on the dates indicated:

52-690	IRAN	26 Aug 55
52-691	IRAN	29 Aug 55

7. Aircraft 52-702 will be lost to Special Project 25 Aug through 15 Sep.

8. The following aircraft will be gained on assignment from the 4th Strat Recon Squadron 1 Aug 55:

52-702	52-705	52-711

9. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialistis will be positoned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

10. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

Lawson C. Horner Jr.
LAWSON C. HORNER, JR.
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

3RD SRS — FOR AUGUST 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2690																F						F										2
2691	F							F				F						F														5
2692					F						F						F						F									5
2693			F					F								F																5
2694				F						F							F							F								4
2695			F						F							F						F			F							5
2696	F							F				F							F						F							5
2697					F							F							F				F									4
2698				D	D			D	PD	PD	TF				F				F						F							3
2699									F						F							F				F						4
2822	SRS																D	D	D			PD	PD	TF					F			1
3379			F							F													F		3				D	PD	PD	4
2702									F						F				F						— SPAC			PROJ	—			3
2705	SRS							F				F							F						F							4
2711					F						F							F				D	D	D	PD	PD			TF			3
																																57

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A&E																																
AOCP																																
ANFE																																
OPNS																																
FACI LOAD																																
APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
A&E																																
AOCP																																
ANFE																																
OPNS																																
PMI																																
MAINT CONT																																
MAINT CONTROL																																
OTHER																																
TOTAL																																
Scheduled																																
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ANNEX "B")
To Monthly Maintenance Order)
August 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 57 RB-47 sorties for a total of 351 flying hours. The schedule is shown in Inclosure 1.

2. Take-off time will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-709 will depart for SES on 8 Aug 55 and be absent through the 28th of August. Aircraft ground crew and equipment will accompany the aircraft.

4. The following aircraft will be lost from assignment on 1 Aug 1955:

52-702	52-701	52-708
52-705	52-704	52-715
52-711		

5. The following aircraft will be gained from 10th SRS as of 1 Aug 1955:

52-707	52-710	52-714
52-709	52-713	

6. The schedule (Inclosure 1) leads to requirements for 57 preflight and 28 postflight inspections.

7. The following aircraft will be lost to periodic inspection on dates indicated:

52-703	Dock #1	1 Aug through 8 Aug
52-823	Dock #1	9 Aug through 16 Aug
52-710	Dock #1	30 Aug through 6 Sep

8. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

9. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

Lawson C. Horner Jr.
LAWSON C. HORNER, JR.
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

4TH SRS — FOR AUGUST 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2700	F			F					F			F					F					F			F							7
2703	D	D	D	PD	PD			TF			F								F					F								6
2706		P			F					F					F			F					F								P	7
2712				DAMAGED																												
3374			F						F			F					F			F					F							6
2819	F			F						F			F					F					F			F							7
2823									F	D	D	D	PD			PD	TF															1
2707		F			F						F				F			F					F									6
2709			P						F																							1
2710	F			P						F			F					F					F								D	D	6
2718		F			F						F		F				F			F										F		6
2714									P			F				F			F					E								5
142																																57

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A+E																																
ADEP																																
ANFE																																
OPNS																																
(Fuel) LEAK																																
APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
A+E																																
AOCP																																
ANFE																																
OPNS																																
PMI																																
Maint Cancel																																
Maint Cancel																																
OTHER																																
TOTAL																																
SCHEDULED																																
AVAILABLE																																
FLOWN																																

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ANNEX "C")
To Monthly Maintenance Order)
August 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 53 RB-47 sorties for a total of 346 flying hours. The schedule is as shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-716 will depart for SES on 1 Aug 55 and be absent through 20 Aug 55. Aircraft 52-719 will depart for SES on 8 Aug 55 and be absent through 28 Aug 55.

4. The following aircraft will be gained from the 4th SRS on 1 Aug 55:

52-701	52-708
52-704	52-715

5. The schedule (Inclosure 1) leads to requirements for 53 preflight and 23 postflight inspections to be accomplished.

6. The following aircraft will be lost to periodic inspections on dates indicated:

52-704	Dock #1	28 Jul through 3 Aug
52-749	Dock #1	12 Aug through 18 Aug

7. The TOC schedule shown on Inclosure 1 has been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

8. Aircraft 52-701 will be lost to Special Project 8 Aug 55 through 30 Aug 55.

9. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

LAWSON C. HORNER, JR.
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

10TH SRS — FOR AUGUST 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2716	F																								F							1
2719	F			F					F						F				F						F							6
2718	F			F					F							F						F										5
2719		F						F																								1
2720								F			F						F					F										4
2721	F			F					F								F					F										5
2723																																
2725		F			F					F							F							F					F			6
2749		F			F					F			D		D	D	PD	PD	PD						F							4
2821												F						F							F							3
2701				F																												1
2704					F					F					F				F						F							5
2707				F				F				F						F					F							F		6
2715				F				F				F						F					F								F	6
																																53

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A&E																																
AOCP																																
ANFE																																
OPNS																																
Fuel Leak																																
AFG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
AFG																																
A&E																																
AOCP																																
ANFE																																
OPNS																																
AMI																																
Maint Cont																																
Maint Constr																																
OTHER																																
TOTAL																																
Scheduled																																
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ANNEX "D")
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August 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates listed:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Sq
52-704	21 Jul	28 Jul	1 Aug	4 Aug
52-703	27 Jul	1 Aug	4 Aug	9 Aug
52-698	1 Aug	4 Aug	9 Aug	12 Aug
52-823	2 Aug	9 Aug	12 Aug	17 Aug
52-749	5 Aug	12 Aug	17 Aug	28 Aug
52-822	15 Aug	17 Aug	22 Aug	25 Aug
52-711	16 Aug	22 Aug	25 Aug	30 Aug
52-379	22 Aug	25 Aug	30 Aug	2 Sep
52-710	24 Aug	30 Aug	2 Sep	6 Sep

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. The work schedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

Lawson C. Horner, Jr.
LAWSON C. HORNER, JR.
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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August 1955)

HEADQUARTERS, 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 167 preflights and 74 postflight inspections on RB-47 aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

Shop	Capability	Workload
Flt Auto Pilot	699	556
Flt Bomb Nav	2355	1868
Flt Comm Nav	441	50
Flt Camera	2281	1591
Flt Fire Control	1619	1197
Flt Radar	404	250
Flt Radio	1012	665
Flt Release System	128	99
Field Auto Pilot	147	115
Field Bomb Nav	1048	982
Field Camera	423	362
Field Fire Control	276	158
Field Radar	110	114
Field Radio	404	322
Field Release System	607	354
Field Test Equipment	184	155
Periodic Auto Pilot	0	7
Periodic Bomb Nav	717	488
Periodic Camera	220	138
Periodic Fire Control	368	474
Periodic Radar	147	48
Periodic Radio	110	128
Periodic Release System	0	94

4. The 26th Armament and Electronics Squadron will provide a maintenance package to accompany each SES aircraft.

5. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

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ANNEX "E", Cont'd

6. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

LAWSON C. HORNER, JR.
Colonel, USAF
Commander

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ANNEX "F")
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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 74 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 9 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-704	28 Jul through 4 Aug
52-703	1 Aug through 9 Aug
52-698	4 Aug through 12 Aug
52-823	9 Aug through 17 Aug
52-749	12 Aug through 28 Aug
52-822	17 Aug through 25 Aug
52-711	22 Aug through 30 Aug
52-379	25 Aug through 2 Sep
52-710	30 Aug through 6 Sep

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The 26th Field Maintenance Squadron will provide a maintenance package to support SES aircraft.

5. The maintenance capability and workload for each shop is as follows:

Shop	Capability	Workload
Aircraft Repair	954	555
Electric	1858	1335
Engine Build-Up (Jet)	2723	811
Unit Change	533	124
Engine Conditioning	680	472
Minor Repair	975	289
Fuel Cell	276	182
Ground Power	736	474
Hydraulic	717	482
Instrument	1030	1306
Dope, Fabric and Paint	220	468
Parachute, Leather and Rubber	1472	1290
Machine	478	285
Sheet Metal	2778	1971
Welding	423	248
Woodmill	80	88

6. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

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ANNEX "F" Cont'd

7. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

LAWSON C. HORNER, JR.
Colonel, USAF
Commander

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ANNEX "G")
To Monthly Maintenance Order)
August 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 27 July 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for August 1955 presents 167 RB-47 sorties. Two (2) RB-47 aircraft presently at SES will return 5 Aug 55. Two (2) RB-47 aircraft presently at SES will return 10 Aug 55. One (1) RB-47 aircraft will depart for SES 1 Aug 55 and return 20 Aug 55. Two (2) RB-47 aircraft will depart for SES 8 Aug 55 and return 28 Aug 55.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1A aircraft flying the following Monday or as required to accomplish the wing mission.

3. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

4. Specific air base group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the base materiel officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Normal daily requirements. (subject to supplemental instructions)

(a) 0730-1630 four pits available for operation at Pump Station #2 and #3.

(b) 1630-0400 two pits available at Pump Station #2 and four pits available at Pump Station #3.

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ANNEX "G" Cont'd

(c) 2400-0730 normal standby.

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

LAWSON C. HORNER, JR.
Colonel, USAF
Commander

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MONTHLY MAINTENANCE ORDER FOR SEPTEMBER 1955

1. General.

a. This maintenance order presents the flying schedule for September 1955 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. The requirements according to Operational Plan lead to 214 sorties averaging 6.5 hours each are scheduled.

d. Monday sorties are normally scheduled for take-off after 1200 hours.

e. The work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. No flying scheduled for 20 and 21 Sep. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

OFFICIAL:

W. J. MENG
Colonel, USAF
Commander

Distribution:

1 Wg Comdr	2 ABGp Comdr
10 D/Ops	2 ADiv D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Ch of Maint
5 10th SRS	2 FSv Sq
7 PMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	4 Wg Historian
5 BSO	2 APSq
5 POL	2 MVS

Exhibit 40

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NNEX "A")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 73 RB-47 sorties for a total of 472 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties are scheduled for take-off after 1200 hours.

3. The schedule (Inclosure 1) leads to requirements for 73 preflight and 32 postflight inspections to be accomplished.

4. The following aircraft will be lost to IRAN on the dates indicated:

52-692	IRAN	27 Sep 55
52-693	IRAN	28 Sep 55

5. Two (2) aircraft will be gained on assignment by 70th Strat Recon Wing from Forbes AFB between 1 and 15 Sep. Aircraft will be possessed by 3rd SRS. 52-804, 52-820.

6. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

7. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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3RD STRAT RECON SQDN

PROJECTED MAINTENANCE & FLYING SCHEDULE SEPTEMBER

ACFT NO	1	2	Sat 3	Sun 4	Mon 5	6	7	8	9	Sat 10	Sun 11	12	13	14	15	16	Sat 17	Sun 18	19	20	21	22	23	Sat 24	Sun 25	26	27	28	29	30	31	TOTAL THIS MONTH	TOTAL LAST MONTH
692	F	PF					F					F	PF		F				F	PF		F						IRAN					
693	F	PF					F					F	PF		F				F	PF		F				F		IRAN					
694	F	PF						F					F	PF		F						F	PF			F			F				
695						F	PF		F					F	PF				F				F	PF			F						
696		F				PF		F					F	PF		F								F		PF		F					
697						F	PF		F							F			NOT AVAIL FOR USE	PF		F				F	PF		F				
699						F			F			PF		F					F	PF				F					F	PF			
699						F						F	PF		F							F	PF			F			F				
702	SPEC	PROTECT														PF			F					F									
705		F							F			PF		F					F	PF		F					F	PF					
711	F						F	PF				F			F	PF								F				F	PF			
379	XO	IF						F					F	PF		F							F	PF			F		F				
422		F						F	PF				F			F			PF			F					F		F				

TOTAL

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September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 72 RB-47 sorties for a total of 459 flying hours. The schedule is shown in Inclosure 1.

2. Take-off time will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. Aircraft 52-703 will be lost to Special Project 6 Sep 55 through 27 Sep 55.

4. Three (3) aircraft will be gained from Forbes AFB between 1 Sep and 15 Sep 55, by 70th SRW. Aircraft will be possessed by 4th SRS. 52-803, 52-809 and 52-810.

5. The schedule (Inclosure 1) leads to requirements for 72 preflight and 31 post-flight inspections.

6. The following aircraft will be lost to periodic inspection on dates indicated:

52-3374	Dock #1	6 Sep through 13 Sep
52-712	Dock #1	9 Sep through 16 Sep
52-709	Dock #1	28 Sep through 6 Oct

7. The TOC schedules shown on Inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

8. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Monday, 5 Sep, Labor Day, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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4TH STRAT RECON SQDN

PROJECTED MAINTENANCE & FLYING SCHEDULE SEPTEMBER

ACFT NO	1	2	3 SAT	4 SUN	5 MON	6	7	8	9	10 TUE	11 WED	12	13	14	15	16	17 THU	18 FRI	19	20	21	22	23	24 SAT	25 SUN	26	27	28	29	30	31	TOTAL THIS MONTH	TOTAL LAST MONTH
700	PF					F			E			F		F					F	PF		F				F	PF		F					
703						SPEC			PKG																			PF	F				
706	F						F	PF				E			F	PF			F				E	PF			F		DAL				
707	F						F	PF				F			E	PF						F				F	PF		F				
709		F				PF		E					E	PF		F								F				D	D				
710	D	D				PD	PD	TF				F			F	PF						F				E	PF		F				
712									D			D	D	PD	PD	TF						F				F	PF		F				
713		F						F	PF				F			F			PF				F				F	PF					
714	F						F	PF				F			F	PF							F				F	PF					
719	PF					F			F			PF		F					F	PF			F					PF	F				
723		F						F	PF				F			F			PF					F				F	PF				
724						D	D	D	PD			PD	TF			F						F	PF				F		F				
742																																	
K		F						F	PF				C		F	PF								F				F	PF				
[illegible]						F			E			PF		F					F	PF			F			F	PF						
W						F			F			PF		F					F	PF				F				F	PF				
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September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 69 RB-47 sorties for a total of 450 flying hours. The schedule is as shown in Inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties are scheduled for take-off after 1200 hours.

3. The schedule (Inclosure 1) leads to requirements for 69 preflight and 30 postflight inspections to be accomplished.

4. The following aircraft will be lost to periodic inspections on dates indicated:

52-715	Dock #1	14 Sep through 21 Sep
52-717	Dock #1	24 Sep through 3 Oct

5. The TOC schedule shown on Inclosure 1 has been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

6. Aircraft 52-704 will be lost to Special Project 26 Sep through 17 Oct 55.

7. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

W. J. Meng
W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
Same as basic maintenance order

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10TH STRAT RECON SQDN

PROJECTED MAINTENANCE & FLYING SCHEDULE September

ACFT NO	1	2	SEP	SQD	OKT	6	7	8	9	SEP	SQD	12	13	14	15	16	SEP	SQD	19	20	21	22	23	SEP	SQD	26	27	28	29	30	31	TOTAL THIS MONTH	TOTAL LAST MONTH
701		F				PF		F					F	PF		F							F	PF			F						
704						F	PF		F					F	PF				F					F									
709						F	PF		F					F	PF				F					F		PF		F					
715		F				PF		F				F											F				F	PF					
716		F						F	PF				F			F			PF				F				F	PF					
717		F				PF		F					F	PF		F						F											
718	F	PF					F					F	PF		F							F	PF			F			F				
719						F			F			PF		F					F	PF				F				F	PF				
720	F	PF					F					F			F							F	PF			F			F				
721	F						F	PF				F			F	PF						F				F	PF		F				
723						F			F				PF	F					F	PF				F					F	PF			
725		F						F	PF				F			F			PF				F				F	PF					
747	F						F	PF				F			F	PF							F				F	PF					
821						F			F			PF		F					F	PF		F				F	PF		F				

Total

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ANNEX "D")
to Monthly Maintenance Order)
September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates indicated:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Sq
52-3374	1 Sep	6 Sep	9 Sep	12 Sep
52-712	7 Sep	9 Sep	14 Sep	16 Sep
52-715	9 Sep	14 Sep	19 Sep	21 Sep
52-717	19 Sep	24 Sep	28 Sep	3 Oct
52-709	23 Sep	28 Sep	4 Oct	6 Oct

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. The workschedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

W. D. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
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ANNEX "E")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 214 preflights and 93 postflight inspections on RB-47 aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

Shop	Capability	Workload
Flt Auto Pilot	521	829
Flt Bomb Nav	2201	2510
Flt Comm Nav	286	83
Flt Camera	2604	2568
Flt Fire Control	1562	1806
Flt Radar	454	445
Flt Radio	991	1292
Flt Release System	101	152
Field Auto Pilot	202	166
Field Bomb Nav	924	1470
Field Camera	487	597
Field Fire Control	202	210
Field Radar	121	168
Field Radio	422	498
Field Release System	454	498
Field Test Equipment	185	265
Periodic Auto Pilot	0	16
Periodic Bomb Nav	672	749
Periodic Camera	0	211
Periodic Fire Control	385	570
Periodic Radar	0	113
Periodic Radio	118	206
Periodic Release System	0	118

4. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

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ANNEX "E", Cont'd

5. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

W. J. MENG
Colonel, USAF
Commander

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NNEX "F")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 93 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 5 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-3374	6 Sep through 13 Sep
52-712	9 Sep through 16 Sep
52-715	14 Sep through 21 Sep
52-717	24 Sep through 3 Oct
52-709	28 Sep through 6 Oct

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The maintenance capability and workload for each shop is as follows:

Shop	Capability	Workload
Aircraft Repair	622	781
Electric	1613	2226
Engine Build-Up (Jet)	2369	1075
Unit Change	571	167
Engine Conditioning	521	511
Minor Repair	958	525
Fuel Cell	286	372
Ground Power	689	815
Hydraulic	840	769
Instrument	1210	1561
Dope, Fabric and Paint	521	787
Parachute, Leather and Rubber	1344	1975
Machine	487	498
Sheet Metal	2251	2817
Welding	336	414
Woodmill	168	138

5. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

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ANNEX "F" Cont'd

6. Night shift or standby will be scheduled as necessary to accomplish the squadron mission.

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Colonel, USAF
Commander

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ANNEX "G")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 30 Aug 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for Sep 55 presents 214 RB-47 sorties.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Labor Day, 5 Sep, will be observed as a holiday. The week of 19 Sep through 24 Sep will be a 6 day work week and week of 26 through 29 Sep will be a 4 day work week.

3. Monday sorties are schedule for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

4. Specific air base group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the base materiel officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday, except as noted in Paragraph 2, above.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and prowide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Normal daily requirements. (Subject to supplemental instructions.)

(a) Effective 5 Sep 55, 0800-0200, all pits will be available for servicing.

(b) Maintenance Control will coordinate with POL as to pump station and pit will be available for servicing from 0200 to 0800 hours.

(c) One truck will be available for water alcohol servicing.

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ANNEX "G", Cont'd

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

W. D. MENG
Colonel, USAF
Commander

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Exhibit 41

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)

PRE-FLIGHT PLAN

1.

FROM / ROUTE	FLT COND	T.C.	WIND D V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Start taxi,							0									
[illegible]							-									
[illegible]			2/20/30				- 0									
[illegible]		117	[illegible]	116	-1	115	[illegible]									
[illegible]			2/20/30				- 0									
[illegible]							[illegible]									
- -							- 0									
Front [illegible]							[illegible]									
[illegible]							- 0									
[illegible]							[illegible]									
[illegible]							- 0									
[illegible]		127	-				[illegible]									
-							- 0									
-							[illegible]									
[illegible]							- 0									
[illegible]							[illegible]									
[illegible]							- 0									
[illegible]				277	-	278	[illegible]	.74	425	475	1134	3:02			[illegible]	[illegible]
[illegible]							- 0									
[illegible]		110		116	-	117	[illegible]	.74	425	407	[illegible]	[illegible]			[illegible]	[illegible]
[illegible]							- 0									
[illegible]				133	-1	132	[illegible]	.74	425	445	1337	3:20			3000	121300
[illegible]							- 0				43	:06			1000	[illegible]
[illegible]		140		143	-5	138	35.0	.81	465	502	1330	3:28			2500	122300
[illegible]							- 0				42	:06			1000	1000
[illegible]				128	-5	133	35.0	.81	465	502	1322	3:30			2500	122900
[illegible]							- 0				94	:11			[illegible]	[illegible]
[illegible]		115		125	-4	124	35.0	.81	465	502	1316	3:41			35700	121100
[illegible]							- 0				90	:11			1000	1000
[illegible]		135		138	-3	135	35.0	.81	465	502	1306	3:52			33200	119300
[illegible]							- 0				236	:30			3200	3900
[illegible]		071	-3	068	0	068	35.0	.74	425	468	1542	4:22			30000	115400
Jet Penetration							- 0					:15			3000	3000
[illegible]												4:37			27000	112400
							0									
							0									
							0									
							0									
39-50N 90-23							0									
							0									
							0									
38-45.45N 87-34.05																
							0									
							0									
							0									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	[illegible]	
CREW WT	[illegible]	
OIL WT	[illegible]	
ATO BTL WEIGHT (Range)	[illegible]	
EXT. TANKS WT (Range)		
OPERATING WT		[illegible]
FUEL WEIGHT: FWD.		
FUEL WEIGHT: CTR.		
FUEL WEIGHT: AFT.		
FUEL WEIGHT: FWD AND S.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		78800
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		164200
START ENG AND TAXI FUEL ALW		4000
TAKE-OFF GROSS WT		160200

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
744'	12500'	77°F

CRITICAL FIELD LENGTH: 8700'

TAKE-OFF: DISTANCE	SPEED
7500'	146K

REQUIRED CLIMB SPEED	SPEED: CRUISE	SPEED: FLAPS	SPEED: LINE
	138K	161K	

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

REMARKS: Climb and cruise portion of mission planned using N.A.C.A. Day Temperatures.

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 1 May TO

REQUIREMENTS										SCHEDULED				CONFIRMED								REMARKS
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLT HRS	
1 May	3rd	RB-47E	All Cameras	I	I		I		85000	1130	5:00	SO-8	807									A/R 1200 Albany
	3rd	RB-47E	All Cameras	I			I		85000	1133	6:00	SO-8	179									A/R 1205 Syracuse
	3rd	RB-47E	All Cameras	I	I		I		85000	1136	8:00	SO-8	853									
	3rd	RB-47E	All Cameras	I					85000	1139	6:00	S1-19	693									
	3rd	RB-47E	All Cameras						85000	1142	6:00	S1-19	892									
	3rd	RB-47E							85000	1221	6:00	Stand Board	823									
	4th	RB-47E					I		85000	1615	6:00	S1-26	700									Tampa 20-2100
	4th	RB-47E	All Cameras	I					85000	1215	8:00	S1-18	724									A/R 1515 Albany
	4th	RB-47E	All Cameras	I	I		I (no ammo)		85000	1930	6:00	S1-19	596									Avon Park 21-2300
	4th	RB-47E	O-15, K-37	I		I	I (no ammo)		85000	1257	8:00	SO-8	819									A/R 1230 Scranton (Mudden)
	4th	RB-47E	All Cameras	I	I	I	I		85000	1218	6:00	Special Project	701									A/R 2000 Harrisburg TO 21-0600 Avon Park
	4th	RB-47E	Tri-Cameras	I			I (no ammo)		85000	1954	8:00	SO-8	714									
	10th	RB-47E	O-15, K-37	I	I	I			85000	1227	6:00	Special Project	725	I								
	10th	RB-47E	All Cameras	I					85000	1957	6:00	SO-8	720	I								Avon Park 21-2300
	10th	RB-47E	O-15, K-37	I		I			85000	1415	6:00	SO-8	721									LR 15-1900
	10th	RB-47E	All Cameras	I					85000	1418	6:00	SO-8	921									LR 15-1900
	10th	RB-47E	All Cameras	I					85000	1724	6:00	S1-19	723									
	10th	RB-47E	All Cameras	I			I		85000	1745	8:00	S1-19	769									A/R 1900 Albany Char 21-2400
	10th	RB-47E	O-15	I	I																	
4 May	3rd	RB-47E	All Cameras	I	I		I		85000	0845	8:00	SO-8	685									A/R 1015 Albany (Leeway)
	3rd	RB-47E	All Cameras	I	I		I		85000	0848	8:00	SO-8	463									A/R 1020 Syracuse
	3rd	RB-47E	All Cameras	I					85000	0851	6:00	S1-19	695									
	3rd	RB-47E	All Cameras	I			I		85000	0854	6:00	S1-19	694									
	4th	RB-47E	All Cameras	I			I (no ammo)		85000	1024	6:00	SO-8	702									
	4th	RB-47E	All Cameras	I			I (no ammo)		85000	1045	6:00	S1-19	703									A/R 1230
	4th	RB-47E	All Cameras	I	I		I (no ammo)		85000	1018	8:00	S1-19	697									
	4th	RB-47E	All Cameras	I			I (no ammo)		85000	1021	6:00	Special Project	705									Gage Tanker as 374
	4th	RB-47E	Tri Cameras	I	I				85000	1419	4:00	Stand Board	715									A/R 1530 Albany
	4th	RB-47E		I	I				85000	1415	5:00	A/R Check out	374									A/R 2000 Harrisburg (Mudden)
	4th	RB-47E		I		I			85000	1048	8:00	SO-8	709									
	10th	RB-47E	O-15, K-37	I	I				85000	1015	6:00	Stand Board	717									A/R 2015 Scranton TO 225
	10th	RB-47E	All Cameras	I					85000	1951	8:00	SO-8	710									
	10th	RB-47E	O-15, K-37	I	I	I			85000	0815	6:00	SO-8	707									
	10th	RB-47E	All Cameras	I			I		85000	0818	6:00	S1-19	716									
	10th	RB-47E	All Cameras	I			I		85000	1954	6:00	S1-19	718									T 21-2300
	10th	RB-47E	O-15	I					85000	1957	6:00	S1-19	719									T 21-2100
	10th	RB-47E	O-15	I																		
5 May		Stand Down For USCM																				

REQUIRED

Type	Sorties	Hours
RB-47E	35	324

SCHEDULED

Type	Sorties	Hours
RB-47E	35	326

CONFIRMED

Type	Sorties	Hours
RB-47E	33	314

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 2 May 1955.

Lawrence A. Wilcox Jr.
LAWRENCE A. WILCOX JR., Capt., USAF
Director of Operations
29 April 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				CONFIRMED							WEEK	
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
11 May	3rd	RB-47E	Pull TS Mat and Pull and 2 Rolls (1A) for G-11, and F/G for all aircraft on TCM.	I	I		I	(4 were U/S when	75000	0830	14:30	TSCM	489									All Engine and Pitot readings for all aircraft.
	3rd	RB-47E		I	I		I		75000	0842	14:00	TSCM	507									
	3rd	RB-47E		I	I		I		75000	0849	13:30	TSCM	497									
	3rd	RB-47E		I	I		I		75000	0856	13:30	TSCM	496									
	3rd	RB-47E		I	I		I		75000			TSCM	502									Spare Aircraft
	3rd	RB-47E		I	I		I		75000	0917	14:30	TSCM	375									
	4th	RB-47E		I	I		I		75000	0927	14:00	TSCM	665									
	4th	RB-47E		I	I		I		75000	0929	13:30	TSCM	700									
	4th	RB-47E							75000			TSCM	497									Spare Aircraft
	4th	RB-47E		I	I		I		75000	0936	13:30	TSCM	711									
	10th	RB-47E		I	I		I		75000	0952	14:30	TSCM	716									
	10th	RB-47E		I	I		I		75000	1002	14:00	TSCM	710									
	10th	RB-47E		I	I		I		75000	1009	13:30	TSCM	723									
	10th	RB-47E		I	I		I		75000	1016	13:30	TSCM	719									
	10th	RB-47E		I	I		I		75000			TSCM	725									Spare Aircraft
12 May	3rd	RB-47E		I	I		I		75000	0852	14:30	TSCM	690									
	3rd	RB-47E		I	I		I		75000	0909	14:00	TSCM	853									
	3rd	RB-47E		I	I		I		75000	0909	13:30	TSCM	667									
	3rd	RB-47E		I	I		I		75000	0916	13:30	TSCM	685									
	3rd	RB-47E		I	I		I		75000			TSCM	691									Spare Aircraft
	4th	RB-47E		I	I		I		75000	0737	14:30	TSCM	715									
	4th	RB-47E		I	I		I		75000	0742	14:00	TSCM	819									
	4th	RB-47E		I	I		I		75000	0749	13:30	TSCM	823									
	4th	RB-47E		I	I		I		75000	0756	13:30	TSCM	705									
	4th	RB-47E		I	I		I		75000			TSCM	697									Spare Aircraft
	10th	RB-47E		I	I		I		75000	0812	14:30	TSCM	749									
	10th	RB-47E		I	I		I		75000	0822	14:00	TSCM	821									
	10th	RB-47E		I	I		I		75000	0829	13:30	TSCM	719									
	10th	RB-47E		I	I		I		75000	0836	13:30	TSCM	713									
	10th	RB-47E		I	I		I		75000			TSCM	725									Spare Aircraft
13 May	3rd	RB-47E		I	I		I		75000	0812	14:00	TSCM	379									
	3rd	RB-47E		I	I		I		75000	0822	13:30	TSCM	822									
	3rd	RB-47E		I	I		I		75000	0829	13:30	TSCM	851									
	3rd	RB-47E		I	I		I		75000			TSCM	852									Spare Aircraft
	3rd	RB-47E		I	I		I		75000	0836	13:30	TSCM	704									
	4th	RB-47E		I	I		I		75000	0902	14:00	TSCM	702									
	4th	RB-47E		I	I		I		75000	0909	13:30	TSCM	703									
	4th	RB-47E		I	I		I		75000	0916	13:30	TSCM	701									
	4th	RB-47E		I	I		I		75000			TSCM	697									Spare Aircraft
	4th	RB-47E		I	I		I		75000	0732	14:30	TSCM	707									
	10th	RB-47E		I	I		I		75000	0742	14:00	TSCM	709									
	10th	RB-47E		I	I		I		75000	0749	13:30	TSCM	720									
	10th	RB-47E		I	I		I		75000	0756	13:30	TSCM	717									
	10th	RB-47E		I	I		I		75000			TSCM	725									Spare Aircraft

Required

Type	Sorties	Hours
RB-47E	35	484

Scheduled

Type	Sorties	Hours
RB-47E	35	484

Confirmed

Type	Sorties	Hours
RB-47E	35	484

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 9 May 1955.

Norman A. Stevens
Lt. Col., USAF
Director of Operations
6 May 1955

Exhibit #3

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

	REQUIREMENTS									SCHEDULED				CONFIRMED							WEEK	
DATE	SQ	ACFT TYPE	CAMERA	RADOP	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMRADOP	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS		REMARKS
	3rd	RB-47E	All Cameras	I		10	I		85000	1342	6:00	SO-8	691									Mont. RBS 15-2300
	3rd	RB-47E	All Cameras	I		10	I		85000	1251	6:00	SO-8	861									
	3rd	RB-47E	All Cameras	I		10	I		85000	1242	8:00	SO-8	863									Harrisburg 2035 TC 270
	3rd	RB-47E	All Cameras	I		10	I		85000	1734	8:00	S1-26	870									Albany 2000-077 Avon 2130-2400
	3rd	RB-47E	All Cameras	I					75000	1218	6:00	S1-19	851									
	4th	RB-47E	All Cameras	I	I	10			85000	1377	6:00	S1-26	704									A/R 2000E Utica 080 Avon 2300-0100
	4th	RB-47E	0-15, K-37	I		10	I		85000	1900	8:00	S0-43	697									Utica 1900-2100E
	4th	RB-47E	0-15, K-37	I		10			85000	2335	8:00	S0-43	700									
	4th	RB-47E	0-15, K-37	I	I				85000	1277	6:00	S0-43	711									Utica 2030
	4th	RB-47E		I					85000	1618	8:00	S1-19	706									Mont. RBS 4-56
	4th	RB-47E		I					85000	1130	6:00	S0-8	666									TP
	10th	RB-47E	All Cameras	I					85000	1015	6:00	To TCS	710									
	10th	RB-47E	0-15, K-37	I		10	I		85000	2130	6:00	S0-8	713									
	10th	RB-47E	0-15, K-37	I	I	10	I		85000	1751	8:00	S0-8	714									A/R Binghampton WOR2000T2090,Avon
	10th	RB-47E	0-15	I	I		I		85000	1857	8:00	S0-8	716									A/R Elmira WOR 2000 TC 135°
	10th	RB-47E							85000	1245	6:00	S1-19	749									
	10th	RB-47E		I	I		I		85000	1751	4:00	S1-19 Stand Board	723									A/R (Dry)
	10th	RB-47E	0-15, K-37	I		10	I		85000	2330	4:00	S0-8	821									
17 May	3rd	RB-47E	All Cameras	I			I		75000	1045	6:00	S1-26	379									
	3rd	RB-47E	0-15, K-37	I	I	10			85000	1857	8:00	S0-8	827									A/R Albany 2000-077 Avon2730-2400
	3rd	RB-47E	0-15, K-37	I	I	10			85000	1854	8:00	S0-8	689									A/R Harrisburg-070 2000E,Avon2100
	3rd	RB-47E	All Cameras	I			I		75000	1048	6:00	S0-8 Stand Board	692									
	3rd	RB-47E							75000	1015	6:00	S1-19	851									A/R Utica 2030E,Avon 2330-0200E
	4th	RB-47E	0-15, K-37	I	I	10			85000	1915	8:00	S1-26	715									Mont. RBS 1500-1700E
	4th	RB-47E	All Cameras	I			I		85000	1215	6:00	S0-8 Stand Board	705									A/RBradfordWOR,1945-TC-60,Avon2100
	4th	RB-47E	0-15, K-37	I	I	10			85000	1845	8:00	S0-8	708									
	4th	RB-47E	All Cameras	I					85000	1019	6:00	S0-8 Snecl Project	702									
	4th	RB-47E	All Cameras	I					85000	1027	6:00	S0-43	698									
	4th	RB-47E	All Cameras	I					85000	1218	6:00	S0-43	704									
	4th	RB-47E-1	All Cameras	I					85000	1257	6:00	S1-26	142									ATL-RBS-1600-1800E
	10th	RB-47E	0-15, K-37	I	I	10	I		85000	1851	8:00	S0-8	707									A/RBinghampton2000-TC-90°,Avon2100
	10th	RB-47E	All Cameras	I	I		I		85000	1054	8:00	S0-8	709									A/R Elmira WOR-1700-TC-90M 15-1700
	10th	RB-47E	All Cameras	I			I		85000	1021	6:00	S0-8	717									
	10th	RB-47E	All Cameras	I			I		85000	1024	6:00	S0-8	718									
	10th	RB-47E							85000	1125	4:00	S1-19 TP	719									
	10th	RB-47E	All Cameras	I			I		85000	1245	6:00	S1-19	725									
19 May	3rd	RB-47E							66000	0600	6:00	I-C to Andrews	691									Armed Forces Day
20 May	3rd	RB-47E	All Cameras	I			I		75000	0815	6:00	S1-26	690									
	3rd	RB-47E	All Cameras	I	I		I		85000	1015	8:00	S1-26	693									A/R Albany 1145 TC 077
	3rd	RB-47E	0-15, K-37	I	I	10	I		75000	1757	8:00	S0-8	695									A/R Rochester 2000 T3090,Avon 2400
	3rd	RB-47E	All Cameras	I					75000	1021	6:00	S1-19 Stand Board	853									RBS
	3rd	RB-47E	All Cameras	I					75000	0857	6:00	S1-19	688									
	3rd	RB-47E	0-15	I					85000	1815	7:00	S1-26	695									RBS Richmond PO,2200,Char22Ki-2130
	4th	RB-47E	0-15, K-37	I	I	10			85000	1827	8:00	S1-26	823									A/R Utica2000E,080,Avon 23-0100
	4th	RB-47E	All Cameras	I			I		85000	1245	6:00	S1-26	687									Mont RBS 16-1800E
	4th	RB-47E	All Cameras	I					85000	1045	6:00	S0-43	706									Special Project
	4th	RB-47E	All Cameras	I					85000	1027	6:00	S1-19	703									Special Project
	4th	RB-47E		I	I				75000	0945	4:00	S0-8 Stand Board	711									A/R Bradford WOR0930-TC-060 (Dry)
	4th	RB-47E		I	I				65000	0854	6:00	S1-19	687									A/R Bradford WOR1030-TC-060 40W
	4th	RB-47E							65000	1018	4:00	S0-8 TP	700									
	10th	RB-47E	0-15, K-37	I	I	10	I		85000	1854	8:00	S0-8	713									A/R Elmira-2000-TC-135 Avon22-2400
	10th	RB-47E	0-15, K-37	I	I	10	I		85000	1851	8:00	S0-8	716									A/R Binghamton-2000-TC-090Avon2200
	10th	RB-47E	All Cameras	I			I		85000	0925	6:00	S0-8	721									
	10th	RB-47E	All Cameras	I			I		85000	0930	6:00	S0-8	723									
	10th	RB-47E	All Cameras	I					85000	0935	6:00	S1-19 Stand Board	749									
	10th	RB-47E							85000	1918	6:00	S1-19	821									
	10th	RB-47E	All Cameras	I			I		85000	0940	6:00	S0-8	720									
21 May	3rd	RB-47E	All Cameras	I	I				85000	0834	6:00	Armed Forces Day	852									A/R Westover
	3rd	RB-47E	All Cameras	I	I				85000	0835	6:00	Armed Forces Day	696									A/R Westover
	3rd	RB-47E	All Cameras	I	I				85000	0836	6:00	Armed Forces Day	702									A/R Westover
	3rd	RB-47E	All Cameras	I	I				85000	0837	6:00	Armed Forces Day	892									A/R Westover
	3rd	RB-47B-1	All Cameras	I	I				85000	0838	6:00	Armed Forces Day	142									A/R Westover
	3rd	RB-47E	All Cameras	I	I				85000	0839	6:00	Armed Forces Day	394									Spare
	3rd	RB-47E	All Cameras	I	I				85000	0840	6:00	Armed Forces Day	694									
14 May	6th	RB-47E							70000	1254	4:00	70th Wing	392									Transition
	6th	RB-47E							70000	1325	4:00	70th Wing	395									Transition
	6th	RB-47E							70000	1257	4:00	70th Wing	399									Transition
18 May	6th	RB-47E							70000	1051	4:00	70th Wing	392									Transition
	6th	RB-47E							70000	1057	4:00	70th Wing	394									Transition
	6th	RB-47E							70000	1130	4:00	70th Wing	398									Transition
									70000	1215	4:00	70th Wing	395									Transition
20 May	6th	RB-47E							70000	1221	4:00	70th Wing	398									Transition
	6th	RB-47E							70000	1227	4:00	70th Wing	399									Transition
	6th	RB-47E																				

Required

Type	Sorties	Hours
RB-47E	73	446

Scheduled

Type	Sorties	Hours
RB-47E	73	446

Confirmed

Type	Sorties	Hours
RB-47E	73	446

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 16 May 1955.

Donald L. Hawley Jr.
DONALD L. HAWLEY JR., Col., USAF
Director of Operations
13 May 1955

Exhibit 44

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				CONFIRMED								WEEK TO	
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION	FLY HRS	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS	
23 May	3rd	RB-47	[illegible]	X					75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	[illegible]	X			X		75000	[illegible]	8:00	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	[illegible], K-37	X	X	10			75000	[illegible]	8:00	[illegible]	599									[illegible]	
	3rd	RB-47	[illegible]	X					75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible]	678										
	3rd	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47							75000	[illegible]	[illegible]	Air Trans	[illegible]										
	4th	RB-47	All Cameras	X	X		X		75000	[illegible]	[illegible]		174										
	4th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]		[illegible]										
	4th	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible] Hard Heart	[illegible]									[illegible]	
	4th	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	4th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible] Reel Project	[illegible]									[illegible]	
	4th	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible]	712										
	10th	RB-47		X					75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
25 May	3rd	RB-47	0-15	X	X				75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	0-15, K-37	X		10			75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	0-15, K-37	X		10			75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	All Cameras	X	X		X		75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	3rd	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]									Turn Around	
	3rd	RB-47		X					75000	[illegible]	[illegible]	Air Trans	[illegible]										
	4th	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible] Hard Heart	[illegible]									Plat. Dry A/D [illegible]	
	4th	RB-47	0-15, K-37	X	X	10			75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	4th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	4th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]	
	4th	RB-47	All Cameras						75000	[illegible]	[illegible]	Reel Proj.	[illegible]										
	4th	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	0-15	X	X		X		75000	[illegible]	[illegible]	[illegible] Hard Heart	[illegible]										
	10th	RB-47	0-15, K-37	X	X	10	X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	0-15, K-37	X		10	X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X	X				75000	[illegible]	[illegible]	[illegible] Hard Heart	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
26 May	3rd	RB-47		X					75000	[illegible]	[illegible]	[illegible] Trans	[illegible]										
27 May	4th	RB-47	0-15, K-37	X	X	10	X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47	All Cameras	X	X		X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47		X	X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47		X					75000	[illegible]	[illegible]	[illegible] Week Not	[illegible]										
	4th	RB-47							75000	[illegible]	[illegible]	[illegible] TF	[illegible]										
	4th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	Reel Project	[illegible]										
	10th	RB-47		X	X		X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	10th	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47	All Cameras	X			X		75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]									Last Check	
	3rd	RB-47							75000	[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	RB-47	All Cameras	X					75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]						Same as 707				
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										
	4th	RB-47			X				75000	[illegible]	[illegible]	[illegible]	[illegible]										

Required

Type	Sorties	Hours
RB-47	77	420

Scheduled

Type	Sorties	Hours
RB-47	72	420

Confirmed

Type	Sorties	Hours
RB-47	71	[illegible]

The above requirements were given [illegible] Operations and confirmations [illegible] agreed upon by Maintenance and the schedule as presented herein approved by the wing. Crew for flying to be scheduled [illegible] during the week starting 23 May 1955

Talbot T. Hall
[illegible] USAF, Colonel, USAF
Director of Operations
20 April 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				"CONFIRMED"								WEEK OF TO
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
1 Sep	3rd	RB-47	All Cameras	X			X		75000	1215	6:00	S1-26	690									
	3rd	RB-47		X			X		75000	1217	6:00	S1-2	695									
	3rd	RB-47		X					75000	1221	6:00	S1-2	696									
	3rd	RB-47	All Cameras	X			X		75000	1224	6:00	S1-26	697									
	4th	RB-47	All Cameras	X			X		90000	1115	6:00	S1-19	697									
	4th	RB-47							95000	1015	4:00	S0-8	700									
	4th	RB-47	O-15	X					90000*	1277	6:00	Ice Check	710									
	10th	RB-47							90000	1215	6:00	S0-8	700									
	10th	RB-47							90000	1219	6:00	S1-19	701									
	10th	RB-47							90000	1253	6:00	S0-8	713									
	10th	RB-47	O-15, K-37	X		X			90000	1957	6:00	S0-8	716									Avon Park 71-2000E
	4th	RB-47							75000	0925	5:00	S1-19 A/D	397									
	4th	RB-47							75000	0929	5:00	S1-19 A/D	396									
	4th	RB-47							50000	0915	2:00	To Tulsa	453									
1 Sep	3rd	RB-47	All Cameras	X			X		75000	1218	6:00	S1-19	822									
	3rd	RB-47	O-15, K-37	X	X	X			90000	1951	7:00	S0-8	587									Avon Park 71-2030F
	3rd	RB-47	O-15, K-37	X	X	X			90000	1925	8:00	S1-26	483									Avon Park 7230-2000
	3rd	RB-47	All Cameras	X			X		75000	1215	6:00	S0-8	686									
	3rd	RB-47	O-15, K-37	X	X	X			90000	1854	7:00	S1-26	485									Avon Park 71-7230
	3rd	RB-47	O-15, K-37	X	X	X			90000	1928	8:00	S0-8	489									Avon Park 7230-2000
	3rd	RB-47	O-15	X					75000	1519	6:00	S0-8	689									Charlotte 19-2000E
	4th	RB-47	All Cameras	X			X		90000	1615	6:00	S1-26	669									Charlotte 19-2000E
	4th	RB-47	All Cameras	X			X		90000	0945	6:00	S0-8	10[illegible]									
	4th	RB-47	All Cameras	X	X				75000	1027	6:00	S1-19	204									
	4th	RB-47	All Cameras	X					90000	1245	6:00	S1-26	672									Montreal 19-1000E
	4th	RB-47	All Cameras	X	X		X		90000	1147	8:00	S0-8	701									Lake Huron 1330-1630
	4th	RB-47	All Cameras	X					90000	1045	6:00	S1-19	708									
	10th	RB-47	O-15, K-37	X	X	X			90000	1931	8:00	S0-8	714									
	10th	RB-47	O-15	X					90000	1015	6:00	S0-8	709									Montreal 1130T
	10th	RB-47	All Cameras	X					90000	1221	6:00	S0-8	717									Montreal 19-1700
	10th	RB-47	All Cameras	X					90000	1227	6:00	S0-8	716									Montreal 19-1700
	10th	RB-47	All Cameras	X			X		90000	0957	6:00	S0-8	707									
	10th	RB-47	O-15, K-37	X		X			90000	1957	6:00	S0-8	719									
	4th	RB-47							65000	0925	4:00	Trans	395									
	4th	RB-47							75000	0935	5:00	A/D	397									
2 Sep	3rd	RB-47	O-15	X					75000	1918	6:00	S1-19	696									
	3rd	RB-47	O-15, K-37	X		X			90000	1925	7:00	S1-26	690									Avon 71-7230
	3rd	RB-47	O-15	X					75000	1215	5:00	S1-2	695									Richmond 14-1530
	3rd	RB-47	O-15, K-37	X	X	X			90000	1530	8:00	S1-26	697									Avon 7220-2000
	3rd	RB-47	O-15, K-37	X	X	X			90000	1745	5:00	S1-26	697									Avon 7220-2000
	3rd	RB-47	O-15,	X					75000	1315	6:00	S1-26	379									Richmond 14-1530
	4th	RB-47	All Cameras	X	X		X		90000	1115	8:00	S0-8	700									
	4th	RB-47	All Cameras	X					90000	1054	5:00	S1-26	706									Richmond 1-1900
	4th	RB-47	O-15, K-37	X	X	X	X		95000	1945	8:00	S0-8	721									
	4th	RB-47	All Cameras	X					80000	1218	5:00	S1-19	703									Richmond 15-1900
	4th	RB-47	All Cameras	X					95000	0815	4:00	S1-19	687									
	4th	RB-47							95000	0845	4:00	S0-8	712									
	10th	RB-47							75000	1015	6:00	S1-19	707									
	10th	RB-47	All Cameras	X	X				90000	1457	8:00	S0-8	713									Atlanta 12-2000
	10th	RB-47	All Cameras	X			X		90000	0918	6:00	S0-8	719									
	10th	RB-47	All Cameras	X					90000	1015	6:00	Stand Board	721									
	10th	RB-47	All Cameras	X					90000	0845	6:00	S0-8	719									
	10th	RB-47	All Cameras	X			X		90000	1595	6:00	S0-8	721									Atlanta 12-2000
	10th	RB-47	All Cameras	X			X		90000	0945	6:00	S0-8	703									
	10th	RB-47	All Cameras	X					90000	1057	6:00	Stand Board	717									
	4th	RB-47							95000	0925	4:00	T.T.	704									
	4th	RB-47							75000	0935	5:00	T.T.	392									

Type	Sorties	Hours
RB-47	57	344:20

Type	Sorties	Hours
RB-47	57	344:20

Type	Sorties	Hours
RB-47	57	344:20

The above requirements were given to operations and confirmations noted except upon by maintenance and the schedule as presented thereon approved by the Wing Commander for flying to be accomplished during the week starting 22 May 1955.

[illegible]
Director of Operations
27 May 1955

Exhibit 46

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

| REQUIREMENTS | | |

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS										SCHEDULED				CONFIRMED							WEEK TO
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
17 June	3rd	[illegible]	All Cameras	X					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]									
	3rd	*	All Cameras	X			X		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]									
	3rd	*		X					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]									
	3rd	*	All Cameras	X					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]									A/S [illegible]
	3rd	*	All Cameras	X					[illegible]	[illegible]	[illegible]	[illegible]	179									
	3rd	*		X	X				[illegible]	[illegible]	[illegible]	[illegible]										
	3rd	*	[illegible]						[illegible]													
									75000	1751	8:00	51-19	697									A/S [illegible]
	4th	*							85000	1857	8:00	51-26	722									A/S [illegible]
	4th	*	All Cameras	X	X				90000	1119	8:00	50-8	723									[illegible]
	4th	*	All Cameras	X	X				90000	[illegible]	8:00	51-19	723									
	4th	*	All Cameras	X					90000	1205	8:00	51-19	706									
	4th	*	All Cameras	X					90000	1305	8:00	50-8	720									
	4th	*	All Cameras	X																		A/S [illegible]
									90000	1357	8:00	50-8	713									
	10th	*	[illegible]	X	X		X		90000	1701	8:30	50-8	721									
	10th	*	All Cameras	X					90000	1215	8:00	To 505	729									
	10th	*	All Cameras	X					90000	1125	8:00	To 505	721									A/S [illegible]
	10th	*	All Cameras	X					90000	[illegible]	8:00	50-8	[illegible]									
	10th	*	[illegible]	X	X																	
									75000	1131	8:00	51-19	725									
	6th	*							75000	1134	8:00	51-19	729									
	6th	*							75000	1137	8:00	51-19	671									
	6th	*																				[illegible]
									90000	1019	8:00	51-26	691									A/S [illegible]
21 June	3rd	*	All Cameras	X					90000	0937	8:00	51-26	829									Avon 23[illegible] A/S [illegible]
	3rd	*	All Cameras	X	X		X		90000	0945	8:00	51-26	689									
	3rd	*	U-15, X-37	X	X	X	X		90000	1145	8:00	51-26	694									Avon 23-[illegible]
	3rd	*	U-15	X					90000	0911	8:00	51-26	699									Avon 23-[illegible]
	3rd	*	U-15, X-37	X		X			90000	1317	8:00	50-8	695									A/S [illegible]
	3rd	*	U-15, X-37	X		X			90000	1347	8:00	50-8										
	3rd	*	U-15, X-37	X					90000	1027	8:00	51-26	692									
	3rd	*	All Cameras	X	X																	Avon 23[illegible] A/S [illegible]
																						[illegible]
	4th	*	U-15, X-37	X	X	X	X		90000	1925	8:00	50-8	724									
	4th	*	All Cameras	X	X		X		90000	1015	8:00	51-26	727									
	4th	*	All Cameras	X			X		90000	0815	8:00	50-8	717									A/S [illegible]
	4th	*	All Cameras	X			X		90000	0819	8:00	To 248	725									
	4th	*	All Cameras	X					90000	1615	8:00	51-19	715									
	4th	*	All Cameras	X	X				75000	1025	8:00	51-19	709									
									85000	0957	8:00	51-19	710									
	10th	*					X		90000	1925	6:30	50-8	714									Avon 21-[illegible] A/S [illegible]
	10th	*	U-15	X			X		90000	1715	8:00	50-8	717									Avon 21-[illegible]
	10th	*	U-15, X-37	X	X	X	X		90000	1754	6:30	51-26	725									
	10th	*	U-15, X-37	X		X	X		90000	1645	6:30	50-8 Stand Board	737									A/S [illegible]
	10th	*	All Cameras	X					90000	1021	8:00	50-8										[illegible]
	10th	*	All Cameras	X	X																	
									75000	0925	8:00	51-26	695									
	6th	*							75000	0935	8:00	51-19	697									
	6th	*							75000	0931	8:00	51-19	728									
	6th	*							75000	0934	8:00	51-19	699									
	6th	*																				[illegible]
27 June	3rd	*	All Cameras	X			X		90000	1207	8:00	50-8	692									Avon 23-[illegible] A/S [illegible]
	3rd	*	U-15, X-37	X	X	X			90000	2015	8:30	50-8	693									
	3rd	*	All Cameras	X					90000	1215	8:00	51-19	697									A/S [illegible]
	3rd	*	U-15	X	X				90000	1125	8:00	51-41	685									
	3rd	*	All Cameras	X					90000	1205	8:00	51-19	696									
																						A/S [illegible]
																						Avon [illegible] A/S [illegible]
			U-15, X-37	X	X	X			90000	1357	8:00	50-8	1									
	10th	*		X	X	X			90000	0914	8:00	51-26 Stand Board	711									A/S [illegible]
	10th	*	All Cameras	X	X				90000	0917	8:00	51-26 Stand Board	697									
	10th	*	All Cameras	X					90000	1215	8:00	51-19	716									
	10th	*	All Cameras	X					90000	1125	8:00	51-19	702									
	10th	*																				[illegible]
									90000	0925	8:00	51-19	713									[illegible]
	10th	*	All Cameras	X			X		90000	0925	8:30	51-19	723									A/S [illegible]
	10th	*	All Cameras	X	X		X		90000	1715	8:00	51-26	721									
	10th	*	U-15	X					90000	1706	8:30	[illegible]	811									
	10th	*	All Cameras	X					90000	1012	8:30	[illegible]	723									
	10th	*	All Cameras	X																		
									75000	0925	8:00	51-19	334									
	6th	*							75000	0930	8:00	51-19	392									
	6th	*							75000	0935	8:00	51-19	392									
	6th	*							75000	0940	8:00	51-19	392									
	6th	*																				

Date	Required	Scheduled
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]

Date	Required	Scheduled
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]

Date	Required	Scheduled
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]

[illegible]

[illegible]
Director of Operations
[illegible]

Exhibit 48

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

REQUIREMENTS											SCHEDULED				CONFIRMED							WEEK	
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
20 June	3rd	RB-47	[illegible]						85000	[illegible]	[illegible]	[illegible]	[illegible]									
	3rd	RB-47	[illegible]						85000	[illegible]	[illegible]	[illegible]	[illegible]									
	3rd	RB-47	[illegible]		X				85000		2:30	[illegible]	[illegible]									
	3rd	RB-47	[illegible]		X				85000		2:30	[illegible]	[illegible]									
	3rd	RB-47	[illegible]		X				85000		7:00	[illegible]	[illegible]									
	3rd	RB-47	All Cameras		X			X	85000	0942	6:00	[illegible]	[illegible]									
	3rd	RB-47	[illegible]	X	X	X			85000	1107	5:00	[illegible]	[illegible]									A/B LAC Louisville [illegible]
	3rd	RB-47	All Cameras	X					85000	1118	5:00	[illegible]	[illegible]									
	3rd	RB-47	All Cameras				X		85000	0945	2:00	[illegible]	[illegible]									
	3rd	RB-47	[illegible]		X	X			85000	1247	5:00	[illegible]	[illegible]									A/B JAC Columbia [illegible]
	3rd	RB-47	[illegible]						85000			Part Ex-55	594									
	3rd	RB-47	All Cameras						85000	1257	5:00	S1-19	713									Charlotte RBC - 1500
	4th	RB-47	K-37	X		X			85000	2000	5:00	Special Project	708							24000		A/B SAC Mason CON 2040Z TO 235
	4th	RB-47	All Cameras	X					85000	1125	6:00	S1-19	704									Charlotte RBC - 1700
	4th	RB-47	All Cameras	X		X			85000	1130	5:00	S1-19 (Check out 3hrs)	702							40000		A/B JAC Columbia MO. [illegible]
	4th	RB-47	None						75000	1515	5:00	Field Check	705									
	4th	RB-47	K-37	X		X			85000	1945	8:30	SO-8	714							40000		A/B 2121 Elvins RBC 2000Z TO 120
	4th	RB-47	K-37, K-35	X		X		X	85000	1950	8:30	SO-8	707							40000		A/B JAC Lafayette 2000Z 290 Ar. [illegible]
	4th	RB-47	K-37, K-35	X			X		85000	2045	6:30	SO-8	707									Avon Park 2200
	10th	RB-47	K-35	X					80000	1815	6:30	S1-19	709									
	10th	RB-47	All Cameras	X					80000	1735	6:30	SO-8	710									
	4th	RB-47	None	X		X			85000	1540	5:00	S1-19	749							20000		A/B Plat CHA-1630Z TO 300
	4th	RB-47	None						75000	1125	4:00	S1-19	251									
	4th	RB-47	All Cameras	X					90000	1145	6:00	SO-43	757									
	4th	RB-47	None						75000	1148	5:00	S1-19	748									
22 June	3rd	RB-47	All Cameras	X		X			80000	0933	5:00	Competition	696									
	3rd	RB-47	All Cameras	X					80000	1035	6:00	Competition	522									
	3rd	RB-47	All Cameras	X					80000	1045	5:00	Competition	693									
	3rd	RB-47	K-35	X		X			75000	1945	5:00	S1-19	1379						2 Tankers			A/B 3085 Columbia 2035-2235 TO 300
	3rd	RB-47	None	X					85000	1028	2:00	IRAN	685									
	4th	RB-47	K-35, K-37	X		X		10	85000	2015	5:00	SO-8	712									A/B 340 Columbia MO. 2145 TO 320
	4th	RB-47	All Cameras	X					90000	0929	5:00	Competition	701									
	4th	RB-47	All Cameras	X					90000	1021	5:00	Competition	715									
	4th	RB-47	All Cameras	X					80000	1051	5:00	Competition	687									
	4th	RB-47	All Cameras	X				X	80000	0930	5:00	S1-19	703									Montreal RBC 1300 L. R. Jun 10-1190
	4th	RB-47	None	X		X			85000	1115	5:00	S1-19 (Check out 3hrs)	701									A/B 340 Tacuna 1200-TO 240
	10th	RB-47	All Cameras	X					80000	1057	5:20	Competition	857									
	10th	RB-47	All Cameras	X					90000	0945	4:30	Competition	720									
	10th	RB-47	All Cameras	X					80000	1027	5:30	Competition	716									
	10th	RB-47	K-37, K-35	X		X		10	85000	1015	5:20	SO-8	718									A/B LZAC-Albany 1915 TO 090 [illegible]
	10th	RB-47	All Cameras	X					80000	1115	5:30	S1-19	723									
	10th	RB-47	K-37, K-35	X		X		10	80000	1945	8:30	SO-8	713						2 Tankers			A/B LZAC Albany 2000-TO 000 [illegible]
	4th	RB-47	None	X		X			85000	1117	5:00	S1-19	395									A/B Plat-Not Confirmed
	4th	RB-47	None	X		X			85000	1145	5:00	S1-19	847									A/B-Not Confirmed
	4th	RB-47	All Cameras	X					80000	1100	5:00	SO-43	745									
	4th	RB-47	None						75000	1130	5:00	S1-19	746									
24 June	3rd	RB-47	All Cameras	X					80000	[illegible]	5:00	SO-8	3399									
	3rd	RB-47	K-37, K-35	X		X		10	80000	1945	[illegible]	S1-19	696									A/B LAC Louisville 2030 [illegible] 200
	3rd	RB-47	None						75000	[illegible]	5:00	S1-19	692									
	4th	RB-47	All Cameras	X					80000	0857	5:00	SO-8	698									
	4th	RB-47	All Cameras	X					80000	1027	5:00	Special Project	705									
	4th	RB-47	All Cameras	X					80000	1257	5:00	Special Project	705									Charlotte RBC 1700Z
	4th	RB-47	None	X		X			80000	1017	5:00	S1-19 (Field Check 3hrs)	702									A/B JAC Paducha 1830Z TO 240
	4th	RB-47	None	X		X			90000	1018	5:00	S1-19	704									A/B JAC Pontiac 1130 TO 210
	4th	RB-47	None						75000	1545	5:00	Field Check	819									Stand Board
	10th	RB-47	All Cameras	X					80000	1015	6:30	S1-19	717									685
	10th	RB-47	All Cameras	X			X		80000	0821	5:30	SO-8	714									
	10th	RB-47	All Cameras	X		X			85000	0815	5:20	S1-19	710									A/B JAC Lafayette 0900Z-290
	10th	RB-47	All Cameras	X					80000	0815	5:20	S1-19	709									
	4th	RB-47	None	X		X			85000	1045	5:00	S1-19	398									A/B Plat
	4th	RB-47	None			X			85000	1045	5:00	S1-19	848									A/B Plat
	4th	RB-47	None			X			85000	1021	5:00	S1-19	851									A/B Plat
	4th	RB-47	All Cameras	X	X				80000	0457	5:00	SO-43	252									

Required

Type	Sorties	Hours
RB-47	63	357

Scheduled

Type	Sorties	Hours
RB-47	63	357

Confirmed

Type	Sorties	Hours
RB-47	63	357

The above requirements were given by Operations and confirmation noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 20 June 1955.

for Donald E. Hoover
Colonel USAF
Director of Operations

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 56

WEEK OF 11 August TO 17 August

	REQUIREMENTS									SCHEDULED				CONFIRMED							
DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION	A/C	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
11 August	3rd	RB-47	0-15, J-Tri-Mate	I					75000	1705	6:00	60-2	702									Grid/Cal OR RBE 19-2100
	3rd	"							65000	1835	5:00	51-19	889									Trans.
	3rd	"	0-15, J-Tri-Mate	I					65000	1605	5:00	51-19	889									
	3rd	"	" "	I					75000	1725	6:00	60-2	884									Grid/Cal OR RBE 19-2100
	3rd	"	" "	I					75000	1705	6:00	60-2	822									J Grids
10 August	3rd	"	0-15, J-Tri-Mate	I					75000	1005	6:00	60-2	697									Grid/Cal
	3rd	"							65000	0900	5:00	51-19	693									Trans
	3rd	"	0-15, J-Tri-Mate	I					75000	0915	6:00	60-2	685									Grid/Cal
	3rd	"	J-Tri-Mate	I	I				60000	1035	5:00	51-19	279									Trans. A/R Albany 1150E
17 August	3rd	"	0-15, J-Tri-Mate	I					75000	1705	6:00	60-2	683									OR City RBE 19-2100 Site Cal
	3rd	"							65000	1335	5:00	51-19	686									Trans
	3rd	"	J-Tri-Mate	I	I				50000	1005	5:00	51-19	697									Trans
18 August	3rd	"	0-15, J-Tri-Mate	I	I				60000	1735	7:00	60-2	694									Forte & West Proj. A/R Albany 1015E
	3rd	"	0-15, J-Tri-Mate	I					75000	0935	6:00	Q-58	711									
	3rd	"	[illegible]						65000	1005	5:00	51-19	689									Trans A/C checkout
	3rd	"							65000	1805	5:00	51-19	702									Site IF check
19 August	3rd	"	0-15, J-Tri-Mate	I					75000	0905	6:00	Q-56	705									
	3rd	"							65000	1205	5:00	51-19	279									Trans A/C checkout
	3rd	"	0-15, All Cam RaPhtSB	I					75000	0835	6:00	60-2	688									SE show
	3rd	"	0-15, J-Tri-MateTriaFer	I					75000	0805	6:00	60-2	695									Forte & West Proj Grid/Cal
15 August	4th	RB-47	0-15, All Cameras	I					75000	1315	6:00	60-2	707									Comp. Prac. LAFB Proj.
	4th	"	0-15	I					75000	1345	6:00	Q-56	706A									
	4th	"	0-15	I	I				75000	1445	6:00	51-19	714									A/R check Albany 1600E
	4th	"	0-15, All Cameras	I					75000	1315	6:00	51-19	I									
	4th	"	0-15, All Cameras	I					75000	1745	6:00	51-19	I									
16 August	4th	"	0-15, All Cameras	I					75000	1715	6:00	5-I	703									LAFB Proj.
	4th	"	0-15,	I					75000	1715	6:00	60-2	374									Grid/Cal Grid/Rad
	4th	"	0-15, All Cameras	I					75000	1015	6:00	51-19	713									
	4th	"		I					45000	1045	2:00	Test Hop	823									Test Hop TV show
17 August	4th	"	0-15	I					75000	0915	6:00	Q-56	700									
	4th	"	0-15, All Cameras	I	I				75000	0945	8:00	51-19	819									A/R Albany 1100E
	4th	"	0-15, All Cameras	I	I				75000	1015	8:00	51-19	710									A/R Albany 1130E
18 August	4th	"	0-15	I					75000	1015	6:00	Q-56	706									Grid/Cal
	4th	"	0-15	I					75000	0945	6:00	60-2	707									Grid/Cal
	4th	"	0-15	I					75000	2115	6:00	60-2	714									Grid/Cal
	4th	"	0-15, All Cameras	I					75000	0945	6:00	60-2	I									
19 August	4th	"	0-15	I	I				75000	1745	8:00	51-19	703									A/R Albany 1900E Ref Chk out
	4th	"	0-15, All Cameras	I					75000	1015	6:00	60-2	374									St.Bd. LAFB Proj.
	4th	"	015, All Cameras	I					75000	0945	6:00	51-19	713									
	4th	"	0-18	I	I				75000	1715	8:00	51-19	823									A/R Albany 1730E Ref chk out
15 August	10th	RB-47	0-15, All Cameras	I					75000	1215	6:00	60-2	708									
	10th	"	0-18, All Cameras	I					75000	1305	6:00	60-2	717									
	10th	"	0-15, All Cameras	I					75000	1355	6:00	60-2	718									
16 August	10th	"	0-15, All Cameras	I					75000	0735	6:00	51-19	720									A/R Bangor 1135E
	10th	"	0-15, J-Tri-Mate	I	I				65000	1135	6:00	51-19	725									
	10th	"	0-15, All Cameras	I					75000	0955	6:00	60-2	823									
17 August	10th	"	0-15, All Cameras	I					75000	0905	6:00	Q-56	708									
	10th	"	0-15, All Cameras	I					75000	0955	6:00	5I	715									
	10th	"	0-15, All Cameras	I					75000	1035	6:00	5I	771									
18 August	10th	"	0-15, All Cameras	I					75000	0695	6:00	51-19	706									A/R Albany-1030E
	10th	"	0-15, All Cameras	I	I				75000	0955	6:00	60-2	717									
	10th	"	0-15, All Cameras	I					75000	0805	6:00	60-2	718									
19 August	10th	"	2 0-15, All Cameras	I					75000	0955	6:00	60-2	720									
	10th	"	0-15, All Cameras	I					75000	0925	6:00	60-2	725									
15 August	6th	RB-47	2 0-15	I	I				75000	1005	6:00	51-19	398									
	6th	"	0-15, All Cam (Fwd.Ob)	I	I				75000	1505	6:00	50-43	400									
	6th	"	2 0-15, All Cameras	I					75000	1635	6:00	50-43	245									
	6th	"	2 0-15, All Cameras	I					75000	1725	6:00	50-43	I									
16 August	6th	"	2 0-15, E-37	I		10			75000	1945	6:00	50-43	397									
	6th	"	2 0-15, All Cameras	I	I				75000	1055	5:00	51-4	248									
	6th	"	2 0-15, All Cameras	I	I				75000	1105	6:00	50-43	249									
	6th	"	2 0-15, All Cameras	I					75000	1005	6:00	51-4	252									
17 August	6th	"	2 0-15	I					75000	1905	6:00	50-43	394									
	6th	"	2 0-15, All Cameras	I	I		I		75000	1125	6:00	50-43	395									
	6th	"	2 0-15, All Cameras	I	I		I		75000	1135	6:00	50-43	396									Av.Pk. 22-24OOE 37M
	6th	"	2 0-15, E-37	I		10			75000	1935	6:00	50-43	247									
	6th	"	2 0-15, All Cameras	I					75000	1025	5:00	51-4	250									
18 August	6th	"	2 0-15, All Cameras	I					75000	1035	5:00	51-4	392									
	6th	"	2 0-15, All Cameras	I					75000	1025	5:00	51-4	400									
	6th	"	2 0-15, All Cameras	I	I				75000	1615	6:00	50-43	245									
	6th	"	2 0-15, All Cameras	I					75000	1135	5:00	51-19	246									
	6th	"	2 0-15, All Cameras	I					75000	1145	6:00	50-43	399	I								
19 August	6th	"	2 0-15, All Cameras	I	I				75000	1005	6:00	50-43	397									
	6th	"	2 0-15, All Cameras	I					75000	1025	6:00	51-4	249									
	6th	"	2 0-15, E-37	I		10			75000	1935	6:00	50-43	251									Av.Pk. 22-24OOE 37M
	6th	"	2 0-15, All Cameras	I					75000	1705	6:00	50-43	252									
	6th	"	2 0-15, All Cameras	I					75000	1135	5:00	51-19	248									

PROJECTED

Type	Sorties	Hours
24RB-47	42	257
7ORB-47	21	123

SCHEDULED

Type	Sorties	Hours
24RB-47	51	320
7ORB-47	23	132

CONFIRMED

Type	Sorties	Hours
24RB-47	51	302
7ORB-47	21	120

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 11 August 1955.

Henry R. Bonnycastle
HENRY R. BONNYCASTLE, Lt. Col. USAF
Director of Operations
12 August 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 5.C

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION	A/C No.	CAMERA	PHOTO	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
1 August	3rd	0-47		I	I				70000	1130	5:00		693									Ph. Ma.
	3rd	*		I	I				70000			Spare	702									
2 August	3rd	*							65000	2005	5:00	51-19	689									
	3rd	*	0-45	I	I				65000	2005	8:00	51-19	686									A/R ZOB 1 NORMAL RR 23-0500
	3rd	*	0-45	I					70000	1605	6:00	0-56	705									
3 August	3rd	*	0-45	I					70000	1605	6:00	60-2	702									
	3rd	*	0-45 Tri Met & Vert	I					65000	2005	5:00		691									Ph. Ma.
	3rd	*							65000	2005	5:00	51-19	695									
10 August	3rd	*	0-45	I					75000	2105	6:00	51-19	379									Montreal RR 23-0500 KTI OR.
	3rd	*	0-45	I					75000	2135	6:00	60-2	684									Montreal RR 23-0500 KTI OR.
11 August	3rd	*	0-45	I					70000	1005	6:00	0-56	711									
	3rd	*	0-45, t-37 Tri Met&Vert	I					70000	0935	6:00		692									Ph. Ma.
	3rd	*							65000	0905	5:00	51-19	693									Tran.
12 August	3rd	*	0-45	I					70000	1005	6:00	0-56	705									
	3rd	*	0-45	I					70000	1035	6:00	60-2	697									RR Montreal 12-1400E Grid Cel.
	3rd	*	0-45	I					70000	1105	6:00	51-19	696									RR Montreal 12-1400E Grid Cel
	3rd	*		I	I				50000	0905	5:00	51-19	691									Tran.
7 August	4th	13-47	0-45	I	I				75000	2150	8:00	Lock-On	710									Lock-on
	4th	*	0-45	I	I				75000	2030	8:00	Lock-On	719									Lock-on
	4th	*	0-45	I	I				75000			Spare	714									
	4th	*	0-45 All Cameras	I			I		65000	1115	4:00	50-8	709									To SES
8 August	4th	*	0-45, t-37	I					70000	1345	5:30	51-19	823									
	4th	*	0-45	I					70000	1945	5:30	51	374									RR Amarilla 20-2200E
	4th	*	0-45	I					70000	1915	5:30	0-56	700									
9 August	4th	*	0-45	I					70000	1345	5:30	50-8	714									
	4th	*	0-45	I					75000	1845	6:00	50-8	819									RR Ok. City 20-2100E
	4th	*	0-45	I					75000	2015	6:00	51-19	710									Grid & Nite Cel.
																						2 Nite Cel.
10 August	4th	*	0-45		I				70000	1345	5:30	0-56	706									A/R Albany 17000
	4th	*	0-45, t-37 Tri Met Vert	I					70000	1345	5:30	51-19	707									
	4th	*	0-45						75000	2015	6:00	51-19	713									
11 August	4th	*	0-45 All Cameras						70000	1015	5:30	0-56	701									
	4th	*	0-45 All Cameras						70000	1345	5:30	51-19	374									A/R Albany 20200E
	4th	*	0-45		I				75000	1915	6:00	50-8	714									
12 August	4th	*	0-45						70000	1015	5:30	0-56	700									
	4th	*	0-45, t-37 Vertical						70000	1345	5:30	51-19	819									
	4th	*	0-45						75000	1915	6:00	50-8	710									Nite Grid, Cel.
	4th	*	0-45, t-37 Vertical						75000	2115	6:00	51-19	713									
7 August	10th	*	0-45 , All Cameras						65000	1015	4:00	Flyover	701									
	10th	*	0-45 All Cameras						65000	1345	4:00	Flyover	702									
	10th	*	0-45 All Cameras						65000	1515	4:00	Flyover	705									
	10th	*	0-45 All Cameras	I					65000			Spare	715									
8 August	10th	*	0-45 All Cameras			I			65000	0905	4:00	To SES	716									To SES
	10th	*	0-45 All Cameras	I		I			65000	0915	4:00	To SES	719									To SES
9 August	10th	*	0-45 All Cameras		I				65000	1015	4:00	50-8	717									A/R Albany 17000
	10th	*	0-45	I					65000	1015	4:00	51-19	718									Nite Cel.
	10th	*	0-45	I					65000	1015	4:00	50-8	712									Grid Cel.
10 August	10th	*	0-45						65000	1015	4:00	0-56	706									Grid
	10th	*	0-45 All Cameras		I				65000	1005	4:00	51-19	707									A/R Poughkeepsie 1/00E
	10th	*	0-45	I					65000	1005	4:00	51-19	719									
11 August	10th	*	0-45						70000	1005	5:00	0-56	708									Grid, Cel
	10th	*	0-45						70000	1005	5:00	51-19	709									Grid & Cel
12 August	10th	*	0-45	I					70000	1005	5:00	51-19	717									Grid & Nite Cel
	10th	*	0-45	I					70000	1015	5:00	0-56	718									
5 August	6th	6-47	0-45-37 All Cameras	I	I				75000	1015	5:00	50-43	697									A/R Pinecastle
	6th	*	* *		I				75000	1135	5:00	50-43	695									A/R Pinecastle
	6th	*		I					75000	1405	5:00	51-19	690									A/R Lacky Hill
	6th	*	0-45-37 All Cam						75000	1005	5:00	50-43	691									A/R MCF
9 August	6th	*	0-45-37 All Cameras		I				75000	1015	5:00	50-43	692									A/R MCF
	6th	*	0-45-37						75000	1405	5:00	51-4	697									
	6th	*	0-45-37 All Cameras						75000	1135	5:00	51-19	697									A/R MCF
	6th	*	0-45-37	I					75000	1005	5:00	50-43	702									
10 August	6th	*	0-45-37 All Cameras		I				75000	1005	5:00	50-43	701									
	6th	*							75000	1015	5:00	51-19	699									
	6th	*	0-45-37	I					75000	1015	5:00	50-43	707									
	6th	*	0-45-37 All Cameras	I	I				75000	1405	5:00	50-43	704									
11 August	6th	*	0-45-37	I	I				75000	1405	5:00	51-19	704									
	6th	*	0-45-37 All Cameras	I					75000	1035	5:00	51-4	697									
	6th	*	0-45-37	I	I				75000	1135	5:00	51-19	697									
	6th	*	0-45-37						75000	1405	5:00	51-19	707									
12 August	6th	*	0-45-37All Cameras	I					75000	0905	5:00	50-43	717									
	6th	*	0-45-37	I					75000	1005	5:00	51-4	711									
	6th	*		I	I				75000	1105	5:00	51-19	715									
	6th	*	0-45-37 All Cameras	I	I				75000	1405	5:00	51-6	718									

PROJECTED

Type	Sorties	Hours
13GR-47	43	269
70RS-47	20	106

SCHEDULED

Type	Sorties	Hours
13GR-47	50	288:30
70RS-47	20	108:00

CONFIRMED

Type	Sorties	Hours
13GR-47	50	288:30
70RS-47	20	108:00

The above requirements were given by operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the Wing commander for flying to be accomplished during the week starting 5 August 1945.

[illegible]
[illegible], Lt. Col., Chief
Director of Operations
5 August 1945

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 54

WEEK OF
TO

REQUIREMENTS										SCHEDULED				CONFIRMED							
DATE	SQ	ACFT TYPE	CAMERA	NAOR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	NAOR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS

The above requirements were given by operations and confirmations noted agreed upon by maintenance and the schedule as presented herein approved by the flag commander for flying to be accomplished during the week starting 1 August 1955.

Lloyd M. Roberts, Lt. Col., USAF
Acting, Director of Operations
29 July 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 58

WEEK OF 25 July TO 29 July

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
25 July	3rd	RB-47	All Cameras No-File	I			I		60000	1230	3:00	To IRN	723									
	3rd	*	0-15	I					75000	1915	6:00	51-19	695									
	3rd	*	0-15	I	I				75000	1805	7:00	50-8	686									
	3rd	*	0-15, K-37	I		10			75000	1835	6:00	50-8	693									A/R 2030 Scranton - [illegible]
	3rd	*	0-15	I					75000	2105	6:00	Wing Competition	693									Avon 2130
	4th	*	0-15, K-37	I	I	6			75000	1815	5:30	50-8	703									
	4th	*	0-15, K-37	I	I	10			75000	1840	5:00	50-8	774									A/R 2030 Binghamton - Avon 23-2400
	4th	*	All Cameras No-File	I			I		75000	1155	6:00	To IRN	706									A/R 1915 Scranton 055 Av. 23-2400
	4th	*	0-15	I					75000	1945	6:00	1-56	711									
	4th	*	0-15	I	I				75000	2015	6:00	51-19	706									
	4th	*	All Cameras	I					75000	1805	6:00	50-8	823									A/R 2115 Scranton-055
	4th	*	K-38, 0-45	I		6			75000	1845	6:00	51-19	715									
	10th	*	All Cameras	I	I				75000	2115	5:00	51-19	707									Avon 21-2200
	10th	*	0-15	I	I				75000	2025	5:00	51-19	725									SFJR 2040 Albany-2200-090
	10th	*	0-15	I					75000	1825	6:00	51-26	714									A/R 2140-Albany-090
	10th	*	All Cameras	I					75000	1325	6:00	51-26	716							17	Wadill	
	10th	*	All Cameras	I					75000	1905	6:00	51-25	719							10	Wadill	
	10th	*	0-15, K-37	I	I	10			75000	2035	5:00	50-8	749									A/R Scranton 2200-090 Av. 24-0200
27 July	3rd	RB-47		I					45000	2205	2:00	Test Hop	719									
	3rd	*							60000	2205	4:30	St. Rd.	379									
	3rd	*	0-15	I	I				75000	1705	7:00	51-19	687									A/R 2130 Scranton- K 17-1900
	3rd	*							60000	1305	2:30	To IRAN	684									
	4th	*	All Cameras	I					75000	1845	6:00	51-19 St.Rd.	711									
	4th	*	0-15, K-37	I	I	6			75000	1915	5:00	50-8	719									
	4th	*	0-15, K-37	I		10			75000	2045	6:00	50-8	707									A/R 2015 Scranton Av. 23-2430
	4th	*	0-15	I					75000	1945	6:00	1-56	730									Avon 23-2430
	10th	*	All Cameras	I					75000	1905	6:00	51-26	710							10	Wadill	
	10th	*	0-15, K-37	I		10			75000	2155	6:00	50-8	713									
	10th	*	0-15	I					75000	1825	6:00	50-8	717									Avon 24-0100
28 July	4th	RB-47							75000	1205	6:00	Per K-1	723									
	10th	*							75000	1945	6:00	8AF St. Rd.	719									
	10th	*	0-15	I			I (no armr)		75000	2020	6:00	Look-On	718									
	10th	*	0-15	I			I (no armr)		75000	2135	6:00	Look-On	721									
29 July	3rd	RB-47							45000	2215	4:00	51-19	692									
	3rd	*	0-15	I					75000	1915	6:00	50-8	692									
	3rd	*	0-15	I					75000	2135	6:00	51-19	683									SF 23-0100
	3rd	*		I					60000	1305	2:30	To IRAN	689									
	3rd	*	0-15	I	I				75000	2005	7:00	Look-On	694									A/R
	4th	*	0-15	I	I		I (no armr)		75000	1945	8:00	Look-On	374									A/R
	4th	*	0-15	I	I		I (no armr)		75000	2105	8:00	Look-On	703									A/R
	4th	*	0-15	I					75000	1915	6:00	1-56	704									
	4th	*	0-15	I					75000	1945	6:00	51-19	715									
	4th	*	0-15	I			I (no armr)		75000	----	6:00	Look-On Spare	708									
	10th	*							75000	1925	4:00	50-8	714									
	10th	*	0-15	I	I				75000	1105	5:00	51-26	725							10	Wadill	A/R 1530 Albany-090
	10th	*	0-15, K-37	I		10			75000	2205	6:00	50-8	749									Avon 24-0100
25 July	6th	RB-47	0-15, All Cameras	I	I				75000	0525	6:00	50-43	399									10 Wadill RT 26 July
	6th	*	All Cameras	I	I				75000	0530	6:00	50-43	400									10 Wadill RT 26 July
	6th	*	0-15	I					75000	2000	6:00	51-4	245									
	6th	*	0-15, All Cameras	I			I		80000	0530	7:00	51-26	246									10 Wadill RT 26 July
26 July	6th	RB-47	0-15, All Cameras	I	I				75000	0530	6:00	50-43	248									10 Wadill RT 27 July
	6th	*	0-15, All Cameras	I	I				75000	0535	6:00	50-43	249									10 Wadill RT 27 July
	6th	*	0-15	I	I				75000	0510	6:00	51-19	252									10 Wadill RT 27 July
27 July	6th	RB-47	All Cameras	I					75000	0520	6:00	50-43	396									10 Wadill RT 28 July
	6th	*	All Cameras	I					75000	0530	6:00	51-19	392									10 Wadill RT 28 July
	6th	*	All Cameras	I					75000	0515	6:00	50-43	394									10 Wadill RT 28 July
	6th	*	0-15	I					75000	2000	6:00	50-43	397									
28 July	6th	RB-47							75000	0530	5:00	51-19	400									10 Wadill
	6th	*	0-15	I					75000	2000	5:00	51-19	198									
	6th	*	0-15, All Cameras	I					75000	0535	6:00	50-43	245									10 Wadill
29 July	6th	RB-47	0-15	I					75000	2000	5:00	50-43	247									
	6th	*	0-15	I					75000	2030	6:00	50-43	251									
	6th	*	0-15	I					75000	2035	6:00	50-43	248									
	6th	*	0-15	I					75000	2040	6:00	50-43	249									

Requested

Type	Sorties	Hours
26RB-47	45	271:30
70RB-47	19	106

Scheduled

Type	Sorties	Hours
26RB-47	45	271:30
70RB-47	19	106

Confirmed

Type	Sorties	Hours
26RB-47	45	271:30
70RB-47	18	106

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the 26Gp Commander for flying to be accomplished during the week starting 25 July 1955.

Henry B. Hampton

HENRY B. HAMPTON, Lt. Col., USAF
Acting Director of Operations
22 July 1955

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit #2

WEEK OF 10 July TO 16 July

REQUIREMENTS										SCHEDULED				CONFIRMED							
DATE	SQ	ACFT TYPE	CAMERA	PHOT	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION	A/C	CAMERA	PHOT	AR	BOMB	GUN	JET FUEL	GAS	PLY HRS	REMARKS
11 July	3rd	32nd	0-25	1	1				75000	1730	3:00	50-8	489									[illegible]
	3rd	*	0-25	1					75000	1505	6:00	51-8	688									[illegible]
	3rd	*	0-25, K-37	1		6			75000	1005	6:00	50-8	179									[illegible]
	3rd	*	0-25, K-37	1		10			75000	1905	6:00	50-8	688									[illegible]
	3rd	*							55000	1635	3:00	60-2	766									Test Check
	3rd	*	0-25	1					75000	1905	5:00	50-4 (Check)	692									Sta. 24.
	4th	*	0-25, K-37	1	1	10			75000	1815	8:00	51-26	708									Season Comp. Ex.Tm. 22-0530 A/C 1[illegible]
	4th	*	0-25, K-37	1		6			75000	1915	6:00	51-26	705									Ex.Tm. 22-0230
	4th	*	0-25,	1					75000	1715	6:00	0-56	700									
	4th	*	0-25, K-37	1		6			75000	2045	6:00	50-8	704									Season Comp. Ex.Tm. 2230-[illegible]
	4th	*	0-25	1					75000	1645	6:00	0-56	715									52
	10th	*							75000	1625	4:00	51-19	710		1							
	10th	*	0-25, K-37	1		10	1		75000	2055	6:00	50-8	713									Ex.Tm. 2200-0200 Sara. Recovery
	10th	*	0-25	1					75000	2115	6:00	51-26	714									Season Comp.
	10th	*	0-25, K-37	1		6	1		75000	2155	6:00	50-8	715									Ex.Tm. 22-0200 Recovery Sara.
	10th	*	0-25, K-37	1	1	6			75000	2125	5:00	50-8	721									Ex.Tm. 22-0230
	10th	*	0-25, K-37	1		6			75000	2055	6:00	50-8	724									Ex.Tm. 22-0200
	10th	*	All cameras	1			1		75000	1505	3:00		725									Ex. Tm.
	10th	*	All cameras	1			1		75000	1505	3:00		721									Ex.Tm.
12 July	3rd	32nd							60000	1005	4:00	50-7 (Check)	582									[illegible]
	3rd	*	0-25	1	1				75000	1135	3:00	50-8	694									A/C 1 Drop 17500 Ex.2000
	3rd	*							60000	1905	4:00	50-8	525									[illegible]
	3rd	*		1	1				60000	1635	5:00	51-19	695									A/C Check Out A/C 17500
	4th	*	0-25	1					75000	2115	6:00	50-8	723									Season Comp.
	4th	*	0-25, K-37	1	1	12			75000	1815	5:00	50-8	703									A/C Check Out A/C [illegible]
	4th	*	0-25	1	1				75000	1745	6:00	51-19	711									A/C Check Out A/C [illegible]
	4th	*	0-25, K-37	1	1	6			75000	1745	6:00	50-8	374									Season Comp. Ex.Tm. 2230-0[illegible] A/C [illegible]
	4th	*	0-25	1					75000	2015	6:00	50-8	7[illegible]									Season Comp.
	10th	*							75000	1405	4:00	51-19	707									
	10th	*	0-25, K-37	1	1	10	1		75000	2055	6:00	50-8	705									Ex.Tm. 22-0200 A/C [illegible] Recov. Sara.
	10th	*	0-25, K-37	1	1	1			75000	2055	6:00	50-8	711									Ex.Tm. 22-0200 A/C [illegible]
	10th	*							75000	1725	4:00	51-19	717									
	10th	*	All cameras	1	1				75000	1525	5:00	51-26	729									[illegible]
13 July	3rd	*		1					75000	1730	3:00	50-4	689									Ex. Tm.
	3rd	*	0-25	1					75000	1530	4:00	50-8	689									Ex. Tm.
	3rd	*	0-25, K-37						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	3rd	*	0-25, K-37						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	3rd	*	0-25						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	3rd	*	0-25						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	4th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	4th	*	0-25						75000	1530	4:00	50-8	687									Season Comp.
	4th	*	0-25						75000	1530	4:00	50-8	687									
	4th	*	0-25						75000	1530	4:00	50-8	687									
	4th	*	0-25, K-37						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	0-25, K-37						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	0-25, K-37						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200
	10th	*	All cameras						75000	1530	4:00	50-8	687									Ex. Tm. 22-0200

Lt. C. M. Kensington

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 5

WEEK OF _____ TO _____

REQUIREMENTS									SCHEDULED				CONFIRMED							
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 50

WEEK OF 1 July 1955 TO 7 July 1955

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
1 July	3rd	RB-47	0-15	X					75000		4:00		861									Detroit Flyover #1
	3rd	RB-47		X					75000		4:00		863									Detroit Flyover #2
	3rd	RB-47	All Cameras	X					75000		4:00		879									Detroit Flyover #3
	3rd	RB-47							75000		4:00		884									Detroit Flyover #4
	3rd	RB-47							75000		4:00		896									Detroit Flyover #5
	3rd	RB-47	For CR.-Trimet - 0-15	X					75000		4:00		S.P. 695									
	3rd	RB-47		X					80000	1015	6:00	50-8	721									Practice Formations
	4th	RB-47	All Cameras	X					80000	1017	6:00	50-8	708									Practice Formations
	4th	RB-47	All Cameras	X					80000	1019	6:00	50-8	702									Practice Formations
	4th	RB-47	All Cameras	X					80000	1021	6:00	50-8	723									Practice Formations
	4th	RB-47	All Cameras	X					80000	1023	6:00	51-19	819									Practice Formations
	4th	RB-47	All Cameras	X					80000		6:00		S.P. 700									
	4th	RB-47	All Cameras	X					75000		4:00		718									Detroit Flyover #6
	10th	RB-47	All Cameras	X					75000		4:00		723									Detroit Flyover #7
	10th	RB-47	All Cameras	X					75000		4:00		720									Detroit Flyover #8
	10th	RB-47							75000		4:00		725									Detroit Flyover #9
	10th	RB-47	All Cameras	X					75000		4:00		821									Detroit Flyover #10
	10th	RB-47	All Cameras	X					75000		4:00		S.P. 719									
	6th	RB-47							75000	0900	6:00	50-43	392									
	6th	RB-47	All Cameras	X					75000	0905	6:00	50-43	394									
	6th	RB-47	All Cameras	X					75000	0910	6:00	50-43	395									
	6th	RB-47	All Cameras	X					75000	0915	6:00	50-43	396									
	6th	RB-47	All Cameras	X					75000	0920	6:00	51-19	397									
	6th	RB-47	All Cameras	X					75000	1300	5:00	51-19	398									
	6th	RB-47																				
									75000		4:00		688									Detroit Flyover #1
3 July	3rd	RB-47		X					75000		4:00		695									Detroit Flyover #2
	3rd	RB-47		X					75000		4:00		694									Detroit Flyover #3
	3rd	RB-47	0-15	X					75000		4:00		692									Detroit Flyover #4
	3rd	RB-47							75000		4:00		692									Detroit Flyover #5
	3rd	RB-47	All Cameras	X					75000		4:00		S.P. 698									
	3rd	RB-47		X					80000		6:00		700									Detroit Flyover #6
	4th	RB-47	All Cameras	X					80000		6:00		704									Detroit Flyover #7 P.F.
	4th	RB-47	0-15 KA-3 Trimet	X					80000		4:00		711									Detroit Flyover #8 St. Md. Jef. F16
	4th	RB-47							80000		4:00		701									Detroit Flyover #9
	4th	RB-47	All Cameras	X					80000		6:00		715									Detroit Flyover #10
	4th	RB-47	All Cameras	X					80000				S.P. 719									
	4th	RB-47	All Cameras	X					86000	1900	6:00	50-8	710									Avon Park 2100-2300E P.F
	10th	RB-47	K-37,0-15	X		10			95000	2100	6:00	Recon. Comp.	707									Recon. Competition
	10th	RB-47	0-15	X					75000	2030	6:00	51-26	709									Avon Park 2230-2600E
	10th	RB-47	K-37, 0-15	X		10			75000	0821	6:00	50-8	714									
	10th	RB-47	All Cameras	X					75000	0824	6:00	50-8	717									
	10th	RB-47	All Cameras	X																		
									80000	2005	6:00	50-8	490									Avon Park 2200-2130
4 July	3rd	RB-47	0-15, K-37	X		6			80000	2035	6:00	50-8	379									Nite Celestial
	3rd	RB-47	0-15	X					80000	0905	6:00	51-19	691									
	3rd	RB-47	All Cameras	X					80000	0935	6:00	51-19	696									Transition (Bailey & Graham)
	3rd	RB-47							80000	1005	6:00	51-19	698									
	3rd	RB-47	All Cameras	X					80000		4:00		723									Detroit Flyover D.A. #1
	4th	RB-47							80000		6:00		819									Detroit Flyover 50-8 #2
	4th	RB-47	All Cameras	X					80000		4:00		702									Detroit Flyover F. 50-8 #3
	4th	RB-47							80000		4:00		703									Detroit Flyover F.F. 50-8 #4
	4th	RB-47							80000		6:00		374									Detroit Flyover 51-19 #5
	4th	RB-47	All Cameras	X					80000				S.P. 708									
	4th	RB-47	All Cameras	X					75000		4:00	51-26	719									Detroit Flyover #6
	10th	RB-47	All Cameras	X					75000		4:00	51-26	725									Detroit Flyover #7
	10th	RB-47	All Cameras	X					75000		4:00	50-8	773									Detroit Flyover #8
	10th	RB-47																				
									75000		4:00	50-8	721									Detroit Flyover #9
	10th	RB-47	All Cameras	X					75000		4:00	51-26	719									Detroit Flyover #10
	10th	RB-47	All Cameras	X					75000		4:00		S.P. 713									
	10th	RB-47		X																		
									75000	1605	6:00	50-43	400									A/R
5 July	6th	RB-47	All Cameras	X	X				75000	1615	6:00	50-43	245									A/R
	6th	RB-47	All Cameras	X	X				75000	1625	6:00	50-43	246									A/R
	6th	RB-47	All Cameras	X	X				75000	1635	6:00	50-43	247									A/R
	6th	RB-47	All Cameras	X	X				75000	1645	6:00	50-43	248									A/R
	6th	RB-47	All Cameras	X	X																	
									80000	2035	6:00	50-8	822									
6 July	3rd	RB-47	0-15	X					80000	1605	7:00	51-19	488									A/R Albany VOR - 2100E
	3rd	RB-47	All Cameras	X	X				80000	2005	6:00	51-19	692									
	3rd	RB-47	0-15, K-37	X		10			80000	1635	6:00	51-19	468									Test Check
	3rd	RB-47	0-15	X					65000	1105	4:00	50-8	251									T.F.F.(Night or Wx Flight)
	3rd	RB-47							75000	1965	8:00	50-8	722									Recon Comp. A/R Albuquerque VOR
	4th	RB-47	K-37, 0-15	X	X	10			75000	2015	6:00	50-8	704									Nite Jet
	4th	RB-47	0-15	X					75000	1815	6:00	0-56	711									
	4th	RB-47	0-15	X					75000	1915	8:00	51-19	708									Sun Photoflash Av.Pk. 2230-2600
	4th	RB-47	All Cameras 0-15, K-37	X	X	10	X															Av.Pk. 21-2300 A/R Albany VOR
									75000	1415	8:00	50-8	715									T.F.
	4th	RB-47	All Cameras 0-15, K-37	X	X	10			75000	1655	4:00	50-8	709									
	10th	RB-47							75000	2125	6:00	Recon. Comp.	720									Av. K. 24-0200E Sun Sarasota
	10th	RB-47	0-15	X					75000	7155	6:00	50-8	719									A/R Albany VOR 1100E
	10th	RB-47	K-37, 0-15	X		10	X		65000	1625	6:00	51-19	714									
	10th	RB-47		X	X				75000	2025	6:00	51-19	713									A/R
	10th	RB-47	0-15	X					50000	1955	7:00	51-26	749									
	6th	RB-47	All Cameras	X		10	X															

REQUIRED

Type	Sorties	Hours
26RB-47	50	329
70RB-47	12	72

SCHEDULED

Type	Sorties	Hours
26RB-47	50	329
70RB-47	12	72

CONFIRMED

Type	Sorties	Hours
26RB-47	50	329
70RB-47	12	72

The above requirements were given by Operations and confirmations noted agreed upon by Maintenance and the schedule as presented herein approved by the Wing Commander for flying to be accomplished during the week starting 1 July 1955

Director of Operations
1 July 1955

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Exhibit 51

WEEKLY AIRCRAFT REQUIREMENTS RECORD

[redacted] SQUADRON

DATE (JUL)	ACFT NO (JULY)	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR (HOURS)	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AUTO	TOR	RBS	OIS	TCC	MUL	SV	PVO	FO	[redacted]	CAST	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
22	262	VENICE 66			TINGLING	1205		4			60-2						I												60 H		SP PROJ. OPERATIONAL CK.
22	252	VENICE 99			KERNIGHAN	1235		4			60-2						I												60 H		SP PROJ. OPERATIONAL CK.
22	691	68			WEBTER	1835		6			51-19						I		I	I			I		10				70 H		AFCE PL. 21-2300
22	695	61	38AAA		EXETER	1905		5			50-7	1 HOUR DET			I		I		I	I			I						70 H		ST-RD
22	191	65	38AAA		IP SIMON	1605		5			51-19	20 H 1 HOUR			I		I												70 H		IP TRANSITION WARAB, BAKER,
22	697	61			IP HERBURN	1435		4			51-19																		70 H		AC TRANSITION BAILEY, GARRETT
23	694	36			O'NEILL	1105		6			60-2						I		I	I			I						75 H		GRID/CEL
23	692	45			CATCHING	1135		6			60-2						I		I	I			I						75 H		GRID/CEL
23	702	14	51st		IP WILLIAMS	1605		5			50-7	30 H 2 HOURS			I		I												65 H		ST-RD AR IP TRANSITION CK WARAB, BAKER
24	262	VENICE 99			TINGLING	1205		5			60-2						I		I										75 H		BOB MARCH SPEC PROJ
24	379	84			EXETER	1135		6			60-2						I		I	I			I						75 H		GRID/CEL
24	695	51	43rd		IP SIMON	1705		5			51-19	30 H 2 HOURS			I		I												65 H		IP TRANSITION HERBURN, WEBB
24	698	57			WEBTER	1735		6			51-19						I		I	I									75 H		RC IPO HILDEBRAND
25	691	68			CATCHING	1055		6			60-2						I		I	I			I						75 H		GRID/CEL
25	705	66			BAKER	1105		6			0-56						I		I										75 H		
25	693	41			GRAHAM	1305		5			50-7						I		I										70 H		ST-RD AS CK IP
26	699	39	43rd		IP SIMON	1305		5			60-2	20 H 3 HOURS					I												75 H		AR TRANSITION HERB, ELSENHAR
26	692	45			WARAB	1055		6			60-2						I		I	I			I						75 H		GRID/CEL
26	694	36			WEBTER	1005		6			60-2						I		I	I			I						75 H		GRID/CEL IPO IVERSON
26	690	53				1105		4									I		I										65 H		FERRY TO IRAN
27	698	57			ELSENHAR	0905		6			60-2						I		I	I			I						75 H		RC SERGEW PROFICIENCY
27	695	51			SIMON	0835		6			60-2						I		I	I			I						75 H		GRID/CEL
27	622	49			GRAHAM	0805		6			51-19						I		I	I			I						75 H		GRID/CEL
																															FORWARD
																															[redacted] 14 [redacted] 80-00
																															[redacted] [redacted] 10 [redacted] 120-00

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Exhibit 58

4th SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AUTO	TCR	RBS	OIB	TC	MUL	SV	PV	FO	SBRT	CART	ECM	CSR	FUEL LOAD	FORM 190	REMARKS
22 AUG	52-700	JOLLY 18		8718	OC STONE AND CREW	1515		6:00			0-56			-	-	-	I	I	I	I	I	-	-	-	-	-	-	-	75,000		INTV. PROJ. BRIEF 1430 19 AUG
•	52-819	79		8719	IP [illegible] FRIEDICH-BERGER-HARMON	1745		6:00			53-19	40,000		I	-	-	I	-	I	-	-	-	-	-	-	-	-	-	75,000		AR CL-OUT REN. 1900E GRID CEL. •
•	52-718	73		8720	OC MARCH AND CREW	1545		6:00			60-2			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		SX, PHOTO •
•	52-709	78		8721	OC PFEFFER AND CREW	2015		6:00			60-2			-	-	-	I	I	I	-	-	-	-	-	-	-	-	-	75,000		GRID CEL. RDZ KAN CITY 2300-2400E (10th AR TIME) •
23 AUG	52-706	JOLLY 60		8722	TACS REP SCHLEGER MCGRATH-MITCHELL-DORSEY	1645		8:00			0-56	40,000		I	-	-	I	-	I	-	-	-	-	-	-	-	-	-	75,000		AR 1800 E 0-56 CL-OUT BRIEF 1430 22 AUG
•	52-707	77		8723	OC IP BELL WAGNER AND CREW	1245		6:00			60-2			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		STAF.RED. CL. NAV. •
•	52-724	64		8724	IP HELMET AND CREW	1715		6:00			53-19			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		RITE CEL., PHOTO •
24 AUG	52-703	JOLLY 54		8725	OC STONE AND CREW	1515		6:00			60-2			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		PHOTO BRIEF 1430 23 AUG
•	52-3378	81		8726	I ROGERS PFEFFER AND CREW	2015		6:00			60-2			-	-	-	I	-	I	-	-	-	RBT I	-	6	-	-	-	75,000		RITE CEL. 0-15 AFOR PARK 2230-2330E •
•	52-823	80		8727	I PERRIN KITCHENER AND CREW	1845		7:00			53-19	40,000		I	-	-	I	I	I	-	-	-	-	-	-	-	-	-	75,000		AR 2000E RDZ MONTREAL ? 2300-0100E •
•	52-723	54		8728	I BERGER JONES AND CREW	2015		7:00			53-19	40,000		I	-	-	I	-	I	-	-	-	-	-	-	-	-	-	75,000		AR 1950E RADAR GRID •
25 AUG	52-700	JOLLY 18		8729	OC [illegible]	1845		6:00			0-56			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		INTV. PROJ. BRIEF 1430 26 AUG
•	52-819	79		8730	OC IP WILLARD WAGNER AND CREW	1845		6:00			60-2			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		STAF. RED. CL. PILOT •
•	52-720	73		8731	IP HELMET AND CREW	1445		6:00			53-19			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		PHOTO •
26 AUG	52-706	JOLLY 60		8732	VIND REP JONES AND CREW	VIND REP		6:00			0-56 VIND			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		PROJ. VIND REN 0-56 CL.OUT BRIEF 1430 27 AUG
•	52-707	77		8733	I BERGER GULDSMEN AND CREW	1115		6:00			60-2			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		OSOP. PROJ. •
•	52-724	64		8734	OC MORGAN AND CREW	VIND REP		6:00			60-2 VIND			-	-	-	I	-	I	I	I	I	I	-	-	-	-	-	75,000		PROJ. VIND REN •
•	52-709	78		8735	IP HUNTSMAN FRIEDICH-BERGER-DORSEY	1545		7:00			53-19	40,000		I	-	-	I	-	I	-	-	-	-	-	-	-	-	-	75,000		AR CL-OUT, REN 2030E •
27 AUG	52-703	JOLLY 54		8736	OC WAGNER AND CREW	0945		6:00			53-19			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		BRIEF 1430 28 AUG INT CEL. PHOTO
•	52-823	80		8737	OC STONE AND CREW	1245		6:00			60-2			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		INT CEL. PHOTO •
•	52-3378	81		8738	OC PERRIN AND CREW	0945		6:00			60-2			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		INT CEL. PHOTO •
•	52-723	54		8739	IP HELMET AND CREW	1245		6:00			53-19			-	-	-	I	-	I	I	I	I	I	I	-	-	-	-	75,000		INT CEL. PHOTO •

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Exhibit 57

WEEKLY AIRCRAFT REQUIREMENTS RECORD

10TH SQUADRON

DATE ATD	ACFT NO.	CALL SIGN FOLLY	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AUTO	TADS	RBS	OIS	TC	MUL	SV	FVO	[illegible]	CAP	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
22	708	35		10351	ORLINSKI	1325		6:00			0-56						X		X									75M		
22	715	20		10352	STITZEL	1255		6:00			51-19						X		X	X		X	X					75M		
22	821	82		10353	LAPPO	1155		6:00			60-2						X		X	X		X	X					75M		
22	721	33		10354	MINDY	1725		6:00			51-19						X		X	X		X	X					75M		
23	717	55		10355	WETT Col MING Maj BROWN	1155		6:00			60-2	40M			X		X		X									75M		AR CHECK
23	718	50		10356	EDCH	1055		6:00			50-7						X		X									75M		
23	704	49		10357	SUNDERLAND ROLL	1555		6:00			60-2																	75M		IP CHECK
24	720	39		10358	WATKINS	1155		6:00			60-2						X		X	X		X	X					75M		
24	725	15		10359	STITZEL TUCKER	1125		6:00			51-19						X		X	X		X	X					75M		
24	749	11		10360	LAPPO	1055		6:00			60-2						X		X	X		X	X					75M		
25	721	33		10361	ROLL	1505		8:00			60-2	40M			X		X		X	X		X	X					75M		
25	708	35		10362	ORLINSKI	1025		6:00			0-56						X		X									75M		
25	821	82		10363	EDCH	1055		6:00			50-7						X		X	X		X	X					75M		
25	715	20		10364	MINDY	1125		6:00			50-7						X		X	X		X	X					75M		
26	717	55		10365	BROWN	1025		6:00			60-2						X		X	X		X	X					75M		[illegible]
26	718	50		10366	WETT	1055		8:00			60-2	40M			X		X		X	X		X	X					75M		
26	704	49		10367	STITZEL	1125		6:00			51-19						X		X	X		X	X					75M		
27	720	39		10368	LAPPO	0955		6:00			60-2						X		X	X		X	X					75M		
27	725	15		10369	EDCH	1025		6:00			60-2						X		X	X		X	X					75M		
27	749	11		10370	ROLL	1055		6:00			60-2						X		X	X		X	X					75M		

PROJECTED

SORTIES 11 — 6HR 74:00

SCHEDULED

SORTIES 20 — 6HR 120:00

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[redacted] SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 60

DATE [redacted]	ACFT NO.	CALL SIGN [redacted]	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUN R	AUTO	[redacted]	RGS	OIC	TC	MUL	SV	PV	FO	[redacted]	CAP	ECM	[redacted]	FUEL LOAD	FORM 190	REMARKS
29	691	68			[redacted]	1425		6									X											75 M		FERRY TO [redacted] VIA [redacted], TIMMONS
30	696	65			[redacted]	1345		6			51-19						X		X	X								75 M		IVO [redacted]
30	822	83			[redacted]	1235		6			51-4						X		X	X			X					75 M		SF-RO IVO [redacted]
31	697	61			[redacted] WILLIAMS	0935		5			60-7	20 M 2 [redacted]		X			X											75 M		SF-RO IP OK [redacted], [redacted] TO [redacted]
31	695	31			[redacted]	1735		6			51-19						X		X	X								75 M		
31	698	57			[redacted] ADAMS	0945		5			51-4																	75 M		[redacted] OK. [redacted] TO COMPLETE SF-RO IP TRANSITION FOR [redacted]
[redacted] 1	693	61			[redacted]	1805		6			50-8						X		X	X			X	X				75 M		10 GPI TO [redacted]
1	694	36			[redacted]	1845		8			50-8	30 M		X			X		X									80 M		AR [redacted]/CHL 10 GPI TO LOCKBOX1
1	711	26			[redacted]	0935		6			6-56						X		X	X			X	X				75 M		4-56 PROJ
1	692	45			[redacted]	1835		8			50-8	30 M		X			X		X	X			X	X				80 M		10 GPI
1	262	[redacted] 44			[redacted]			6			[redacted] PROJ						X		X									75 M		TO [redacted] FOR RETURN [redacted]
1	252	[redacted] 99			[redacted]			6			[redacted] PROJ						X		X									75 M		TO [redacted] FOR RETURN [redacted]
2	822	83			[redacted]	1845		6			60-2						X		X	X			X					75 M		SE PROFICIENCY
2	795	66			[redacted]	1945		8			6-56	40 M		X			X		X									75 M		
2	696	65			[redacted]	1835		8			60-2	40 M		X			X		X				X	10				75 M		10 GPI AFTER [redacted]

PROJECTED

[redacted]	[redacted]
12	48

SCHEDULED

[redacted]	[redacted]
[redacted] 13	75
[redacted] 2	8

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Exhibit 61

WEEKLY AIRCRAFT REQUIREMENTS RECORD

___ SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUTO	GAS	ROBS	OSC	MTL	MUS	PCL	FVV	FOD	SECTM	CEC	SCM	FUEL LOAD	FORM 190	REMARKS
30 Aug	53-823	80		8766	2Lt Williams Wenzel and Crew	1245		6:00			60-2					1	1	1	1	1	1	1				75,000		Plattsburgh (Rev)
*	53-763	76		8762	1Lt Malony and Crew	1515		6:00			51-19					1	1	1	1	1	1	1				75,000		Westover RBF 1400- 1700E
*	54-713	72		8762	Pudge and Crew	1545		6:00			51-19					1	1	1								75,000		Amarillo RBF 2300-2600E Bike Out
31 Aug	53-1776	81		8763	Rogers Ruddinger and Crew	1515		6:00			60-2	40,000			1		1	1	1	1	1	1				75,000		AR 1400E Bauer Competition Practice
*	53-8819	79		8764	Rustle Jones and Crew	1745		7:00			50-8	40,000			1		1		1							75,000		AR 1400E Albany FOR AR Checkout Rustle-Bike Out Zero with Tair
*	53-705	18		8765	Shane and Crew	1215		6:00			60-2						1		1	1	1	1	1			75,000		University Project
1 Sep	53-706	40		8766	Williams and Crew	1015		6:00			0-56	30,000			1		1		1	1	1	1				75,000		AR 1200E 0-56
*	53-707	77		8767	Pfeiffer Travis Hieronymus	2015		6:00			50-8						1		1			1 77	10			75,000		Avon Park 2230-2630E (Neg)
*	53-716	66		8768	Nabrotz and Crew	1945		8:00			50-8						1		1			1 77	10			75,000		Avon Park 2200-2530E (Neg)
2 Sep	53-713	72		8769	Wenzel and Crew	0630		8:00			50-8	40,000			1	1	1		1	1	1	1	1			75,000		AR 0745E Pensacola FOR Lake Huron Run
*	53-823	80		8750	Rickenson and Crew	0815		6:00			50-8					1	1	1	1	1	1	1	1			75,000		
*	53-709	78		8751	1Lt Malony and Crew	0745		6:00			51-19						1	1	1	1	1	1	1			75,000		

PROJECTED

Sorties	Hours
10	60:00

SCHEDULED

Sorties	Hours
13	78:00

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Exhibit 62

WEEKLY AIRCRAFT REQUIREMENTS RECORD

_____ SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUR	GUN	ATO	RBS	OIT	MCL	SUV	PVO	ECM	FUEL LOAD	FORM 180	REMARKS
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1							[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]		1		1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1			1			[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1		1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]				1	1	1		1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]				1	1	1		1			[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1		1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]				1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]					1	1	1	1	1			[illegible]		

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Exhibit C3

SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUTO	EQUIPMENT: TARA	EQUIPMENT: RBS	EQUIPMENT: OTC	EQUIPMENT: MUL	EQUIPMENT: SVP	EQUIPMENT: FVO	EQUIPMENT: [illegible]	EQUIPMENT: CEM	EQUIPMENT: OTHER	FUEL LOAD	FORM 190	REMARKS
6	699	29			[illegible]	1405		6			60-2	[illegible]	[illegible]													
6	695	31			[illegible]	1435		7			51-26			X		X		X						LA		[illegible]
6	697	61			[illegible]	1505		9			50-8	30 N	[illegible] FOR	X		X		X	X	X	X			LA		10 [illegible]
6	698	57			[illegible]	1505		7			51-26			X		X		X			10			LA		AFSC TARA [illegible]
																X		X	X	X				LA		10 [illegible]
7	711	26			[illegible]	1030		7			4-56					X		X	X		X			LA		
7	692	45			[illegible]	1305		7			50-8					X	X	X	X		X	X	X	LA		TARA [illegible] 0500-0630
7	693	41			[illegible]	1430		7			50-8					X	X	X	X		X	X	X	LA		TARA [illegible] 0500-0630
8	379	84			[illegible]	1005		7			50-7					X		X	X		X			LB		[illegible]
8	694	36			[illegible]	1035		7			51-19					X		X			X			LA		
8	696	65			[illegible]	1005		7			50-8			X		X		X	X			10		LA		[illegible] - AFSC TARA - [illegible]
8	822	83			[illegible]	1035		7			50-8			X		X	X	X						LB		[illegible] - [illegible] - [illegible]
9	697	61			[illegible]	0705		7			50-8					X	X	X	X		X			LA		10 [illegible], TARA, 0500-0630
9	705	44			[illegible]	0805		7			4-56					X		X	X		X			LA		
9	698	57			[illegible]	0735		7			50-8					X		X	X		X			LA		10 [illegible], [illegible]
9	695	31			[illegible]	0855		7			51-26					X	X	X	X		X	X	X	LA		TARA 0500-0630

[illegible]

[illegible] 43 — [illegible] 97

[illegible]

[illegible] 43 — [illegible] 196

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Exhibit 64

WEEKLY AIRCRAFT REQUIREMENTS RECORD

___th SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: A/R	GUN	AUTO	RADAR	RBS	OIS	TCC	MUL	SPV	FO	[illegible]	CAMT	ECM	[illegible]	FUEL LOAD	FORM 190	REMARKS
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1115		7:00			2-56						X		X	X	X	X						84,000 1-4		Spec Proj (Chicago & Louisville)
"	[illegible]	"		[illegible]	[illegible]	1315		7:00			51-26				X	X	X		X	X	X	X	X					1-8		Sin, Al: Photo, Day Cal
"	[illegible]	[illegible]		[illegible]	[illegible]	1445		7:00			50-8						X	X	X	X	X	X	X					1-8		(MRL) Montreal MRS (Bootleg)
"	[illegible]	"		[illegible]	[illegible]	1715		5:00			1-26	30,000			X	X	X	X	X	X	X	X	X					1-8		Reg. Montreal 1600-1730, 0-15 Title Cal AR 2300E Agusta (Dale)
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1015		7:00			4-76						X		X	X	X	X						84,000 1-4		Spec Proj
"	[illegible]	[illegible]		[illegible]	[illegible]	2015		7:00			1-26						X		X			27	6					1-4		Amb 2700-2200 (Day) Title Cal
"	[illegible]	[illegible]		[illegible]	[illegible]	1515		7:00			51-19				X	X		X	X		X	X						1-4		Grid Cal, Under Route, Sin, Vis Photo
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1715		7:00			1-26	Shower outside			X		X		X			27	6					84,000 1-4		
"	[illegible]	[illegible]		[illegible]	[illegible]	1015		7:00			1-8					X		X				27	6					1-4		Amb 2700-2100, Grid Cal
"	[illegible]	[illegible]		[illegible]	[illegible]	1715		7:00			50-8					X	X	X										1-8		Amb 2700-2100, Grid Cal
"	[illegible]	"		[illegible]	[illegible]	1445		7:00			51-[illegible]					X	X	X										1-8		MRS Montreal 1400-2000, 0-15, Title Cal
"	[illegible]	"		[illegible]	[illegible]	1545		7:00			Flt Test																	1-8		MRS Montreal 1400-2000, Grid Cal
																												65,000 1		Flt Test
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		7:00			[illegible]				X		X		X	X		X	X					84,000 1-4		Cal
"	[illegible]	[illegible]		[illegible]	[illegible]	0700		7:00			1-26	Shower outside					X		X	X		X	X	X				1-8		Day Cal, Vis Photo, 0-15, Mins.
"	[illegible]	"		[illegible]	[illegible]	0700		7:00			1-8				X		X		X	X		X	X	X				1-8		Day Cal, Vis Photo, 0-15 Mins.
"	[illegible]	"		[illegible]	[illegible]	0700		7:00			1-29				X		X		X	X		X	X	X				1-8		Standard Account.

PROVIDED

SORTIES	HOURS
16	108

SCHEDULED

SORTIES	HOURS
16	108

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[illegible] SQUADRON — WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 65

DATE DAY	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: ARM	GUN	ATO	[illegible]	RBS	OIS	TCL	MUL	SVV	PVV	FO	[illegible]	[illegible]	ECM	[illegible]	FUEL LOAD	FORM 190	REMARKS
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		7:00			[illegible]				X		X		X	X		X	X	X					[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]		X	X		X		X						10			X 37	85,000		PHOTO FLASH - ATOM PAIR [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1155		7:00			4-56	[illegible] CARD			X		X		X	X		X	X	X					[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1325		7:00			60-2								X		X	X	X	X					[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1055		7:00			50-8								X	X	X	X	X	X					[illegible]		MSN - 1300-1500 - MONTREAL LONG RANGE CRUISE
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	2105		7:00			51-26	TANKER CARD							X		X					10			X 37	85,000		PHOTO FLASH - ATOM PAIR 2300-2100E [illegible] - LONG RANGE CRUISE
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	2055		7:00			51-26								X		X					10			X 37	85,000		PHOTO FLASH - ATOM PAIR 2300-2100E LONG RANGE CRUISE - NIGHT CELESTIAL
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1255		7:00			60-2								X		X	X	X	X					85,000		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1325		5:00			53-19								X		X	X	X	X					[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	2055		7:00			50-8								X		X					10			X 37	[illegible]		PHOTO FLASH - ATOM PAIR 2300-2100E LONG RANGE CRUISE
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1625		7:00			4-56				X		X		X	X		X	X	X					[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1055		7:00			4-56	TANKER CARD			X		X		X	X		X	X	X					[illegible]		LONG RANGE CRUISE - [illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1057		7:00			50-8	TANKER CARD							X	X	X	X	X	X					[illegible]		MSN - 1300-1500 MONTREAL LONG RANGE CRUISE
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1425		7:00			51-26								X		X	X	X	X					[illegible]		
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1115		7:00			4-56				X		X		X	X		X	X	X					[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1025		7:00			50-8								X	X	X	X	X	X					[illegible]		MSN - 1300-1500 MONTREAL

[illegible]

[illegible] [illegible]
16 108

[illegible] [illegible]
16 112

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[illegible] SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 26

DATE	ACFT NO	CALL SIGN	TIME CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUTO RNO	AIRBORNE	ROBS	ITS	MCL	USV	SPV	FVO	RACM	CECM	CCMM	FUEL LOAD	FORM 190	REMARKS
12	692	45	1330	[illegible]	[illegible]	1305		7			51-4				X	X	X		X	X					1A		[illegible]
12	693	41	1331	[illegible]	[illegible]	1005		9			[illegible]	40 N		X	X	X	X		X	X	X				1A		[illegible]
12	699	29	1332	[illegible]	[illegible]	1305		7			50-8				X	X	X		X	X	X				1A		
12	711	26	1333	[illegible]	[illegible]	1205		7			2-56			X	X	X	X		X	X					1A		2-56 PRIORITY - [illegible] - FINAL PHOTO - [illegible] - [illegible]
13	694	36	1334	[illegible]	[illegible]	1035		7			51-4				X	X	X		X	X					1A		[illegible]
13	822	83	1335	[illegible]	[illegible]	0935		7			50-8			X		X	X	X	X	X					1B		
13	379	84	1336	[illegible]	[illegible]	1105		7			51-4				X	X	X		X	X					1A		[illegible]
13	696	65	1337	[illegible]	[illegible]	1205		9			50-8	30 N		X	X	X	X		X	X					[illegible] 1ST		
14	695	31	1338	[illegible]	[illegible]	1105		6			51-4				X	X	X		X	X					1A		
14	698	57	1339	[illegible]	[illegible]	1005		7			50-8			X	X	X	X		X	X	X				1A		[illegible] 1045 - 1130 [illegible]
14	705	46	1340	[illegible]	[illegible]	1035		7			2-56				X	X	X		X	X					1A		
15	692	45	1341	[illegible]	[illegible]	1005		6			51-4				X	X	X		X	X					1A		[illegible]
15	699	41	1342	[illegible]	[illegible]	0935		7			51-19				X	X	X		X	X					1A		[illegible]
15	693	29	1343	[illegible]	[illegible]	1805		9			50-8	30 N		X	X	X					10				[illegible] 1ST		1 RITA/[illegible], 1 [illegible] [illegible]
15	711	26	1344	[illegible]	[illegible]	1035		7			2-56			X	X	X	X		X	X	X				1A		[illegible]
16	694	36	1345	[illegible]	[illegible]	0805		7			50-8			X	X	X	X		X	X					1A		
16	697	41	1346	[illegible]	[illegible]	0705		7			60-2				X	X	X		X	X					1A		[illegible]
16	822	83	1347	[illegible]	[illegible]	0805		7			51-26			X		X	X		X	X	X				1B		1 RITA/[illegible], 1 [illegible] [illegible]
16	379	84	1348	[illegible]	[illegible]	0735		7			50-8				X	X	X		X	X	X				1B		
17	694	[illegible] 99	1349	[illegible]	[illegible]	1100		3			[illegible]				X										4A		[illegible]

[illegible]

[illegible] 19 — [illegible] 121

[illegible]

[illegible] 20 — [illegible] 140

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4TH SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

Exhibit 07

DATE	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUR	AUTO	RADAR	RBS	OTC	MUL	SVV	PVO	RADIO	CAMT	OTHER	FUEL LOAD	FORM 190	REMARKS
12 Sep	52-707	77		8768	Nitschman and Crew	1315		7:00			53-26				X		X		X X		X X	X			85,000 1-4		Gunnery 1400-1700E Lake Huron
*	52-714	44		8769	Stone and Crew	1345		7:00			50-5						X	X X	X		X X	X			1-4		RNS Sen City Bombing
*	52-710	75		8770	Lt Jones Muehle and Crew	2115		7:00			1-19						X	X X	X		X X	X			1-4		RNS Tuscy 2100-0100E, Tito Gal
*	52-706	10		8771	Melville and crew	1345		7:00			1-56						X		X X		X X	X			1-4		1-56
13 Sept	52-709	78		8772	Jones Chel Bomber	0945		7:00			51-26						X		X X		X X	X			85,000 1-4		
*	52-823	22		8773	Lt Scanlon Culler and crew	0945		7:00			51-19						X		X X		X X				1-8		
*	52-809	80		8774	Lt Petersen Gall and crew	1515		9:00			50-8		Max Int 30,000	X			X		X		X 37	9			1-8		Rend 2015E Augusta VOR Avon Park 2200-2[illegible]0E
*	52-718	77		8775	Lt Purdy Fedion and crew	1315		7:00			51-19						X		X X		X X	X			1-4		Grid Gal
14 Sept	52-700	18		8776	Melville and crew	0945		7:00			1-56						X		X X		X X	X			85,000 1-4		1-56
*	52-819	79		8777	Stone and crew	0945		7:00			50-8						X		X		X 37	9			1-8		Avon Park 2230-2[illegible]0E
*	52-810	25		8778	Wurzel and crew	2115		7:00			50-8						X		X X						1-8		RNS Tuscy 2100-0100E
*	52-805	16		8779	Lt Jones Muehle and crew	0945		7:00			53-19				X		X		X X		X X	X			1-8		Gunnery Huron 1030-1130E
15 Sept	52-706	10		8780	Jones and crew	0945		7:00			1-56						X		X X		X X	X			85,000 1-4		1-56
*	52-721	22		8781	Colonel Meng Pete [illegible] and crew	0915		9:00			50-8		Max Int 30,000	X			X		X X		X X	X			1-8		AB Augusta Maine VOR 1130E
*	52-[illegible]	14		8782	Lt Purdy Culley and crew	1345		7:00			51-19						X		X		X 37	9			1-4		Avon Park 2230-2300E
*	52-[illegible]	[illegible]		8783	[illegible] Gall and crew	0945		7:00			50-8						X	X X	X		X X	X			1-4		RNS Springfield 1200-1300E
*	52-710	76		8784	Nixon and crew	0915		7:00			5-E						X		X X		X X	X			1-4		5E Crew
16 Sept	52-[illegible]	21		8785	Schmittner and crew	0715		7:00			51-26				X		X		X X		X X	X			85,000 1-8		Gunnery Huron 0800-0900E
*	52-709	78		8786	Melville and crew	1315		9:00			51-26		Max Int 30,000	X			X		X		X 37	9			1-4		Avon Park 2230-2300E AB Augusta (Dixie) VOR 2000E
*	52-8[illegible]	80		8787	Stone and crew	0[illegible]		7:00			50-5						X		X X		X X	X			1-8		Gunnery Huron 0800-0900E
*	52-732	75		8788	Lt Lutz Muehle and crew	0745		7:00			51-19						X		X X		X X	X			1-4		RNS Centre 1 1300-1400E

Projected

Sorties	Hours
20	124:00

Scheduled

Sorties	Hours
21	133:00

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Exhibit 68

10th SR SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE SEPT	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUTO R	GEN	TOR A	ROB S	OIT C	MUL T	SUL	SPV	FVO	RAT	CEA T	OTH M	FUEL LOAD	FORM 190	REMARKS
12	718	50		10400	YAGER	2055		7:00			50:8					X		X				10			3 37	[illegible]		Long Range Cruise Grid Tite Cel Dummery Avon Park 2300-2400
12	720	39		10403	STRATBERG	1305		6:00			51:4					X		X	X		X	X	X			[illegible]		Stand Board
12	721	33		10404	MINEY	1325		7:00			50:8				X		X	X	X		X	X				[illegible]		Dummery Huron
12	749	11		10405	HEYT	1355		7:00			50:8				X	X	X	X			X	X				[illegible]		Dummery Huron
13	711	12		10406	CONDRUND	0955		7:00			4:56															[illegible]		Fort Huron Dummery Long Range Cruise
13	716	60		10407	MEAD	2025		7:00			51:46					X		X					10			[illegible]		Photo Flash Avon Park Tite Cel Dummery Sarasota Long Range Cruise 0-15
13	717	55		10408	MOORE	2055		7:00			51:46				X	X							X		3 37	[illegible]		Avon Park 2300-2400 Sarasota Dummery Range
13	725	15		10409	MCLL	0615		7:00			50:8				X	X	X	X		X	X	X				[illegible]		Dummery Huron
14	714	49		10410	MINEY	2055		7:00			50:8				X	X	X						10		3 37	[illegible]		Avon Park 2300-2400 Long Range Cruise Grid Tite Cel Dummery Sarasota
14	718	35		10411	HEYT	1025		7:00			4:56				X	X	X	X	X	X	X	X				[illegible]		Dummery
14	719	44		10412	SUTHERLAND	1605		5:00			6:42															[illegible]		
14	720	21		10413	STITZEL - FIELDS	1055		7:00			51:14					X	X	X	X	X	X	X				[illegible]		Avon Park 2300-2400 Grid Tite Cel Cruise Control Dummery Sarasota
14	721	82		10414	YAGER	2025		7:00			50:8				X	X	X						10			[illegible]		
15	718	50		10415	CONDRUND	1655		7:00			50:8	1930 LOW			X			X							3 37	[illegible]		Avon Park 2300-2400 Grid Tite Cel Cruise Control Dummery Sarasota
15	720	39		10416	STRATBERG	1155		6:00			51:4					X	X	X								[illegible]		Dummery Huron Range Stand Board
15	721	33		10417	LAPPE	2025		6:00			50:8	145 LOW			X	X	X	X								[illegible]		Dummery Tite Celestial Grid
15	749	11		10418	YARRIS	1625		7:00			51:46				X	X	X	X	X	X	X	X				[illegible]		Dummery Lake Huron Cruise Control
16	711	12		10419	STRONGART	0655		[illegible]			4:56							X	X		X	X	X			[illegible]		
16	716	60		10420	MEAD	0925		7:00			51:46				X	X		X	X	X	X	X	X			[illegible]		
16	717	55		10421	MCLL	ROCK FITZEL		6:00			50:8	1210 LOW		X		X										[illegible]		[illegible]
16	725	15		10422	MOORE			7:00			51:46					X										[illegible]		NOV

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Exhibit 69

[redacted] SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUTO R	GATO	RBS	OTC	MTC	MUV	PFV	PFO	SCM	ECM	FUEL LOAD	FORM 190	REMARKS
19	[redacted]	[redacted]		7651	[redacted]	1245		7			51-4					X	X X		X X					14		IPO BELL, [redacted]
19	[redacted]	[redacted]		7653	[redacted]	1855		9			51-26			X X		X	X		X 37	10				14		[redacted]
[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]		7			[redacted]					[redacted]	[redacted]							[redacted]		
[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]		9			50-8			[redacted]		[redacted]	[redacted]		X 37	10				14		[redacted]
[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	1305		7			51-19					X	X X		X X X					14		[redacted]
[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]		7			50-8					[redacted]	[redacted]		X X X					14		[redacted]
19	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]		7			[redacted]					X	X		X X					14		[redacted]
19	[redacted]	[redacted]		[redacted]	[redacted]	1345		9			51-26			X X		X	X		X 37	10				14		[redacted]
[redacted]	[redacted]	[redacted]		7640	[redacted]	0935		7			50-8					X	X X		X X					18		FIRST TO SHORT KILL
[redacted]	[redacted]	[redacted]		7641	[redacted]	2335		6			SPAL					X X X								28		POST HOLE
[redacted]	[redacted]	[redacted]		7642	[redacted]	2350		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7643	[redacted]	0005		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7644	[redacted]	[redacted]		6			SPAL					X X X								28		POST HOLE
[redacted]	[redacted]	[redacted]			[redacted]											X X X								24		
[redacted]	[redacted]	[redacted]		7645	[redacted]	2035		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7646	[redacted]	2250		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7647	[redacted]	2345		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7648	[redacted]	2500		6			SPAL					X X X								28		POST HOLE
[redacted]	[redacted]	[redacted]		7649	[redacted]											X X X								24		
[redacted]	[redacted]	[redacted]		7650	[redacted]	2135		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7651	[redacted]	2150		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7652	[redacted]	[redacted]		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]		7653	[redacted]	[redacted]		6			SPAL					X X X								24		POST HOLE
[redacted]	[redacted]	[redacted]			[redacted]											X X X								24		

[redacted]

[redacted] 17 [redacted] 146

[redacted]

[redacted] 17 [redacted] 189

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Exhibit 70

WEEKLY AIRCRAFT REQUIREMENTS RECORD

[illegible] SQUADRON

DATE	ACFT NO.	CALL SIGN	THEIR CALL	SORTE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AUR	GUN	AUTO	[illegible]	RBS	OIS	TCL	MUL	GV	PV	FO	[illegible]	[illegible]	[illegible]	[illegible]	FUEL LOAD	FORM 190	REMARKS
20 Sep	[illegible]	[illegible]	[illegible]	[illegible]	Pfeffer and crew Lt Lutz	1845		9:00			50-8	[illegible]		X			X		X	X		X	X	X				X	1-8		[illegible]
"	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]			[illegible]						X		X						X			X	2-8		[illegible]
"	52-826	[illegible]	[illegible]	[illegible]	[illegible] and crew	1400		9:00			50-8	50,000		X			X		X	X	X		X	X	X				1-8		Project Grainfield Grand Burlington Vt.
"	52-893	16		[illegible]	[illegible] and crew	2315		7:00			52-26				X		X	X	X	X			X	X	X				1-8		Home 1215-1500 Sorting NHO
"	52-786	27		[illegible]	Jones and crew Lt Bostrom	2345		7:00			52-26						X		X						X			X 27	1-8		Home Park 2030-2330
"	[illegible]	[illegible]		[illegible]	[illegible] and crew	[illegible]		[illegible]			[illegible]						X		X						X			X 27	1-8		[illegible]
"	CL-[illegible]	27			WILLIAMS	1345		8:00			TEST ARM						X		X	X		X	X						2-8		
20 Sep	52-893	16		[illegible]	Heisinger and crew	2135		6:00			52-26						X	X	X										2-8		Portable
"	52-864	27		[illegible]	Williams and crew	2150		6:00			52-26						X	X	X										2-8		Portable
"	52-[illegible]	[illegible]		[illegible]	Pleasance and crew	2205		6:00			50-8						X	X	X										2-8		Portable
"	52-750	[illegible]		[illegible]	Brewster and crew	2200		6:00			50-8						X	X	X										2-8		Portable
"	CL-[illegible]				SPARE																										
21 Sep	52-826	25		[illegible]	[illegible] and crew	2135		6:00			50-8						X	X	X										2-8		Portable
"	52-797	77		[illegible]	Melville and crew	2150		6:00			52-26						X	X	X										2-8		Portable
[illegible]	52-[illegible]	18		[illegible]	Thomas and crew	[illegible]		6:00			50-8						X	X	X										2-8		Portable
"	52-725	78		[illegible]	Hall and crew	[illegible]		6:00			50-8						X	X	X										2-8		Portable
[illegible]	52-[illegible]	81	Walker	[illegible]	Harris and crew Lt Cross	[illegible]		9:00			52-19			X			X	X	X										1-8		Sorting NHO AMDRO Rensselaer NHO Helen [illegible] to [illegible] Ferry to [illegible] for [illegible] NHO
[illegible]	CL-[illegible]				SPARE																										
21 Sep	52-786	27		[illegible]	Jones and crew	2135		6:00			52-26						X	X	X										2-8		Portable
"	52-724	46		[illegible]	Shore and crew	2150		6:00			50-8						X	X	X										2-8		Portable
"	52-784	78		[illegible]	Pfeffer and crew	2205		6:00			50-8						X	X	X										2-8		Portable

[illegible]

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Exhibit 71

18th SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE SEP	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUNNO	ATTB	RBS	OISB	TCC	MULL	SVV	PVO	[illegible]	CBT	CEME	[illegible]	FUEL LOAD	FORM 190	REMARKS
19	704	49	VALLEY 16	10625	ROLL	1155		9:00			50-8	YOM		I	I		I		I	I		I	I	I			14		[illegible]
19	[illegible]	39		10626	CONSIDINE	1255		7:00			0-36						I		0	0		0	0	0			18		
19	[illegible]	59	VALLEY 15	10627	MOORE	[illegible]		8:00			50-8	NOM		0	0		0	0	0	0		0	0	0			13		[illegible]
19	719	44		10625	HUNEKUT	1355		7:00			50-8				I		I		I	I		I	I	I			14		[illegible]
19	725	21		10626	HARRIS	1225		7:00			50-8						I		I	I		I	I	I			13		
19	721	82		10627	LAPPO	113[illegible] [illegible]		9:00			51-26	30M		X			I		I	I		I	I	I			13		
19	[illegible]	33		[illegible]	[illegible]	[illegible]		7:00			53-39						0		0	0		0	0	0			13		
22	821	80		10629	LAPPO	2225		6:00			50-8						I		I	I							20		POST HOLE
22	721	33		10630	HUNEKUT	2250		6:00			50-8						I		I	I							20		" "
22	720	39		10631	CONSIDINE	2305		6:00			50-8						I		I	I							20		" "
22	717	55		10632	ROLL	2320		6:00			50-8						I		I	I							24		" "
	719	44			SPARE												I		I	I							24		" "
23	701	12		10633	HENDT	2335		6:00			50-8						I		I	I							24		" "
23	725	13		10634	NOTT	2350		6:00			50-8						I		I	I							20		" "
23	716	60		10635	OBLINEC	2205		6:00			50-8						I		I	I							24		" "
23	704	49		10636	MOORE	2220		6:00			50-8						I		I	I							24		" "
	723	21			SPARE																								
																	I		I	I							24		" "
24	718	50		10637	MACEE	2320		6:00			50-8						I		I	I							24		" "
24	708	35		10638	BROWN	2335		6:00			50-8						I		I	I							20		" "
24	769	11		10639	HARRIS	2350		6:00			50-8						I		I	I							20		" "
	715	80			SPARE																								

SORTIES 17 FRAGGED [illegible] MISS [illegible]

SORTIES 16 SCHEDULED [illegible] MISS 16 [illegible] 70

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Exhibit 72

WEEKLY AIRCRAFT REQUIREMENTS RECORD

SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUNO	ATOS	RBS	OTC	MUL	SVV	FVO	[illegible]	CAT	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS

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Exhibit 72

[illegible] SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AT/O	TR/R	RB/S	OI/B	TC	MU/L	SV	PV/O	[illegible]	[illegible]	CRT	ECM	[illegible]	FUEL LOAD	FORM 190	REMARKS
27 Sept	52-[illegible]	Polly 16		[illegible]	Guistinger	[illegible]		8:00			51-26						X	X	X	X		X	X	X					Max Internal		Recon Comp
"	52-[illegible]	15		[illegible]	Competition Wing Spare	[illegible]		-			51-26						X	X	X	X		X	X	X					Max Internal		Recon Comp Spare
"	52-796	40		[illegible]	Jones	1604		6:00			51-26						X	X	X										2-6		Portable
"	52-799	18		[illegible]	Lt Gallaway W. L. Vickers	1625		6:00			50-8						X	X	X										2-6		Portable
"	52-[illegible]	[illegible]		[illegible]	Richmond	1632		6:00			50-8						X	X	X										2-8		Portable
"	52-799	78		[illegible]	Stone	1645		6:00			50-8						X	X	X										2-6		Portable
"	52-[illegible]	[illegible]			Portable Spare												X	X	X										2-8		Portable Spare
28 Sept	52-[illegible]	79		[illegible]	Williams	1604		6:00			51-26						X	X	X										1-8		Portable
"	52-[illegible]	27		[illegible]	Grunsfeld	1629		6:00			50-8						X	X	X										2-8		Portable
"	52-[illegible]	78		[illegible]	Bell	[illegible]		6:00			50-8						X	X	X										1-6		Portable
"	52-[illegible]	77		[illegible]	Holbrook	1648		6:00			50-8						X	X	X										2-6		Portable
"	52-[illegible]	[illegible]			Portable Spare												X	X	X										2-8		Portable Spare
29 Sept	52-[illegible]	16		[illegible]	Guistinger	[illegible]		8:00			51-26						X	X	X	X		X	X	X					Max Internal		Recon Comp
"	52-[illegible]	[illegible]		[illegible]	[illegible] Smith	[illegible]		8:00			50-8				X		X	X	X	X		X	X	X					Max Internal		Daylight for Recon Comp Spare. After 30% gone off Main to a mission Gas, Grid Mile Out.
"	52-[illegible]	[illegible]		[illegible]	Shaffer	1640		6:00			50-8						X	X	X										1-8		Portable
"	52-[illegible]	[illegible]			Portable Spare												X	X	X										2-8		Portable Spare
"	52-[illegible]	[illegible]		[illegible]	[illegible] Wiss	[illegible]		6:00			51-10																		2-8		Thory. [illegible] Max Gas, Hold Gs for Jumbo. Upgrading Units.
30 Sept	52-[illegible]	40		[illegible]	Jones	1745		7:00			50-8	[illegible]		X			X		X					9			X		1-6		[illegible] Sept 1952 0-56 Jones Pack [illegible]
"	52-[illegible]	[illegible]		[illegible]	Stone	1745		7:00			50-8						X	X	X	X		X	X	X					2-6		Springfield [illegible] 30-10-44 (Debrief if possible [illegible])
"	52-[illegible]	[illegible]		[illegible]	Richmond	1745		7:00			50-8						X	X	X	X		X	X						1-6		Springfield [illegible] 30-10-44 (Debrief if possible [illegible])
																															Scheduled 19 Sorties 145 Hours

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Exhibit 74

10TH SQUADRON

WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE SEPT	ACFT NO.	CALL SIGN XXLT	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	AUTO	RADAR	RBS	OTC	MUCLV	SVO	PVO	[redacted]	CAT	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
26	693	41		10558	BROWN	1305		TIME CREDITED TO 3RD BRS			SPEC PROJ	30M		I		I	I	A	I							36		SAINFIELD
	722	26			SPARE									I		I	I	I	I							36		* * *
27	716	60		10441	LAPPO	1100		7:30			RECON COMP					I	I	I			I					81I		RECON COMP
27	823	82		10442	STANWEDG	0955		6:00			6-42					I	I	I						6		39 -		EC SHORT HILL
27	702	22		10443	GRISSKI	1736		6:00			50-8					I	I	I								36		FORSHEA (LAC)
27	723	33		10444	BONDURANT	1719		6:00			50-8					I	I	I								39		* *
27	720	39		10445	COMBSFORD	1736		6:00			50-8					I	I	I								39		*
27	715	20		10446	ROLL	1749		6:00			50-8					I	I	I								36		*
	708	35			SPARE						50-8					I	I	I								36		*
28	723	23		10447	KINEY	1636		6:00			50-8					I	I	I								39		POSTHOLE
28	725	25		10448	RITT	1639		6:00			50-8					I	I	I								39		*
28	719	44		10449	MOORE	1634		6:00			50-8					I	I	I								36		*
28	708	35		10450	BROWN	1649		6:00			50-8					I	I	I								36		*
	769	13			SPARE						50-8					I	I	I								39		*
29	716	60		10451	LAPPO	0100		7:30			RECON COMP					I	I	I			I					81I		RECON COMP
29	718	50		10452	MAHOE	1701		6:00			50-8					I	I	I								36		POSTHOLE
29	769	13		10453	HARRIS	1719		6:00			50-8					I	I	I								36		*
	708	32			SPARE						50-8					I	I	I								39		*
30	702	32		10454	BONDURANT	0825		7:00			9-56					I	I	I								36		
30	715	20		10455	[redacted]	0925		7:00			51-86			I		I		I		I	I	I				36		SPEC PROJ
30	720	39		10456	ROOK (IP)	0955		7:00			51-89					I		I	I			I				39		SPEC PROJ
30	721	33		10457	BROWN COMBSFORD	0855		6:00			50-8					I		I								39		

PROJECTED
NORTHB 7 — SOUTHB 13

SCHEDULED
NORTHB 32 — SOUTHB 108

FORM 4-52
REPLACES 25 APR 54

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Trans #1626

1 OCT 1955 – 31 JAN 1956

SECRET

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE
AIR FORCE BASE
COLUMBUS, OHIO

MICROFILMED

Gal 7

RSI 17707

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HISTORY OF THE

26TH STRATEGIC RECONNAISSANCE WING, (M)

801ST AIR DIVISION

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 OCTOBER 1955 THROUGH 31 JANUARY 1956

W. J. MENG
Colonel, USAF
Commander

RICHARD M. ROGERS
Captain, USAF
Historical Officer

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

This History was prepared by Richard M. Rogers, Capt, USAF, and S/Sgt Leslie A. Bell, USAF.

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TABLE OF CONTENTS

CHAPTER	TITLE	PAGE NO.
I	ORGANIZATION AND ADMINISTRATION	1
II	PERSONNEL	4
III	OPERATIONS AND TRAINING	15
IV	MATERIEL	32
V	SAFETY	43

APPENDIX

Roster of Key Personnel for October 1955	51
Roster of Key Personnel for November 1955	52
Roster of Key Personnel for December 1955	53
Roster of Key Personnel for January 1956	54
Listing of Exhibits	55

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COLONEL WILLIAM J. MENG

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Colonel WILLIAM J. MENG

William J. Meng was born in North Middletown, Kentucky, on 19 May 1917. He attended Transylvania College at Lexington, Kentucky, from 1935 - 1939.

He entered flying training as a Cadet in November of 1939. Graduated in August, 1940 from Kelly Field, Texas, and appointed a 2nd Lt. His first assignment was in the Panama Canal Zone as aircraft commander in A-20 type aircraft.

During his tour of duty in the Canal Zone, Colonel Meng was credited with a "probable kill" of a submarine. The submarine had been spotted in the Maracaibo Bay just north of Venezuela in the Caribbean Zone. The Colonel was flying with the 59th Bomb Squadron at the time.

Upon his return to the Zone of Interior in July of 1943, he was assigned to Lake Charles Air Base in La., as the Commander of the 670th Bomb Squadron, 416th Bomb Group. He departed with this Group for England in January, 1944. Colonel Meng flew 50 combat missions with the 416th Bomb Group and was appointed Deputy Group Commander in August of 1944.

Colonel Meng returned to the ZI again in October of 1945. During the next few years he commanded both a B-29 and a B-45 Reconnaissance Squadron. He was assigned as Director of Materiel of the 91st Reconnaissance Wing in August of 1951. In June, 1953, assigned as Deputy Commander, 26th Strategic Reconnaissance Wing. In July of 1954, he was assigned to the 5th Air Division in French Morroco, North Africa, as Director of Operations. He served in the 5th Air Division until July of 1955.

The Colonel was appointed Commander of the 26th Strategic Reconnaissance Wing on 16 August 1955.

His decorations and awards include the Presidential Unit Citation, the Distinguished Flying Cross, the Air Medal with eight Oak Leaf Clusters and the Purple Heart.

He is married to the former Miss Betty Beutschner of Tampa, Florida. The Colonel and his wife have two children, a daughter, Ann, age 10 years, and a son, Bill, age 7 years.

PROMOTIONS

2nd Lt., Reserve, 31 Aug 1940; 1st Lt., 1 Feb 1942; Captain, 10 Dec 1942; Major, 6 March 44, Lt Col, 1 Oct 44; Colonel 19 Jan 1951.

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F O R E W O R D

"THE MISSION OF THE 26TH STRATEGIC RECONNAISSANCE WING, MEDIUM, IS TO EXECUTE LONG RANGE STRATEGIC RECONNAISSANCE OPERATIONS ALONE OR JOINTLY WITH FORCES FROM PERMANENT FIXED BASES OR OVERSEAS BASES TO FULFILL REQUIREMENTS FOR COMPLETE RECONNAISSANCE REPORTS AND TARGET MATERIALS"

The period covered in these writings is from 1 October 1955 through 31 January 1956. Authority for consolidating the monthly writings for this four month period was granted by Headquarters Eighth Air Force Message OI 163, dated 18 May 1956; subject: Authority to Combine Histories of 801st Air Division and 26th Strategic Reconnaissance Wing.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 31 January 1956 the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital

Headquarters Squadron Section

26th Field Maintenance Squadron

26th Periodic Maintenance Squadron

3rd Strategic Reconnaissance Squadron

4th Strategic Reconnaissance Squadron

10th Strategic Reconnaissance Squadron

26th Armament and Electronics Squadron

4025th Strategic Reconnaissance Squadron (Light) (Attached)

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During the months of October and November 1955 there were no permanent changes in key personnel of the 26th Strategic Reconnaissance Wing. However, Lieutenant Colonel Lansing H. Myers, 7305A, the Wing Comptroller, assumed command of the 26th S. R. Wing during the temporary absence of Colonel William J. Meng, 4510A.[1] Colonel Meng departed 19 October 1955 and returned 21 October reassuming command on 21 October 1955.[2]

During the month of December 1955 there were two permanent changes in key personnel of the 26th S. R. Wing. Lieutenant Colonel Kenneth H. Goetzke, 5839A, was assigned as Wing Comptroller, effective 1 December 1955,[3] upon the reassignment of Lieutenant Colonel Lansing H. Myers, 7305A, as the Chief of Maintenance, 26th S. R. Wing (M) (SAC).[4] Major Walter K. Morgan, A0661536, assumed command of the 26th Periodic Maintenance Squadron, 26th S. R. Wing,[5] upon the reassignment of Major William B. Winslow, A0803739, to Headquarters Squadron, Alaskan Air Command, Elmendorf Air Force Base, Alaska, effective 28 December 1955. Besides the permanent changes in key personnel, Major James R. Tucker, 119798A, assumed command of the 26th Armament and Electronics Maintenance Squadron, 26th S. R. Wing, this station, during the temporary absence of Lietenant Colonel Kenneth R. Gosling, 5635A, who was admitted to the base hospital on 2 December 1955. Major Tucker assumed command effective 5 December 1955.[6]

---

1. 26th SRWg General Order No. 19, dated 19 October 1955.
   Subj: "Assumption of Command" Exhibit No. 1.
2. 26th SRWg General Order No. 20, dated 21 October 1955.
   Subject: "Re-Assumption of Command" Exhibit No. 2.
3. 26th SRWg Geberal Order No. 21, dated 7 December 1955.
   Subj: "Staff Assignment" Exhibit No. 3.
4. 26th SRWg PAM No. 74, dated 6 December 1955.
   Subject: "Staff Assignments" Exhibit No. 4.

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During the month of January 1956 there were no permanent changes in key personnel of the 26th S. R. Wing.

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CHAPTER II

P E R S O N N E L

As of the 31st of October 1955 there were 1,464 personnel, both officer and enlisted, assigned to the 26th Strategic Reconnaissance Wing (M) (SAC) at Lockbourne Air Force Base, Columbus 17, Ohio. Of that total, 282 personnel were Officers and 1,182 were Airmen.[1]

The following is a breakdown in comparison of the authorized strength versus the assigned strength as of 31 October 1955:[2]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	326	282
AIRMEN	1,204	1,182
TOTALS . .	1,530	1,464

Of the 326 authorized, 282 were assigned for a 26th Wing percentage of 87% body manned, Officer strength. Of the 282 Officers assigned 255 were assigned by DAFSC for an effective manning percentage of 74%.[3]

Of the 1,182 Airmen assigned the 26th Wing, only 887 were effectively assigned by UAFSC for a percentage of 73.6% effectively manned.[3]

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1. 26th SRWg Manning Status Report prepared by 26th SRWg Pers Section, dated 31 October 1955.
2. Ibid.
3. Ibid.

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The following is a brief discription of the combat crew situation for the month of October 1955 for the 26th S. R. Wing, Lockbourne Air Force Base, Columbus, 17, Ohio. As of 1 October 1955 there were a total of 43 combat crews assigned to the 26th S. R. Wing. Of this amount 35 were combat ready type and 8 were non-combat ready type. Only one of the 8 non-combat ready was available for duty.[4]

Crew Numbers IN- 41, 42, and 43 were formed effective 24 October 1955. Crew Numbers IN- 31, 34, 38, and 93 were formed effective 4 October 1955. Crew Crew Numbers IN- 34, and 38 were then disbanded effective 24 October 1955. Crew Number N- 71 was upgraded to (R-71) combat ready effective on 31 October 1955. As of 31 October 1955 a total of 48 combat crews were assigned to the 26th S. R. Wing. Of this amount 36 were combat ready, and 12 were (IN crews) non-combat ready. The increase in crew strength was due to the gaining of personnel from the 70th Strategic Reconnaissance Wing.[5]

During the month of October 1955 there were a total of 5 select crews, 14 lead crews, 17 combat ready, and 12 IN crews. There also were 18 partial crews during this month in the 26th S. R. Wing. To complete an authorization of 66 crews, the 26th S. R. Wing would have needed 18 Aircraft Commanders, 17 co-pilots, and 13 observers.[6]

The 26th S. R. Wing received three spot promotions to the grade of Major on Crew S-09 effective 19 October 1955.

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4. Report, "Combat Crew Log" prepared by the 26th SRWg Pers Section.
5. Ibid.
6. Ibid.

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The following is a resume of the T-12 remarks for the month of October 1955:

The critical shortage of administrative personnel has begun to affect many areas throughout the 26th S. R. Wing. Available typists are being in many cases assisted by commissioned officers in the various sections. The innumerable reports required of a Wing are becoming major projects to complete with the desired accuaracy required and within the time limit alloted. The many descriptions of this unfortunate situation to higher headquarters have been to no avail. Overseas and ZI levies continue to come in to the 26th S. R. Wing from higher headquarters. Only atoken input of qualified personnel have in turn been assigned to fill these vacacies left by said levies from the higher headquarters.[7]

This headquarters cannot resort to the OJT program as a means of improving on the situation since trainable helper level airmen have not been made available to the 26th S. R. Wing. As an illustration of the conditions that exist, the Wing Adjutant is due to lose his Sergeant Major in November 1955. Two of the remaining clerks have already begun processing for separation from the Air Force. Of the three remaining airmen one will be separated in December 1955 and the other is a trained personnel clerk on a loan basis pending input of qualified personnel from other sources.[8]

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7. T-12 remarks for the month of October 1955, 26th SRWg.
8. Ibid.

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The following is a breakdown of the authorized versus the assigned strength of administrative personnel of the 26th S. R. Wing for the month of October 1955:[8]

AFSC	AUTH	ASGD
70010	0	3
70230	23	8
70250	48	12
70270	6	3
TOTALS	77	26

This headquarters participated in a SAC sponsored conference on the new centralized personnel records section on 20 October 1955.

Lockbourne Air Force Base has been chosen as the service testing site for the new system of centralized records. It does not appear likely that the new system will be afforded the fair testing period which it warrants because of the shortage of personnel and the continued quotas affecting the key airmen assigned to the Personnel Directoate.[9]

The following breakdown of the authorized versus the assigned strength of the personnel clerks in the 26th S. R. Wing for the month of October 1955 shows what a load the few personnel are having to carry at the present time.[10]

AFSC	AUTH	ASGD
73230	3	4
73231	2	1
73250	7	0
73251	17	7
73270	3	4
TOTALS	32	16

8. Ibid.
9. Ibid.
10. Ibid.

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During the month of October 1955 a survey trip was made to the 26th S. R. Wing EWP Base. Wing personnel assigned to the survey determined any shortages of personnel by AFSC's required to support the EWP assignment. Corrective actions are being taken by the commander of the unit relative to deficiencies affecting the EWP capabilities.[11]

Squadron Commanders were advised to review SAC Forms 193 and have select and lead crews review SAC Forms 192.[12]

As of 30 November 1955 there were 1,470 personnel assigned to the 26th S. R. Wing, Lockbourne Air Force Base, Columbus 17, Ohio. Of that number 295 were officers and 1,175 were airmen.[13]

The following is a comparison of the authorized versus the assigned strength of the 26th S. R. Wing as of 30 November 1955:

	AUTH	ASGD
OFFICERS.	325	295
AIRMEN	1201	1175
TOTALS	1526	1470

Of the 325 officers authorized, 295 were assigned for a Wing percentage of 90.7 body manned. Of the 295 officers assigned 257 were effectively assigned by DAFSC for an effective manning percentage of 79%.[14]

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11. Ibid.
12. Ibid.
13. Report,"Status of Officers and Airmen" November 1955, prepared by the 26th S.R.W. Pers Section.
14. Ibid.

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Of the 1,175 airmen assigned to the 26th S. R. Wing, 859 were effectively assigned by UAFSC for a percentage of 71.5 effectively manned.[15]

As of 1 November 1955 there were 48 crews assigned to the 26th S. R. Wing (M) (SAC) of which 36 were of a combat ready type. One crew was formed (IN-31) during the month of October. At the end of the month of November there were 49 crews assigned to the 26th S. R. Wing. Of that 49 crews, 36 were of a combat ready type and 13 of a IN combat ready type.[16.]

Action was initiated to reassign Aircraft Commanders on the following listed crews of the 26th S. R. Wing to S.E.S. Little Rock, Arkansas: Major William E. Yingling (S-07), Major Robert M. Catching (S-18), Major Bernard M. Simon (S-25), Major Paul G. Jones (S-35). Also the following listed observors from the 26th S. R. Wing were reassigned to S.E.S Little Rock, Arkansas during the month of November 1955: Major Richard H. Weir (S-18), and Major John H. Dorger (S-35).[17]

During the month of November 1955 there were 7 crews upgraded to the select status.[18]

Majors: Charles E. Baker, Paul G. Jones, John H. Dorger, Ralph C. Guisinger, Alexander Raffy Jr., Lawrence E. Brown, John S. Lappo, and Harry B. Wolfe received spot promotions during October from Captain to Major.[19]

The following are excerpts from the T-12 remarks for the month of November 1955:

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15. Ibid.
16. Report "Combat Crew Log" prepared by the 26th SRWg per Section for the month of October 1955.
17. Ibid.
18. Ibid.
19. Ibid

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There are no improvements in the airmen manning of the administrative (70) and personnel (73) career fields in the 26th S. R. Wing. Deficiencies have been noted in these fields in the T-12 reports for the past five (5) months.[20]

A shortage of qualified aircraft maintenance officers is developing due to overseas committments and withdrawals for other units. The Chief of Maintenance (AFSC 4316) and the Commander of the Periodic Maintenance (AFSC 4316) are both on overseas committments. Two officers (AFSC 4344) and one officer (AFSC 43100) are possible losses to the 4025 Strategic Reconnaissance Squadron (L). Lack of adequate replacements prior to the loss of these officers will result in a critical shortage and hamper the capabilities of the 26th S. R. Wing. Loss of three (3) more officers to the 4025th S. R. Squadron will also result in our ability to support this unit as it is attached to the 26th S. R. Wing for support.[21]

As of 31 December 1955 there were a total of 1,423 personnel assigned to the 26th S. R. Wing, Lockbourne Air Force Base, Columbus 17, Ohio. Of this amount 304 were officers for an assigned strength of 93% body manned. Of the amount of officers assigned 265 were effectively assigned for an effective manning percentage of 81. by DAFSC.[22]

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20. Ibid.
21. Ibid.
22. Report "Manning Status Report" prepared by the 26th SRWg per section for the month of December 1955.
23. I

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The following is a comparison of the assigned versus the authorized strength of the 26th S. R. Wing for the month ending 31 December 1955:

	AUTH	ASGD
OFFICERS	326	304
AIRMEN	1212	1191
TOTALS	1538	1495

Of the 326 officers authorized, 304 were assigned for a 26th S. R. Wing percentage of 93% body manned. Of that 304 assigned 265 officers were effectively assigned for an effective manning percentage of 81%.[23]

Out of the 1191 airmen assigned 839 were effectively assigned by UAFSC for a percentage of 70% effectively manned in the 26th S. R. Wing for the month ending 31 December 1955.[24]

The following are excerpts from the T-12 remarks for the month of December 1955:

The cost of supporting project "Black Night", present and projected, has taxed the resources of the 26th S. R. Wing to the point where it will be extremely difficult to maintain an effective RB-47 combat support capability, and concurrently support to the degree expected, the additional requirements imposed by "Black Night".[25]

As of 1 December 1955 the 26th S. R. Wing had a total of 49 combat crews assigned of which 35 were combat ready type and 14 were non-combat ready type.[26]

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23. Ibid.
24. Ibid.
25. T-12 remarks for the month of December 1955, 26th SRWg.

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During the month of December 1955, 7 crews were disbanded of which 4 were select crews and 3 non-ready crews. Also during the month of December 1955, 5 combat crews were formed and 1 crew downgraded to non-combat ready type. The major part of the loss of crew members was due to the reassignment of various personnel to the Strategic Evaluation Squadron at Little Rock, Arkansas. One crew member was lost to USAFIT from a select crew.[27]

As of 31 December 1955, the 26th S. R. Wing had a total of 48 crews assigned. Of this total 33 were of combat ready type and 15 were non-combat ready type. The number of combat ready crews actually was only 29 pending approval or disapproval of 8th Air Force on crew disbandment.[28]

As of 31 January 1956 there were 1,438 personnel assigned to the 26th S. R. Wing, Lockbourne Air Force Base, Columbus 17, Ohio. Of the 1,438 individuals assigned 298 were officers and 1,140 were airmen.[29]

The following is a comparison of the authorized versus the assigned strength for the month of January 1956 in the 26th Strategic Reconnaissance Wing (M) (SAC), Lockbourne Air Force Base, Columbus 17, Ohio.

	AUTH	ASGD[30]
OFFICERS	326	. . . 298
AIRMEN	1201	. . . 1140

Of the 326 officers authorized, 298 were assigned for a 26th S. R. Wing percentage of 91% body manned. Of that ammount 250 were effectively

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26. Ibid.
27. Ibid.
28. Ibid.
29. Report "Manning Status Report" prepared by the 26th SRWg pers section for the month of January 1956.
30. Ibid.

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assigned for an effective manning percentage of 76% by DAFSC for the month of January 1956.[31]

of the 1,140 airmen assigned, 813 were assigned by UAFSC for a 26th S. R. Wing percentage of 67.7 effectively manned. This does not include the recently activated 4025th Strategic Reconnaissance Squadron (L) which is attached to the 26th S. R. Wing for support.[32]

In most phases of other military operations a shortage of officers can be offset to a great extent by the use of seasoned and competent non-commissioned officers. The same is not true in the supply field. A wing such ours has eight (8) seperate supply accounts, each of which must be signed and accounted for by an officer. At any time the number of available supply officers becomes less than the number of accounts assigned, and it is a understandable undesirable situation. Just such a situation has become a fact in the 26th S. R. Wing.[33]

The excessive loss of airmen to overseas shipments, manning of new units, and discharges coupled with the loss of trained officers has placed our entire supply structure in an extremely precarious position.[34]

The 4025th S. R. Squadron (L) is of high priority in the overall manning picture. Presently this wing has lost 3 officers and 1 warrant officer to the 4025th SR Squadron. In addition to these losses, 39 airmen were firm losses with a tentative loss of 20 more airmen to the 4025th S. R. Squadron. Continuous drains on the resources of this wing will seriously effect its overall capabilities.[35]

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31. Ibid.
32. Ibid.
33. T-12 remarks for the month of January 1956 for the 26th S. R. Wing.
34. Ibid.

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The responsibility for meeting filler requirements for the 4025th S. R. Squadron lies with the 801st Air Division. The 4025th S. R. Squadron will be 100 percent body manned according to manning documents by skill. This probably will have an additional effect on the combat effectiveness of the 26th S. R. Wing.[36]

As of 1 January 1956 a total of 47 crews were assigned to the 26th S. R. Wing. Of that amount, 32 were combat ready and 15 were non-combat ready. During the month of January 3 crews were upgraded to combat ready and 3 select crews were disbanded due to reassignment of the Aircraft Commanders and Observors to the 3947th Strategic Evaluation Squadron, Little Rock, Arkansas. Three new crews were formed and as of 31 January 1956 the 26th S. R. Wing had a total of 50 crews assigned. Of this amount 32 were combat ready and 18 were non-combat ready type.[37]

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35. Ibid.
36. Report "Manning Status Report" prepared by the 26th SRWg pers section for the month of January 1956.
37. Ibid.

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CHAPTER III

OPERATIONS AND TRAINING

During the month of October 1955 there were a total of 1567:50 hours flown, utilizing 221 sorties. Of this total, 432 hours were flown on higher headquarters ordered missions.[1]

The 26th S. R. Wing had the resposibility of flying eight (8) special missions as directed by 8th Air Force Headquarters and Strategic Air Command Headquarters. Of these 8 missions, 3 were major operations that comprized 128 flying hours. These three major missions were as follows:

(1) 8AF OPord 135-55 (Crainfield). This mission was flown in support of the Air Research and Development Command in conjunction with the Lincoln Laboratories in testing airbourne electronic detection equipement. Although this mission was flown by individual aircraft and was prolonged over a months period, the final results were considered successful by all concerned.[2]

(2) OPord 144-55 (Big Blast). This operation was a six (6) ship formation of RB-47E and one single RB-47E in an air refueling demonstration over Eglin Air Force Base, Florida on 11 October, 1955. This exercise was in conjunction with the Joint Civilian Orientation Conference. Weather was

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1. 26th SRWg Operations and Traing History for the month of October 1955.
2. Ibid.

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excellent and the operation came off without a "hitch." The accuracy with which it was flown is shown in the fact that the target was hit within five (5) seconds of target time.[3]

(3) OFord 8AF 148-55 (Open Skies). This project had the most significance of any one project flown during the month of October 1955. It was flown in direct support of the President of the United States' idea, offered to the USSR, of permitting each countries' airplanes freedom of the air lanes to photograph each others country. One item of interest in this project was to photograph, from the air at ten thousand (10,000) feet a man reading a newspaper in a park in Columbus, Ohio. Once again the 26th S. R. Wing completed a very successful mission in a minimum length of time.[4]

The other special projects consisted of the regular APQ-56 projects, such as, photographing SAC air bases, a continuation of the indoctrination to the RB-47 to the 8th Air Force Staff Personnel, and a special mission to fly General Sweeny, Commander 8th AF, to and England and return.[5]

The wing was blessed with an unusual amount of good weather during the month of October 1955, with the result that only four (4) sorties were lost because of weather conditions.[6]

With the combined efforts of maintenance, and weather and operations, the 26th S. R. Wing completed almost 50% of the quarterly SAC Regulation 50-8 Training requirements in addition to the above described special

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3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.

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missions ordered by higher headquarters.

The main weak point in operations still remains in that of insufficient tanker support to fulfill our training requirements. But all in all the month of October 1955 was a productive one and can be looked back on with pride as to the accomplishments of the 26th S. R. Wing.[7]

The Operations Intelligence Branch became embroiled in a "crash" program of readting a number of colored charts and other briefing aids for color transparencies reproduction to be used during a specialized briefing presentation at Eighth Air Force Headquarters covering the 26th S. R. Wing's role in the new Emergency War Plan (EWP) Program. In conjunction with this, the Wing's Operation Plan 50-56 was accomplished and approved. It was based on the proposed Eighth Air Force Regulations governing such documents.[8]

Implementation instructions were received covering the forthcoming USCM (Operations Order "Iron Man"). All intelligence data was compiled and approved for incorporation in the 26th S. R. Wing Operations Order 335-55, dated 28 October 1955.[9]

Following receipt of the new Eighth Air Force Regulation 200-2, Standard Operating Procedure for maintaining Air Order of Battles Maps and Deployment Kits, 2 August 1955), a new deployment Order of Battle was begun. It is now approximately half completed.[10].

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7. 26th Wing Intelligence History for the month of October 1955. On file in the 26th SRWg Hist Section.
8. Ibid.
9. Ibid.
10. Ibid.

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Requirements Branch reports that approximately 60% of the Wing's combat crews have completed their block training requirements. The requirements portion of this program appears to be satisfactory in that the critiques submitted by the crew member students rate the training program above average.[10]

Approximately 150 air crew study sessions were monitored during October 1955, and all individual crew observors were querried regarding the selection of appropriate Ground Position Indicator Points in connection with the new EWP. A consolidated report was compiled and submitted to Headquarters, Eighth Air Force (DOI) in accordance with the provisions of Operations Plan 50-56.[11]

EWP briefings were conducted covering the Survival and E & E portion of the scheduled specialized crew briefings. One hundred percentage coverage was accomplished during October 1955.[12]

During the month of November 1955 the 26th S. R. Wing flew 43:35 hours conducting APQ-56 Radar and Crew Training Testing. A total of 187:50 flying hours were expended during the training quarter toward this commitment. The APQ-56 radar "side-scan" configuration requires the aircraft to fly a track which is displaced by approximately eight miles from any target against which it is used. This displacement precludes the accomplishment of any 50-8 training in conjunction with APQ-56 radar reconnaissance and results in a lower overall flying hour utilization index when computed in accordance with the SAC Management Control System.

It is planned that APQ-56 type missions will continue to increase in

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11. Ibid.
12. Ibid.

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number as equipment reliability and crew capabilities improve. This planned increase will in effect further penalize the 26th S. R. Wing's flying hour utilization program.

Since it is highly desirable to expidite the APQ-56 radar capabilities, it is recommended that flying hours flown in support of this project not be considered as a part of the Wing's effort when computing flying hour utilization.[13]

November 1955 was the last month of the training quarter under SAC Regulation 50-8. The 26th S. R. Wing finished over 99% complete for the quarter. Only one crew lacked a single Air Refueling Contact or it would have been 100%.[14]

Tankers continue to be a headache throughout the training quarter. Most of the 26th S. R. Wing's Air Refueling was scheduled with tanker outfits at Dow AFB, Maine, and Westover AFB, Massachussetts. This necessitates our receivers going up to the Northeast to get their refueling. The inability of the tankers, due to weather, higher headquarters committments maintenance aborts etc., to make their rendezvous times good, caused this Wing considerable last minute replanning. One officer in the Wing Operations spends 75% of his time in coordinating and scheduling with tanker outfits. This situation will never change until both receiver and Tanker Wings are able to meet rendezvous times as previously advertzed. Last minute planning for this type missions is only about 25% effective.[15]

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13. 26th SRWg Operations and Training History for the month of November 1955. On file in 26th SRWg Hist Section.
14. Ibid.
15. Ibid.

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The 26th S. R. Wing participated in a USCM during the month of November 1955. The results were considered as excellent. The operation was completed without a penetration of the flight line being effected.[16]

The 26th S. R. Wing's portion of Project "Grainfield" will be completed in December 1955.[17]

A CPX was held and successfully completed with valuable experience being gained by all personnel participating in the exercise.[18]

Below is a list of the commitments and hours flown performing missions ordered by higher headquarters:

	Commitment	Hrs Programed	Hrs Accomplished
(1)	8AF OPord 335-55 ("Ironman")	396:00	305:45
(2)	8AF OPord 135-55 (Grainfield)	8:00	9:00
(3)	Commanders Competition ("Honest John")	20:00	10:40
(4)	APQ-56 Radar Project	49:00	43:35
(5)	Photo Project 54-AF-64	49:00	53:05
(6)	8AF OPord 148-55	3:00	3:15

16. Ibid.
17. Ibid.
18. Ibid.

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NOVEMBER 1955 (Continued)

Commitment	Hrs. Programed	Hrs. Accomplished
(7) Operation ("Sneaker")	00:00	30:15
(8) Photography of Oneonta, NY	14:00	12:35
(9) Ferrying Aircraft	96:00	96:55
Totals	635:00	565:05

(a) Reference commitment (1) above: Shortage due to recall of eleven (11) aircraft on first Increment of USCM.

(b) Reference commitment (3) above: Shortage due to one ground and two air aborts.

(c) Reference commitment (7) above: No flying time programmed due to 24 hours alert status of Operation "Sneaker". This project flown upon verbal execution order from 8th Air Force Headquarters.[19]

The following is a listing of the Eighth Air Force Training Priorities:

Priority	Commitment	Hrs. Programmed	Hrs. Accomplished[20]
1	AFR 60-2	00:00	00:00
2	SAC Reg 51-26	70:00	68:20
3	Higher Headquarters	635:00	565:05
4	Non-Ready Crew Training	132:00	126:25
5	Ready Crew Training	223:00	291:00
6	Select and Lead Crew Training	218:00	230:05

19. Ibid.
20. Ibid.

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Continued: Eighth Air Force Training Priorities: 26th S. R. Wing

Priority	Commitment	Hrs. Programmed	Hrs. Accomplished
7	5X and Staff Crew Training	108:00	107:25
	Totals	1386:00	1388:20
	Plus Tests	10:00	12:10
	Grand Totals	1396:00	1400:30

(1) Reference priority (1) Above: AFR 60-2 minimum were scheduled and accomplished on all sorties flown, when applicable.

(2) Reference priority (3) above: Flying hours which were programmed for USCM, but not flown, were diverted to priorities 5 and 6 and also to support Operations "Sneaker."[21]

Adverse weather conditions necessitated a 24 hour delay of both the first and third increment of the USCM, Operation "Ironman", with a resultant loss of one scheduled flying day.[22]

Requirements branch reports on the success of the recently conducted training exercise known as "Chuckwagon IV", involving crews of the 26th S. R. Wing. The full range of survival functions were covered in connection with the exercise. A number of comments were derived from the debriefings and critiques following the exercise, resulting in the accumulation of many useful recommendations and suggestions. Everyone who participated in the exercise considered the experience worthy of the efforts expended.[23]

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21. Ibid.
22. Ibid.
23. Ibid.

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The following is a listing of the projected versus the actual flying time accomplished, in order of priority, for the month of December 1955 for the 26th S. R. Wing (M) (SAC):

Priority	Projected	Actual	Percentage Accomplished
(1) AFR 60-2	*	*	100%
(2) Photo Project 54-AF-64	7:00	7:10	100%
(3) SES	25:00	00:00	0%
(4) APQ-56 Radar Project	60:00	29:20	48%
(5) "Fancy Runs" Springfield RBS	21:00	24:50	100%
(6) 8AF OPord 140-55 (Pacesetter I)	198:00	176:35	89%
(7) Commander's Competition (Honest John)	24:00	19:00	79%
(8) 8AF Staff Indoctrination	25:00	19:50	80%
(9) 8AF Photo Project 8AF-55-M5	14:00	15:00	100%
(10) Non-Ready Crew Training	200:00	256:00	100%
(11) 51-19 Checkout Training	137:00	142:00	100%
(12) Ready Crew Training	130:00	139:00	100%
(13) Select and Lead Crew Training	150:00	148:00	99%
(14) Staff Crew Training	28:00	34:35	100%
(15) Test Hops	10:00	9:15	92%

Differences between projected and actual flying time are itemized in the following listing:

* (1) Reference priority 1: AFR 60-2 training was scheduled and accomplished during all flying operations where applicable.

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(2) Reference priority 3: SES Quota programmed for 5 December 1955 was cancelled by Headquarters 8th Air Force.

(3) Reference priority 7: One sortie which was programmed toward this requirement was flown on 29 November 1955.

(4) Reference priority 4: Shortage due to the lack of receipt of APQ-56 radar magnetron units projected for 30 November 1955. These units were due and were required for Operations "Sneaker" which required two APQ-56 radar equipped aircraft on continuous 24 hour alert.

(5) Reference priority 6: Three crews which were initially programmed to fly Operations "Pacesetter" were not available due to transfer of crew members PCS and DNIF.[24]

Much was accomplished during the month of December 1955 in the Ground Training Program of the 26th S. R. Wing. Available time was utilized to the utmost by all personnel not engaged in active flying at any time.

The following action was taken to improve the quality of maintenance and maintenance supervision during the month of December 1955 in the 26th S. R. Wing:

a. SAC Regulation 66-9: In January 1956 the 26th S. R.Wing will go under 8AF Regulation 66-9 scheduling procedures. Classes are being conducted on the above mentioned regulation. All organizations within are being briefed on this regulation(8AF Reg 66-9) and special attention is being given to supervisory personnel.[25]

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24. 26th SRWg Operations and Training History for the month of December 1955. Filed in the 26th S. R. Wg Historian Section.
25. Ibid.

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b. Postflights: A different concept of the completed post flight inspection will be used as the method now in use calls for airplane general postflights after one mission and A&E postflights after the next mission. We must now complete the entire postflight in three days to stay within the 10 day maintenance cycle. Sequence charts covering the RB-47 postflight inspection have been drawn up and have been distributed to each member organization. A great deal of time and coordination was devoted to this change. We will start the new postflight system in January 1956.[26]

c. 8AF Msg 41437, Subject: December Ground Training was distributed to all units of the 26th S. R. Wing with a letter delegating the resposibility of the training to each Squadron Commander.

d. 8AF Regulation 66-8, Maintenace Management: Maintenace Management Teams were set up within each Squadron. These teams will meet weekly and the minutes of each meeting will be forwarded to the Chief of Maintenance who shall hold a monthly meeting of a similar mature.[27]

Increased emphasis was placed during the month of December 1955 in developing a bombardment capability. Maximum possible RBS runs were accomplished among other procedures that will increase the capabilities of the personnel of the 26th S. R. Wing.[28]

Non-Ready crew training and 51-19 checkout training was given first priority after higher headquarters commitments had been supported during the month of Decemberin operations. Each available non-ready crew accomplished

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

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an average of 17.6 flying hours versus 17.0 flying hours for ready crews for the month of December 1955. In addition, a total of 142 flying hours were performed toward checkout training for assigned pilots and observors of the 26th S. R. Wing.

Each available observor received instructions on the operation of the O-15 recording camera and C1A magazine. Included were a review of the most frequently recurring malfunctions, their causes, and what steps can be taken to correct them while inflight, and steps to take to prevent them.[29]

On 8 December 1955 the 26th S. R. Wing participated in an Eighth Air Force Bomber Stream Mission ("Pacesetter I). This was the first time the 26th S. R. Wing had done shack type bombing. Many lessons were learned from this mission by the aircrews and staff personnel. Emphasis on Wing supervised target study is a must in order to make any showing at all on this type mission. The overall results of "Pacesetter I" were unsatisfactory. As a result the Wing Director Of Operations organized an intensive target study program with a requirement for two actual runs over a target in preparation for "Pacesetter II" which will occur in January 1956. This will seriously detract from our reconnaissance training, but it is necessary if the 26th S. R. Wing is to improve its performance in the next mission of the same type.[30]

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29. Ibid.
30. Ibid.

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During December 1955 all 8th Air Force Commanders down to the Squadron level, were required to participate in Operation "Honest John". The mission consisted of shack bomb runs on Little Rock, Arkansas, and Kansas City RBS sites. The purpose of this mission was to familiarize each Commander with the bombing problem faced by the Observer. The 26th S. R. Wing had to postpone this mission one day due to adverse terminal weather conditions.[31]

The weather at Lockbourne Air Force Base was a deterring factor during the month of December 1955. Ice and snow on the runways caused the greatest difficulty. Due to geographical location of Lockbourne Air Force Base, it does not snow enough to make snow plows and other normal snow removing equipement adequate. About the only success we have had is sanding the runways a and taxiways which gave us a minimum satisfactory condition. We are doing all that talking and planning can do toward preparing for the coming month of January 1956 which is anticipated to be an adverse weather month.[32]

Requirements branch completed its block training program for the year with an estimated 65% of the combat crew members having received "Survival Intelligence and Related Training" during the year of 1955. Steps were taken to commence immediately Phase I of the block training program for the new year of 1956.[33] An estimated 60% of its man hours were spent establishing a system for the maintenance of the Combat Crew Identification Program

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31. Ibid.
32. Ibid.

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(P-2) within the section. In accordance with the 8th Air Force Directive, all combat crew members indicated by the 8th Air Rescue Group as never having had P-2 cards on file, were interviewed, following of which the required cards were accomplished.[33]

During the month of January 1956 the 26th S. R. Wing flew 1403:10 hours. The original goal having been only 1350 flying hours for the month of January 1956 for the 26th S. R. Wing. The weather caused considerable difficulty during the month of January 1956. We adopted the procedure of not cancelling any flying due to weather by day. As a crew's take off time came up and the weather was above take off minimums they would take off. If it was not, they would stand by for a maximum of three hours waiting for take off minimums and then cancel if weather did not lift. The ice and snow on the runways was a problem. The only effective solution was to scrape as much snow and ice off the runway as possible, and then apply liberal quantities of sand. This provided a fairly good braking action.

During January the tanker support schedule consisted of 50 regularly scheduled refueling sorties plus 20 refueling sorties picked up during the month. Of the total of 70 refueling sorties only 30 were successful, leaving 40 unsuccessful sorties for a total of 43% successful for the month.[34]

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33. 26th SRWg Intelligence History for the month of December 1955. Filed in the 26th SRWg Historian Section.
34. 26th SRWg Operations and Training History for the month of January 1956. Filed in the 26th SRWg Historian Section.

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Of the 40 unsuccessful refueling sorties, 21 were tanker cancellations, 14 were weather cancellations, and 5 were receiver cancellations. A total of 68 refueling sorties was requested for the month of January 1956.[35]

Unless the percentage of successful delivered refueling sorties increases it is highly improbable that the 26th S. R. Wing will meet its 50-8 training requirements for the current quarter as pertains to air refueling. As the situation now stands it is becoming increasingly more difficult just to maintain refueling currency.[36]

During the month of January 1956 the 26th S. R. Wing flew an 8th Air Force Bomber Stream mission "Pacesetter II". The Wing improved considerably over "Pacesetter I" flown in December 1955. This was attributed to an intensive target study program and each participating crew making two runs each on the scheduled targets. The 26th S. R. Wing received a congratulatory wire from the Commander of Eighth Air Force on the showing of the 26th S. R. Wing on "Pacesetter II." The 26th S.R. Wing bested two 8th Air Force Bomb Wings and all 8th Air Force Reconnaissance Wings.[37]

Eighth Air Force Operations Order 216-56, nicknamed "Pinwheel" set down the requirements to fly a series of eight (8) flight lines in the Streator, Illinois area. The mission was to be a 801st Air Division effort with the 26th S. R. Wing and the 91st S.R Wing, this station, flying on alternate days. Strategic Air Command authorized 120 hours for the mission.

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35. Ibid.
36. Ibid.
37. Ibid.

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Mainly due to adverse weather conditions this requirement had to be increased by 35 additional hours. The object of this mission was to test new ground radar (AN/FPS19 and Automatic Detection Equipement). This equipement is to replace present equipement on the "DEW" line for enemy aircraft detection and reporting. The mission presented several new problems in planning and flying due to the numerous flight lines to be flown and the requirements to fly at altitudes ranging from 2000 feet to 43000 feet. An original schedule incorporating 8 sorties in four (4) days with two (2) days addition for make up purposes was used. The 26th S. R. Wing completed their portions in eleven (11) sorties and six and one half (6½) flying days. Eighty (80) hours were scheduled of which 78:40 were actually flown to complete the mission. The mission was extremely hampered by weather, including rain, freezing rain, snow, low ceilings and visibilities, and ice on the runways.[38]

The coordinating agencies of Operations "Pinwheel", Research and Developement, and Western Electric and Bell Laboratories were very pleased with the cooperation and the finished product.[39]

In January 1956 there were thirty-two (32) combat ready, eighteen (18) non-combat ready, and six (6) staff crews assigned to the 26th S. R. Wing for standardization processing.[40] Two entire crews were processed through the complete Standardization Check Program during the month of January 1956. This included a six hour flight for Observer activity evaluation;

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38. Ibid.
39. Ibid.
40. 26th SRWg Standardization Board History for the month of January 1956. Filed in the 26th SRWg Historian Section.

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a six hour flight for pilot duty evaluation; a two hour simulator ride for the pilot and co-pilot respectively; a one hour period on the T-1A Trainer for the co-pilot; and an emergency procedure examination for each crew member; finalized by a proficiency examination covering each crew position.[41]

A total of fouteen Standardization Flights were accomplished during the month of January 1956. These included crew member flights; IN and IP flights (Instructor Navigator and Instrument Pilot), as established under the provisions of SAC Regulation 60-7 (Flying-Instructor Duties and Minimum Qualifications); and Standardization Flights for Staff Crew Members.[42]

Three crew members failed their Standardization Check Rides and have been scheduled for a later date. Due for completion of their "checks" prior to 15 February are three crew members and three Staff crew members who are delinquent in the accomplishment of the required Standardization Check Rides due during January 1956.[43]

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41. Ibid.
42. Ibid.
43. Ibid.

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CHAPTER IV

M A T E R I E L

For the month of October 1955 personnel shortages continued to plague the Maintenance Section. The most critical shortages were: Job Control Officer and Clerical Personnel. During the month the Job Control Officer's duties were shared by the Maintenance Control Officer and the NCOIC of the Job Control Section. The effeciency of the Production and Analysis and the Reports and Administration Sections were, and still are, severely hampered by a shortage of clerical personnel.[1]

During the period of 1 October 1955 to 31 October 1955 the 26th S. R. Wing possessed 45 RB-47E type aircraft for a total of 32,655 hours with a total time "In Commission" of 20,657 hours. Eight hundred and sixty-five (865) were spent awaiting parts; 612 hours were spent in TOC; 1504 hours in Periodic Maintenance Inspection; 8281 hours Malfunctions; Mechanical Defects and Operational Damage; and 736 hours for miscellaneous causes.[2]

During the period of 1 October 1955 to 31 October 1955 the 26th S. R. Wing flew a total of 1609 hours. Of that total, 1598 hours were logged as Combat Crew and Operational Training, and 11 hours were flown as test flights. During October 1955 381 landing were made by the 26th S. R. Wing. One RB-47B1 type aircraft was on hand for 744 hours and "In Commission" for 536 hours. "Out of Commission" time was: 16 hours for Periodic Maintenance Inspection, and 192 hours for Malfunctions, Mechanical Defects and Operational Damage. Sixty-six (66) Combat Crew and Operational

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1. 26th SRWg Materiel History for October 1955, on file at 26th SRWg Hist Sect.
2. Ibid.

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Training hours were flown with 30 landings during the month of October 1955 in the one RB-47B1 type aircraft available to the 26th S. R. Wing.[3]

During the month of October 1955 5 RB-47E type aircraft were inspected in the 26th S. R. Wing Periodic Maintenance Docks. There was an average of 38.4 discrepancies per aircraft. Eleven (11) turbo-jet engines were inspected with minor discrepancies being cleared at the time of inspection. A total of 696 Unsatisfactory Reports were submitted during the month. Sixteen aircraft jackets were inspected with the results that an average of 34 discrepancies per jacket were found.[4]

During the month of October 1955, the 26th S. R. Wing continued to have shortages in the Supply Career Field. Approximately six (6) three level skill and seven (7) five level skills slots were outstanding shortages. No new supply difficulties were recieved during the month of October 1955. Outstanding supply difficulties still existing were: shortage of the F-1A Type Parachute Release, which prevents the various organizations of the Wing from being able to comply with TO 14D-1-2-61 and 14D-1-2-61B. Maintenance capabilities continue to be hampered within the 26th Field Maintenance Squadron due to the shortage of two (2) Weighing Kits and one (1) Welding Kit.[5]

Due to the change in SAC Regulation 67-32, a revised Quarterly Inspection of Supply ratings has been established to inform Squadrons of their ratings. The highest for the month of October was the 26th Field Maintenance Squadron.[6]

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3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.

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All mobile type buildings that are required by each organization in the 26th S. R. Wing have been requested for approval on the UAL.[7]

Class 17-B hand tools continue to be short. Items are not of a real critical nature, but are affecting the overall percentage report of each unit assigned to the 26th S. R. Wing.[8]

As of 30 November 1955 the 26th S. R. Wing had on hand 44 RB-47E and two C-119C type aircraft. The RB-47E type aircraft were on hand a total of 33,340 hours and in commission 26,369 hours. Time out of commission and reasons are as follows: 1,553 hours awaiting parts, 299 hours TOC, 1,350 hours Periodic Maintenance Inspection, 3,207 hours for malfunctions and mechanical defects plus operational damage. A total of 314 landings were made by the 26th S. R. Wing during the month of November 1955. RB-47E type aircraft flew a total of 1,393 hours of which 1,384 hours were by combat crews and operational, and 9 hours were test flights. The C-119C type aircraft were on hand for a total of 1,440 hours and in commission for 421 hours. Time out of commission and the reasons are as follows: 803 hours awaiting parts, 72 hours Periodic Maintenance Inspection, 144 hours malfunctions, and mechanical defects plus operational damage. Twenty-four (24) landings were made in the C-119C type aircraft by the 26th S. R. Wing personnel for the month of November 1955. A total of 38 hours were flown in this type aircraft in combat crew and operational training.[9]

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7. Ibid.
8. Ibid.
9. 26th SRWg Materiel History for the month of November 1955, on file at 26th SRWg Hist Sec. CL: Comfd.

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During the period from 15 October 1955 to 15 November 1955 there were 236 technical orders accomplished with a manhour expenditure of 819 hours. As of 15 November there were 20 outstanding technical orders for an average of .41 per aircraft outstanding.[10]

Ten engines were removed during the month of November 1955. Seven engines were removed due to cracked transition liners; one was removed during technical order compliance; and one engine was removed due to high oil pressure and vibration. Minor repairs were effected by Field Maintenance on the above mentioned cases and the engines were then returned to serviceable condition. One engine was removed due to damage to the compressor blades from a foreign object and was then returned to the depot.[11]

The Quality Control Section inspected four (4) RB-47E type aircraft in the Periodic Maintenance docks during the month of November 1955. There was an average of 34 discrepancies per aircraft and an average of 3 safety of flight items. Eleven aircraft were inspected on the flight line with an average of 51 discrepancies per aircraft. The 26th A&E Squadron and the 4th Strategic Reconnaissance Squadron were given their quarterly inspection by the Quality Control Section . Inspections were made on the cleanliness of the flight line and were of a satisfactory nature.[12]

As of 30 November 1955 the 26th S. R. Wing had a total of 12 contractor technicians assigned.[13]

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

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The AOCP rate for the month of November 1955 was .15% and the ANFE rate was 14.5% for the 26th S. R. Wing. Constant monoriting of the procedures outlined in SAC Regulation 65-2 is being accomplished to insure compliance with same by all pertinent activities.[14]

Personnel shortages continue to exist in the Supply Career Field in the 26th S. R. Wing. Approximately six (6) three level skill and eight (8) five level skills were outstanding shortages in the 26th S. R. Wing Supply for the month of November 1955. Organizations of the 26th S. R. Wing are still experiencing difficulty in obtaining both general housekeeping and UAL property due to the lack of funds available on the base for the purpose of obtaining these items of issue.[15]

Separate accounting procedures were established in all Squadrons for property accounting authorized in Project "Black Night." This was deemed necessary in order to monitor the equipping status to meet the equipping date required by the project.[16]

As of 31 December 1955 there were 44 RB-47E type aircraft on hand for a total of 33,018 hours of which 26,928 hours were in commission time. Time out of commission and the reasons were as follows: Awaiting parts- 1393 hours; TOC- 386 hours; Periodic Maintenance and Inspection- 580 hours; Other reasons- 566 hours. A total of 1,036 hours were flown of whic 1,026 were Combat Crew and Operation hours, and 10 hours were Test Flight. The 26th S.R. Wing made 438 landings in the RB-47E type aircraft during the month of December 1955.[17]

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14. Ibid.
15. Ibid.
16. Ibid.
17. 26th SRWg Materiel History for December 1955, on file at 26th SRWg Hist Sect. CL: Confd.

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Two C-119C type aircraft were on hand as of 31 December 1955 in the 26th S. R Wing, for a total of 1,361 hours of which 550 hours were in commission time. Time out of commission and reasons for same were as follows: Awaiting parts - 294 hours; TOC - 254 hours; Periodic Maintenance and Inspection - 16 hours; Malfunction, mechanical defects and operational damage - 247 hours. A total of 42 hours were flown of which 41 hours were Combat Crew and Operational and 1 hour was test flight. Twelve landings were made in the C-119C type aircraft by the personnel of the 26th S. R. Wing during the month of December 1955.[18]

During the period of 16 November1955 to 15 December 1955, a total of 252 T. O.'s were accomplished with an expenditure of 1049 manhours. As of 15 December 1955 there were an average of .2 technical orders per aircraft outstanding.[19]

In the month of December 1955 there were 9 engine removales from aircraft of the 26th S.R. Wing. Six of these were removed due to damage resulting from crash of aircraft. Two engines were removed fro minor repaires and returned to serviceable condition. One engine was removed for a major overhaul and returned to the depot.[20]

Two RB-47 aircraft were inspected in the periodic maintenance docks during the month of December 1955 and 10 RB-47's were inspected on the flight line. General discrepancies were 44.5 per aircraft inspected on

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18. Ibid.
19. Ibid.
20. Ibid.

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the flight line and 22.0 discrepancies for periodic maintenance inspections. There were seven (7) items affecting safety of flight during this period, including periodic and flight line inspections. Greater efforts are being expended by the Squadrons to curb safety of flight item discrepancies. During this same period two (2) aircraft were weighed by the 26th Field Maintenance Squadron. Twelve (12) more are due for weighing in the near future. Five (5) aircraft jackets were inspected during the month of December 1955.[21]

As of 31 December 1955 the 26th S. R. Wing had ten (10) contractor technicians assigned.[22]

For the period of December 1955 the 26th S. R. Wing flew 188 sorties with 12 aborts for an abort percentage of 6.3%. The AOCP percentage for the same month was .218 and the ANFE rate was 2%.[23]

Wing Supply is and was plauged by a shortage of supply personnel. The shortages were as follows: six (6) 64131's; six (6) 64151's. Also during the month of December three (3) 64151's and one (1) 64171 were on PCS orders to be lost by the end of December 1955.[24]

Organizations of the Wing are still experiencing difficulties in obtaining housekeeping supplies and UAL property due to the lack of funds available on base for such expenditures.[25]

The 4025th Strategic Reconnaissance Squadron began receiving supplies during the month of December 1955 and now have approximately 5% of their

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21. Ibid.
22. Ibid.
23. Ibid.
24. Ibid.
25. Ibid.

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authorized items on hand.[26]

A new Air Base Group Form 540 was produced during the month of December 1955 for the use of reproducing ECL hand receipts and simplifying the issue of tool kits. The 1955 filing system was closed out and prepared for disposition in accordance with AFM 181-5 and the new filing system was completed for the new year of 1956 by all supply units.[27]

As of 31 January 1956 there were 46 RB-47E type aircraft on hand for a total of 33,250 hours of which 26,412 hours were in commission time. Time out of commission was as follows and the reasons for same: Awaiting parts - 924 hours; TOC - 192 hours; Periodic maintenance and Inspection- 617 hours; Malfunction, mechanical defects and operational damage - 4,877 hours; other reasons - 288 hours. A total of 1,330 hours were flown, of which 1,318 were Combat Crew and Operational and only 12 hours were Test Flight. This flight time does not include that of aircraft TDY at SES. During the month of January 1956 the 26th S. R. Wing made 316 landings in the RB-47E type aircraft.[28]

During the month of January 1956 there was one (1) C-119C type aircraft on hand for a total of 798 hours. Of that 798 hours 390 hours were in commission time. Time out of commission and reasons were as follows: Awaiting parts - 128 hours; Periodic maintenance and Inspection - 32 hours; Malfunction, mechanical defects and Operational Damage - 248 hours. A total of 24 hours were flown as Combat Crew and Operational with 9 landings made in the C-119C type aircraft.[29]

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26. Ibid.
27. Ibid.
28. 26th SRWg Materiel History for the month of January 1956. On file at 26th SRWg Hist Sect. CL: Confd.

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During the period from 16 December 1955 to 15 January 1956, a total of 220 T. O.'s were accomplished for an expenditure of 468 manhours. As of 15 January 1956 there was an average of .1 tech orders per aircraft outstanding. This is less than the previous month of December when the average was .2 per aircraft outstanding.[30]

Two engines were removed during January 1956 due to cracked transition liners; minor repaires were effected and they were returned to service. One engine was removed due to eight stage cooling air line being broken.; minor repaires were effected and it also was returned to service. One engine was removed for minor repair due to over tempature. Another engine was removed due to aft oil seal leaking and was given minor repair and returned to a serviceable condition. One engine was removed from service due to erratic operation in the air and the disposition is as yet undetermined.[31]

The AOCP and ANFE percentages for the month of January 1956 for the 26th S. R. Wing was 0%.[32]

During the month of January 1956 4 RB-47E type aircraft were inspected in the 26th S. R. Wing Periodic Docks. There was an average of 36.25 discrepancies per aircraft. There were 4 safety of flight items during the like period. Also, 12 aircraft were inspected on the flight lien with an average number of discrepancies per aircraft of 35.91. There were 14 items affecting flight safety in the aircraft inspected on the flight line. This shows an increase of 7 over the previous month of December 1955. Six turbo-jet engines were inspected on RB-47E type aircraft during the month of January.

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

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Minor discrepancies were cleared during the course of the inspection. One quarterly inspection was performed by Quality Control on the Field Maintenance Squadron. During the month of January 1956 the 26th Field Maintenance Squadron weighed 2 aircraft. Ten aircraft are due in the future for weighing. Also, 15 jacket files on aircraft were inspected by the Quality Control during the month of January 1956.[33]

Time cards were a special subject during the month of January 1956 in the 26th S. R. Wing. A meeting was conducted with all line chiefs concerning the importance of the time cards. Mention of proper manhour reporting was made in each "Scoop" published during the month.[34]

Investigations were made of a camera door coming off during a flight and K-System Malfunctions caused by improper input power sources. Recommendations were made to correct these incidents.[35]

The Timken Bearing Company was contacted regarding the failure of several wheel bearing races during the last three (3) months. Their representative said the failure was not due to improper installation or improper grease by an accumulation of moisture in the wheel which could be caused by many reasons of which the primary one is changes in altitude.[36]

The following Maintenance Directives were published during the month of January 1956:

66-43 - Tire Change Crew - 19 Jan 56

66-26 - Ground Movement of Aircraft - 18 Jan 56

66-45 - Supervision of Aircraft Jacking Operations - 10 Jan 56

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33. Ibid.
34. Ibid.
35. Ibid.
36. Ibid.

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Maintenance Directives Continued:

66-48 - Power Operated De-Icing Equipement - 12 Jan 56

66-49 - Maximum Utilization of FMS & A&E Specialists - 11 Jan 56

66-50 - Duties of Crew Chief during Periodic Inspection - 27 Jan 56

66-30 - Jet Engine Conditioning B-47 Aircraft - 24 Jan 56 [37]

In the month of January 1956 the 26th S. R.Wing flew 193 sorties with 20 aborts for an abort percentage of 10.4%.[38]

A shortage still exists in the 26th S. R. Wing Supply as was brought forth in previous histories of the Materiel Section. Two new supply men were gained during the month of January and one was lost PCS.[39] This is a reverse of the usual happenings where more men are sent PCS than are gained, both Officer and Enlisted.

Monthly percentages for the Project "Black Knight" have increased for the first month of 1956. A new copy of UAL RB-47 Augmentation Part II was received for the Headquarters Squadron 26th S. R. Wing (Project "Black Knight").[40]

Supply difficulty letters were submitted by the 4025th S. R. Squadron covering such items of issue as: coveralls K-2B, gloves A-3, Jackets MA-1, helmet flying P-4, and oxygen masks. The 4th S. R. Squadron submitted difficulty letters on dividers, and the Headquarters Squadron 26th S. R. Wing sub,itted a letter on shortage of Chart-Visable Files. A need for additional Recordak's arose within the 26th S. R. Wing and a SAC Form 144 was submitted requesting four (4) additional ones.[41]

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38. Ibid.
39. Ibid.
40. Ibid.
41. Ibid.

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CHAPTER V

_S_A_F_E_T_Y_

The 26th S. R. Wing safety meeting for the month of October 1955 was held on Saturday, 29 October 1955 in the Base Theatre. This was not the most desirable time; however, the Wing Commander required that all RB-47 flying personnel attend. Due to normal flying schedules, Saturday was the only day on which acceptable attendance could be assured. Squadron Commanders and Wing Operations personnel cooperated and all flights were scheduled so as to terminate on Friday, 28 October 1955. The meeting was an outstanding success with 95% of all flying personnel present. The only absentees were those on leave or TDY. The main subject od discussion was that of crew fatigue, followed by a recap of the main incidents occuring during the past month and the hazardous situations with which the flying personnel are confronted with.[1]

A survival lecture was presented by Lt. Col. McGrew, visiting this base, to the personnel of the 26th S. R. Wing on 10 October 1955.[2]

Three aircraft incidents occured during the month of October 1955 which were investigated under the provisions of AFR 62-14. On 12 October 1955 RB-47E aircraft number 51-15851 lost the left wing external fuel tank on take -off roll. On 26 October 1955 RB-47E aircraft number 52-3374 lost the inboard panel of number 4 engine cowl near Niagara Falls Airport. On 27 October 1955 the number 5 engine on RB-47E aircraft number 52-709 exploded on the outboard side.[3]

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1. 26th SRWg Safety Hist for month of Oct 55, on file in 26th SRWg Hist Sect.

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The RB-47E crew commanded by Captain James H. McGrath was selected as the 26th S.R. Wing Crew of The Month. Airman First Class Curtis R. Lee was selected as Maintenance Man of The Month.[4]

The special project for the month of October 1955 was "Medical Guide for Flying Safety Officers." The Flight Surgeons attached to this Wing have been exceedingly cooperative and have constantly worked toward the indoctrination of supervisors and aircrews in the importance of physiology of flight. They have made special efforts to monitor and report on oxygen discipline, fatigue, nutrition, personal hygiene and other conditions of which they have proffessional knowledge of. They have considered the problems of long missions and have prescribed mild sedatives before any long mission and some form of stimulant for crews during the missions of a long duration. The Flight Surgeon has been particularly concerned about the jet engine noise problem and has cooperated to reduce this problem to a minimum.[5]

The Ground Safety Education Program for October 1955 was boosted by the able assistance of Sgt. Joseph Wolfe of the Ohio State Highway Patrol. Sgt. Wolfe is employed in the State Patrol Department of Public Information and Education, and serves as a part-time speaker for this Department. At the request of this office he visited the Base five times, addressing special meetings of seven Squadrons of the 26th S.R. Wing.[6]

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2. Ibid.
3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.

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Two accidents were reported under the provisions of AFR 32-2 during the month of October 1955 on personnel of the 26th S. R. Wing. One airman was involved in an accident while riding in a vehicle belonging to an airman of the 91st S.R. Wing, this station, involving a head-on collision with another private vehicle on Hamilton Road South-East of Columbus, Ohio. On 18 October 1955 M/Sgt David Nutt became involved in a minor scuffle at the NCO Club and fell during the scuffle, injuring his head. Sgt Nutt was treated at the Base Hospital for a minor skull fracture.[7]

The November 1955 Flying Safety Meeting was held in the Officer's Club at 1530 hrs. on 15 November 1955 for the 26th S. R. Wing. Because of the coming season of increased instrument conditions, a Controller from Columbus Approach Control attended as guest speaker. Of the assigned flying personnel 88% were present at the meeting. Figured on the present for duty terms 100% was present at the meeting. All Squadrons scheduled flying so as to insure landing times before the meeting.[8]

The special project for the month of November 1955 was Standardization. The Standardization Section is headed by the 26th S.R. Wing Standardization Officer and includes two crews from each Squadron. Their scheduling and maintenance records files are very efficient which insures that all requirements will be met properly. The Wing Commander attends the critique of all standardization flights. He has demanded and received strict compliance

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7. Ibid.
8. 26th SRWg Safety History for November 1955. Onfile in the 26th SRWg Hist Sect.

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with standardization regulations and policies. The Wing and Squadron Safety Officers meet in the Standardization Office once a month to discuss all known or suspected hazards of flight.[9]

The aircraft incident reporting program fell short of the desired goal during November 1955. Only four incident reports were submitted during the month. Concentrated effort has been placed on impovement in this area. The revised procedure for distribution of SAC Incident Reports and the briefing of crews by the 26th S. R. Wing Flying Safety Officer has been fully implemented in this Wing. It is believed to be an extremely effective safety measure to facilitate mailing. The entire procedure of reproducing and mailing the incident report now requires approximately one and one-half (1½) hours.[10]

The RB-47E combat crew commanded by Major William E. Yingling, composed of Captain Herbert M. Poynter and Major Joseph D. Brown, was selected as 26th S. R. Wing Crew of The Month for November 1955. Airman First Class Melvin Lampe was selected as the Outstanding Maintenance Man of the Month and Captain Alfred C. Ritchason was selected as the Squadron Safety Officer of the month for November 1955.[11]

On 10 November 1955 RB-47E aircraft number 52-703 lost a camera compartment door while in-flight after take-off, approximately seven (7) miles Southwest of the Base. This was investigated as an Air Force incident under the provisions of AFR 62-14. A major aircraft accident occured on 30 November 1955 when RB-47E, aircraft number 52-785, crashed on landing. Investigation of this accident is as yet not completed.[12]

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9. Ibid.

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November 1955 was an eminently succesful month for the 26th Wing Ground Safety Program. There was no reportable accidents whatsoever during the calender month. Total accident cost for the month of November 1955 was $28.00(due to four first aid injuries).[13]

The 26th S. R. Wing Flying Safety Meeting for the month of December 1955 was held at the Base Theatre. The main topic of discussion was the analysis, findings and recommendations pertaining to the major aircraft accident which occured in the Wing last month. Also discussed were the flying regulations most likely to cause vilations.[14]

The special project for the month of December 1955 for the 26th S. R. Wing was the Prevention of Flying Violations. There has been no violation of flying regulations since January 1955 in the 26th S. R. Wing. Although a small portion of each monthly program is devoted to this subject, a concerted efffort was made this month to indoctrinate aircrews in the most frequently violated regulations by means of Wing and Squadron flying safety meetings and a poster campaign.[15]

Only two (2) incident reports were submitted during the month of December 1955. Four (4) others were received, but due to the abscence of qualified typists over the holidays they were not submitted. They will be submitted after the end of the year in the proper way.[16]

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10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. 26th SRWg Safety History for December 1955. On file in the 26th SRWg Hist. Sect.
15. Ibid.
16. Ibid.

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There were no aircraft accidents or incidents occuring during the month of December 1955 investigated under provisions of AFR 62-14. A major effort was performed during the month to investigate the cause of the major aircraft accident that occured during November 1955, of the RB-47 aircraft number 52-785 that crashed on landing. The aircraft went out of control and crashed on landing off the runway 30 November 1955. The complete report of the incident was due on 20 December 1955; however, it was prepared by the 11th of December to allow the 26th S.R. Wing Commander, Colonel Meng, topresent it personally to the Commanders of Eighth Air Force and Strategic Air Command. The Director of Safety accompanied the 26th S. R. Wing Commander for these personal Reports.[17]

The RB-47E comabt crew commanded by Major Charles E. Baker, composed of Captain John O. Bell and 1st Lt Bobby I. Dunagan, was selected as the 26th S. R. Wing Crew of The Month for December 1955. Airman First Class Donald F. O'Hea was selected as the 26th S.R. Wing's Maintenance Man of the Month for December 1955.[18]

The 26th S. R. Wing experienced no private or government vehicle accidents on 1 December ("Safe Driving Day"). A private vehicle accident occured on 2 December 1955, and was included in the Air Force Tabulation of accidents during the ten day periods before and after S-D Day. This was the only accident occuring during the month in the 26th S. R. Wing.[19]

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17. Ibid.
18. Ibid.
19. Ibid.

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Intensive effort was devoted to impressing all personnel with the seriousness of hoilday driving. A film entitled "Night and Bad Weather Driving" was shown to all Squadrons. Each Squadron Commander was supplied an outline of essential items and requested to brief his personnel on them. In addition most Squadrons imposed controls on the distance a man could travel without official leave orders, and gave special briefings to all men departing on leave or pass.[20]

The 26th S. R. Wing Flying Safety Meeting for January 1956 was held on Friday, 20 January 1956, while the Wing was standing down prior to a mission. It was attended by the Wing Commander, Colonel Meng, and his staff. Ninety-three percent of the assigned crew members present for duty also attended. The meeting consisted of a review of SAC and 26th S. R. Wing accident experiences in 1955 and a notable 26th Wing incident.[21]

The theme for the month of January 1956 was Standing Operating Procedures. Each instance of non-compliance with an SOP which might have contributed to an accident was emphasized. Statistics were presented showing the cause factors by grouping and the SOP's most frequently violated.[22]

The RB-47E crew commanded by Captain William E. Reeter of the 3rd Strategic Reconnaissance Squadron was selected as Crew of The Month for January 1956 in the 26th S. R. Wing. Technical Sergeant Silas Owens was selected as Maintenance Man of The Month for January 1956 in the 26th S. R. Wing.[23]

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20. Ibid.
21. 26th SRWg Safety History for January 1956. On file in the 26th SRWg Hist. Sect.
22. Ibid.

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A recent vehicle/aircraft accident in which a 91st S. R. Wing pickup truck struck a 26th S. R. Wing's aircraft has resulted in revision of the Wing Maintenance Directive pertaining to towing of aircraft. The new version calls for use of aircraft running lights as well as Coleman lights when towing at night or in inclement weather. Line maintenace personnel are being spot-checked on their knowledge of the new SOP. Fuel Cell Repair has been designated a "Maintenace Timely Subject", and was discussed in Safe Maintenance Message 55-15.[24]

The Wing Director of Safety and the Wing Ground Safety Officer, along with other personnel from the Base, attended a safety conference held by Eighth Air Force held at Westover Air Force Base Friday, 27 January 1956. The meeting was devoted to a presentation of the Eighth Air Force Flying and Ground Safety Programs for 1956. An exchange of ideas among safety personnel of the various Eighth Air Force Bases was also very benificial to all who attended.[25]

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23. Ibid.
24. Ibid.
25. Ibid.

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF OCTOBER 1955

Wing Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C. JR.	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	MYERS, LANSING H.	Lt Col
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Intelligence	JIRLES, EDWARD R.	Major
Director of Operations	HENIGNTON, HENRY M.	Lt Col
Air Inspector	FREEMAN, LLOYD A.	Lt Col
Director of Materiel	BAUSSER, WILLIAM J.	Lt Col
Chief of Maintenance	SUNDERLAND, LARRY I.	Major
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sq	KLUENDER, CARL A.	Major
CO - 4th SR Sq	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sq	FIELDS, LOYD F.	Major
CO - 26th Field Maint Sq	SCHROEDER, PAUL L.	Major
CO - 26th Per Maint Sq	WINSLOW, WILLIAM B.	Major
CO - 26th A & E Maint Sq	GOSLING, KENNETH R.	Lt Col
CO - Hq Sq Sec, 26th SRWg	SHARP, JEAN Y. J.	Captain
CO - 26th Tac Hosp	WENDORF, HARRIS S.	Lt Col

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF NOVEMBER 1955

Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C. JR	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	GOETZKE, KENNETH H.	Lt Col
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Intelligence	JIRLES, EDWARD R.	Major
Director of Operations	HENIGHNTON, HENRY M.	Lt Col
Director of Materiel	BAUSSER, WILLIAM J.	Lt Col
Chief of Maintenance	MYERS, LANSING H.	Lt Col
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sq	KLUENDER, CARL A.	Major
CO - 4th SR Sq	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sq	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sq	SCHROEDER, PAUL L.	Major
CO - 26th Per Maint Sq	WINSLOW, WILLIAM B.	Major
CO - Hq Sq Sec, 26th SRWg	SHARP, JEAN Y. J.	Captain
CO - 26th Tac Hospital	WENDORF, HARRIS S.	Lt Col (M)
CO - 26th A & E Maint Sq	GOSLING, KENNETH R.	Lt Col

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF DECEMBER 1955

Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C. JR	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	GOETZKE, KENNETH H.	Lt Col
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Intelligence	JIRLES, EDWARD R.	Major
Director of Operations	HENIGHTON, HENRY M.	Lt Col
Director of Materiel	BAUSSER, WILLIAM J.	Lt Col
Chief of Maintenance	MYERS, LANSING H.	Lt Col
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sq	KLUENDER, CARL A.	Major
CO - 4th SR Sq	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sq	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sq	SCHROEDER, PAUL L.	Major
CO - 26th Per Maint Sq	MORGAN, WALTER K.	Major
CO - Hq Sq Sec, 26th SRWG	SHARP, JEAN Y. J.	Captain
CO - 26th Tac Hospital	WENDORF, HARRIS S.	Lt Col (M)
CO - 26th A & E Maint Sq	GOSLING, KENNETH R.	Lt Col

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ROSTER OF KEY PERSONNEL FOR THE MONTH OF JANUARY 1956

Commander	MENG, WILLIAM J.	Colonel
Deputy Commander	HORNER, LAWSON C. JR	Colonel
Adjutant	ROBERTS, JAMES A.	Major
Comptroller	GOETZKE, KENNETH H.	Lt Col
Director of Personnel	SAMPSON, GEORGE D.	Major
Director of Intelligence	JIRIES, EDWARD R.	Major
Director of Operations	HENIGHTON, HENRY M.	Lt Col
Director of Materiel	BAUSSER, WILLIAM J.	Lt Col
Chief of Maintenance	MYERS, LANSING H.	Lt Col
Director of Safety	MASON, JOHN J.	Major
CO - 3rd SR Sq	KLUENDER, CARL A.	Major
CO - 4th SR Sq	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sq	FIELDS, LLOYD F.	Major
CO - 26th Field Maint Sq	SCHROEDER, PAUL L.	Major
CO - 26th Per Maintenance Sq	MORGAN, WALTER K.	Major
CO - Hq Sq Sec, 26th SRWg	SHARP, JEAN Y. J.	Captain
CO - 26th Tac Hospital	WENDORF, HARRIS S.	Lt Col (M)
CO - 26th A & E Maint Sq	GOSLING, KENNETH R.	Lt Col

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LIST OF EXHIBITS

1. 26th SRWg General Order No. 19, dated 19 October 1955
   Subj: Assumption of Command

2. 26th SRWg General Order No. 20, dated 21 October 1955
   Subj: Re-Assumption of Command

3. 26th SRWg General Order No. 21, dated 7 December 1955
   Subj: Staff Assignment

4. 26th SRWg PAM No. 74, dated 6 December 1955
   Subj: Staff Assignments

5. 26th SRWg Comdr's Remarks to Part VI of Air Tng Rpt for the Month of October 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL

6. 26th SRWg Comdr's Remarks to Part VI of Air Tng Rpt for the Month of November 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL

7. 26th SRWg Comdr's Remarks to Part VI of Air Tng Rpt for the Month of December 1955. (RCS: 3-SAC-T12) CL: CONFIDENTIAL

8. 26th SRWg Comdr's Remarks to Part VI of Air Tng Rpt for the Month of January 1956. (RCS: 3-SAC-T12) CL: CONFIDENTIAL

9. 26th SRWg Operations Order # 335-55, dated 28 October 1955.
   CL: SECRET

10. 26th SRWg Operations Order # 144-55, dated 3 October 1955.
    CL: CONFIDENTIAL

11. 26th SRWg Annex A to Operations Order # 144-55, dated 6 October 1955.
    CL: CONFIDENTIAL

12. 26th SRWg Operations Order # 507-55, dated 3 October 1955.
    CL: CONFIDENTIAL

13. 26th SRWg Operations Order # 508-55, dated 7 November 1955.
    CL: CONFIDENTIAL

14. 26th SRWg Operations Order # 509-55, dated 14 November 1955.
    CL: CONFIDENTIAL

15. 26th SRWg Operations Order # 140-55, dated 15 November 1955.
    CL: CONFIDENTIAL

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16. 26th SRWg Amendment # 1 to Operations Order # 140-55, dated 15 November 1955. CL: CONFIDENTIAL.

17. 26th SRWg Change I Annex "B" to Operations Order # 140-55, dated 15 November 1955. CL: CONFIDENTIAL.

18. 26th SRWg Operations Plan for the Month of December 1955, dated 20 November 1955. CL: CONFIDENTIAL.

19. 26th SRWg Amendment # I to 26th SRWg Operations Plan for the Month of December 1955, dated 20 November 1955. CL: CONFIDENTIAL.

20. 26th SRWg Operations Order # 510-55, dated 21 November 1955. CL: CONFIDENTIAL.

21. 26th SRWg Operations Order # 151-55, dated 28 November 1955. CL: SECRET.

22. 26th SRWg Operations Order # 511-55, dated 29 November 1955. CL: CONFIDENTIAL.

23. 26th SRWg Operations Order # 216-56, dated 6 January 1956. CL: CONFIDENTIAL.

24. 26th SRWg Operations Order # 501-56, dated 9 January 1956. CL: CONFIDENTIAL.

25. 26th SRWg Operations Order # 213-56, dated 9 January 1956. CL: SECRET.

26. 26th SRWg Amendment # 1 to 26th SRWg Operations Order # 213-56, dated 16 January 1956. CL: SECRET.

27. 26th SRWg Operations Order # 502-56, dated 10 January 1956. CL: CONFIDENTIAL.

28. 26th SRWg Operations Order Amendment # 1 to 26th SRWg Operations Order # 502-56., dated 13 January 1956. CL: CONFIDENTIAL.

29. 26th SRWg Monthly Maintenance Order for October 1955.

30. 26th SRWg Monthly Maintenance Order for November 1955.

31. 26th SRWg Monthly Maintenance Order for December 1955.

32. 26th SRWg Monthly Maintenance Order for January 1956.

33. 26th SRWg Amendment # 1 to 26th SRWg Monthly Maintenance Order for the Month of January 1956.

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34. Weekly Aircraft Requirements Record - 3rd SR Sq - 1 October thru 7 October 1955.

35. Weekly Aircraft Requirements Record - 3rd SR Sq - 10 October thru 14 October 1955.

36. Weekly Aircraft Requirements Record - 3rd SR Sq - 17 October thru 21 October 1955.

37. Weekly Aircraft Requirements Record - 3rd SR Sq - 24 October thru 28 October 1955.

38. Weekly Aircraft Requirements Record - 4th SR Sq - 31 October 1955 thru 4 November 1955.

39. Weekly Aircraft Requirements Record - 4th SR Sq - 3 October thru 7 October 1955.

40. Weekly Aircraft Requirements Record - 4th SR Sq- 10 October thru 14 October 1955.

41. Weekly Aircraft Requirements Record - 4th SR Sq - 17 October thru 21 October 1955.

42. Weekly Aircraft Requirements Record - 4th SR Sq - 24 October thru 28 October 1955.

43. Weekly Aircraft Requirements Record - 10th SR Sq - 3 October thru 7 October 1955.

44. Weekly Aircraft Requirements Record - 10th SR Sq - 10 October thru 14 October 1955.

45. Weekly Aircraft Requirements Record - 10th SR Sq - 17 October thru 21 October 1955.

46. 26th SRWg Air Tng Rpt for Month of December 1955 Wing Comdr's Remarks for Part VI. (RCS: 3-SAC-T12) CL: SECRET.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 19 October 1955

NUMBER 19)

ASSUMPTION OF COMMAND----Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Columbus 17, Ohio, during the absence of COLONEL WILLIAM J MENG, 4510A.

LANNING H. MYERS
Lieutenant Colonel, USAF
Commander

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3 26DO
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5 COMDR, 8AF
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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 20)

21 October 1955

REASSUMPTION OF COMMAND---------Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby re-assumes command of the 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Columbus 17, Ohio, LIEUTENANT COLONEL LANSING H. MILES, 7305A, relieved.

WILLIAM S. MING,
Colonel, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS) 7 December 1955

NUMBER 21)

STAFF ASSIGNMENTS---1. LIEUTENANT COLONEL KENNETH H. GOETZKE, 5839A, this headquarters, is assigned as Comptroller, effective 1 December 1955, vice LIEUTENANT COLONEL LANSING H. PIERS, 7305A, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JAMES A. ROBERTS
Major, USAF
Adjutant

JAMES A. ROBERTS
Major, USAF
Adjutant

DISTRIBUTION:

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[illegible]

[illegible] (M) SAC

[illegible]

Col [illegible], Ofc

PERSONNEL ACTIONS [illegible]
(MILITARY [illegible])

6 December 1955

1. Having completed [illegible], HQ, [illegible] DNDC, this WG, this STA, are RELIAS [illegible] DNDC, REF this order. Entries W/D made on AF FM 7.

	OLD PAFSC	OLD DAFSC	NEW PAFSC	NEW DAFSC
[illegible] STRAT RECON SQ				
S/Sgt (43151C) WILLIAM [illegible] JONES, [illegible]	43151E	43171E	43171E	43171E*
S/Sgt (43151C) MARTIN J SCOTT, AF16[illegible]	43151E	43171E	43171E	43171E*
[illegible] FIELD MAINT SQ				
S/Sgt (43250) DAVID [illegible] ENGL, A[illegible]	43250	43270	43270	43270*
[illegible] TAC RCGS				
M/Sgt (90631) PHILIP J [illegible], AF12[illegible] (AUTH: [illegible] AFMP-2, [illegible], 28Dec55, Subj: Grade Manning)	90631	90671	90671	90671*

* DAFSC now DUTY AFSC.

2. RNC, this HQ, this STA, [illegible] as DNDC, EFF this DT. (AUTH: AFM 30-1, 1 Jan 52, as AMND)

	LD	OLD DAFSC	NEW PAFSC	NEW DAFSC
MAJ (0021A) [illegible], A06[illegible]	0021	0021	7021	7021

AFSC 0021A [illegible] ADD AFSC.

3. RNC, this HQ, this STA, are ASG Initial Duty, EFF date INDC.

	DAFSC	FUNCT ACCT NO	EFF DATE
MAJ (7524) [illegible] S [illegible], 7177A	4344	44000	12 Nov 55
	PRIN DY: ACCT MAINT O.		
1 LT (2041) AIDAN D D WILSON, A03017977	2041	20600	6 Nov 55
	PRIN DY: Radar Interpretation O.		
	Designate 2041 as PAFSC.		

4. LT COL (0056C) LANSING H MYERS, 7305A, this HQ, this STA, is RELD ASG PRIN DY, WG Comptroller (DAFSC 0056C) and ASG PRIN DY, Chief of MAINT (DAFSC - 311), VICE MAJ (4316) LARRY I SUNDVALL, A0727799 RELD, EFF 1Dec55. FUNCT ACCT NO changed to 44000.

5. LT COL (1416) ERNEST H GOMTZKY, 5839A, this HQ, this STA, is ASG PRIN DY, WG Comptroller (DAFSC 0051C) VICE LT COL (0056C) LANSING H MYERS, 7305A, RELD, EFF 1 Dec 55. FUNCT ACCT NO changed to 17000.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

A. Hours flown performing missions ordered by:

1. Higher headquarters:

Commitment	Hours Programmed	Hours Accomplished
(a) APQ-56 Radar Project	71:00	65:45
(b) 8AF Op Ord 135-55 (Grainfield)	48:00	47:10
(c) 8AF Op Ord 144-55 (Big Blast)	48:00	48:30
(d) 8AF Op Ord 148-55 (Open Skies)	00:00	32:00
(e) 8AF Project 55-M5	7:00	6:30
(f) 8AF Staff Indoctrination	24:00	24:05
(g) General Sweeney (UK and return)	20:00	19:00
(h) Project 54-AF-64	96:00	142:25
(i) Ferrying aircraft	48:00	46:35
TOTALS	362:00	432:00

(1) Reference commitment (d) above: 8AF Op Ord 148-55 was not received until 20 Oct 55. No time was programmed for this requirement as the flying program was established prior to receipt of Ops Ord.

(2) Reference commitment (h) above: Project 54-AF-64 requires photographic coverage of airfields under a no cloud/no cloud shadow condition. Adverse weather in target areas necessitated numerous reflys of project photography.

2. Eighth Air Force Air Training Priorities:

Priority	Commitment	Hours Programmed	Hours Accomplished
1.	AFR 60-2	0	0
2.	SACR 51-26	120:00	121:55
3.	High headquarters (Par 1 above)	362:00	432:00
4.	Non Ready crew training	172:00	164:15
5.	Ready crew training	464:00	429:00

Incl #5

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Reports for Month of October 1955
(RCS: 3-SAC-T12)

Priority	Commitment	Hours Programmed	Hours Accomplished
6.	Select and Lead crew training	270:00	236:00
7.	5X and Staff crew training	143:00	148:10
	TOTAL	1531:00	1531:20
	TEST	19:00	18:50
	GRAND TOTAL	1550:00	1550:10

(a) Reference priority 1: AFR 60-2 requirements were accomplished on all sorties when applicable.

(b) Reference priority 5: Thirty-five hours were diverted to 8AF Op Ord 148-55 and Project 54-AF-64.

(c) Reference priority 6: Thirty-five hours were diverted to 8AF Op Ord 148-55 and Project 54-AF-64.

B. Weather or Local conditions: Four (4) sorties and twenty-seven (27) flying hours were cancelled due to adverse weather condition.

C. Restrictive directives: None

D. Combat Crew Member Gains and Losses:

1. Crew members gained:

(a) 4 Acft Comdr from 70 SRW.

(b) 4 Pilots from 70 SRW

(c) 3 Observers from 70 SRW

2. Crew members lost:

(a) 1 Pilot to Wing Staff.

(b) 1 Observer to Squadron Staff

E. Crew member changes:

1. Two pilots - 1 Lead crew - 1 Non-Ready crew

2. Two Observers - 2 Non-Ready crews

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

F. New crews:

1. IN31 4 Oct 55
2. IN93 4 Oct 55
3. IN43 24 Oct 55
4. IN42 24 Oct 55
5. IN41 24 Oct 55

G. Crew status changes:

1. N71 to R71, 31 Oct 55. Upgraded
2. IN34 disbanded 24 Oct 55. Excessive crew changes
3. IN38 disbanded 24 Oct 55. Excessive crew changes
4. Crew upgrading projection:
   a. Number of combat ready crews assigned: 17
   b. Number of non ready crews assigned: 12
   c. Projected upgrading date to Lead status of each assigned combat ready crew follows:

CREW	PROJECTED UPGRADING DATE
R-22	1 Dec 55
R-26	Unknown
R-28	1 Mar 56
R-36	Unknown
R-39	Unknown
R-44	1 Dec 55
R-47*	1 Nov 55
R-48	1 Nov 55
R-59	1 Dec 55
R-61	1 Feb 56

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26th Strategic Reconnaissance Wing (M)
Wing Commanders Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

CREW	PROJECTED UPGRADING DATE
R-64	1 Feb 56
R-71	1 May 56
R-79	1 Dec 55
R-88	1 Dec 55
R-90	Unknown
R-91	1 Mar 56
R-92	1 Mar 56

* Upgrading date advanced. Crew has met Wing upgrading criteria.

d. Projected upgrading date to combat ready status of each assigned non ready crew follows:

CREW	PROJECTED UPGRADING DATE
IN14	15 Jan 56
IN29	1 Mar 56
IN30	15 Apr 56
IN31	15 Mar 56
IN41	1 Mar 56
IN42	1 Mar 56
IN43	1 Apr 56
IN60	15 Jan 56
IN65	1 Feb 56
IN66	1 Feb 56
IN80	30 Nov 55
IN93	1 Apr 56

(1) Upgrading dates for crews IN14 and IN29 retarded due to Observers on extended DNIF.

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(2) Upgrading date for crew IN30 retarded due to cancellation of programmed CCTS quota for co-pilot. Co-pilot now scheduled to report to CCTS on 14 Nov 55.

(3) Upgrading date on crew IN60 retarded due to change of co-pilot. Co-pilot upgraded to Aircraft Commander on crew IN-41.

(4) Upgrading date for crew IN65 retarded due to change of observer. Observer pending separation from service.

(5) Upgrading date for crew IN66 retarded due to change in advanced survival and standboard check schedule necessitated by observer DNIF.

H. Standardization Crews:

1. Wing Standardization Board crews: S-15, S-18, S-40, L-37

I. Additional Material and Personnel Problems:

1. Maintenance capabilities are continuing to be hampered within the 26th Field Maintenance Squadron due to the shortage of the below listed Weighing Kits. Items are required in the Airframe Shop of the Aero Repair Branch of the 26th Field Maintenance Squadron to perform weight and balance checks on fifty (50) each RB-47 Type Aircraft assigned to this Wing in accordance with TO 1-1B-40. At present time thirteen (13) Aircraft are over due their weight and balance checks. A supply difficulty was submitted IAW SAC Reg 67-3 on 25 July 1955. The latest information received stated that no estimated delivery date could be determined on 8100-438220 and March 1956 was the estimated delivery date on 8100-438482-7.

AMT	STOCK NUMBER	NOMENCLATURE	AMT O/H	AMT AUTH	BSO VR NR	DATE	FOLLOW UP ACTION
1	8100-438220	Kit Weighing	0	1	55-114338	Feb 55	20May55
1	8100-438482-7	Kit Weighing	0	1	55-110373	Feb 55	20May55

2. Shortage of both initial and replacement of the below listed items continues to hamper initial installation in accordance with TO 14D-1-2-61 and replacement TOC in accordance with TO 14D-1-2-61B. A supply difficulty was submitted IAW SAC Reg 67-3 for total Wing requirements on 11 July 1955. An answer was received to the effect that F-1A Releases were presently on contract for issue with the B-5 parachutes. Delivery of the new Type B-5 parachute is expected to begin during the month of January 1956. TO 14D-1-2-61C dated 22 August 1955 extended the service life of the F-1A Release from 12 months to 18 months and from 9 to 12 operations. However, the extension of the service life has not alleviated the difficulty of TOC since the majority of the release requiring TOC are beyond the limits of the extended service life.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

AMT	STOCK NUMBER	NOMENCLATURE	AMT O/H	AMT AUTH	BSO VO NR	DATE	FOLLOW UP ACTION
11	2010-681135	Release Type	105	116	55-184041	3 Jun 55	11 Jul 55
5	2010-681135	Release	111	116	55-184185	3 Jun 55	11 Jul 55
10	2010-681135	Release	106	116	55-189244	3 Jun 55	11 Jul 55
30	2010-681135	Release	86	116	56 12271	3 Jun 55	11 Jul 55

3. Shortage of the following Tester has continued to hamper the testing and/or repair of the F-1 Power Supply of the Universal Camera Control System within the 26th A&E Squadron. A supply difficulty was submitted IAW SAC Reg 67-3 on 1 JUL 55. The latest answer received stated that action had been taken to ship subject Tester on 1 October 1955 from Gentile AF Station, Dayton, Ohio. Tester has not been received.

AMT	STOCK NUMBER	NOMENCLATURE	AMT O/H	AMT AUTH	BSO VO NR	DATE	FOLLOW UP ACTION
1	7CAC-801887	Tester	0	1	55-111905	11 Mar 55	11 Jul 55 2 Sep 55

4. The critical shortage of administrative personnel is adversely affecting many areas throughout the Wing. Available typists are being assisted in some cases by commissioned officers. The innumerable reports required of a Wing are becoming major projects to complete with the accuracy required and within the time allotted. The many descriptions of this situation to higher headquarters has been to no avail. Overseas and ZI levies continue with only a token input of qualified personnel.

5. This headquarters cannot resort to the OJT program as a means of improving on the situation, since trainable helper level airmen are not being made available to the Wing. As an illustration of the condition, the Wing Adjutant loses his Sergeant Major in November, two of his clerks have already begun processing for separation which leaves him two airmen, one of which will be separated in December. The remaining airman is a trained personnel clerk made available as a temporary loan pending an imput of administrative personnel.

AFSC	AUTHORIZED	ASSIGNED/Less current commitments
70010	0	3
70230	23	8
70250	48	12
70270	6	3
TOTALS	77	26

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26th Strategic Reconnaissance Wing (M)
Wing Commanders Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-M12)

6. This headquarters participated in a SAC sponsored conference on the new centralized personnel records section on 20 Oct 55. Lockbourne AF Base has been chosen as the service testing site for the new system. Against the 32 airmen required to operate the system, this Wing currently has sixteen assigned with the the Personnel Sergeant Major on the book to be reassigned to Hq 8AF. It does not appear likely that the new system will be afforded the fair testing period which it warrants because of the shortage of personnel and the continuing quotas affecting the key airmen assigned to the Personnel Directorate.

AFSC	AUTHORIZED	ASSIGNED/Less current commitment
73230	3	4
73231	2	1
73250	7	0
73251	17	7
73270	3	4
TOTALS	32	16

J. SAC Minimum Training Requirements:

1. The Wing completed 46 percent of the quarterly SAC Reg 50-8 training requirement during the month. This resulted in a two month aggregate of 79 percent complete.

2. Restricted Refuelings:

CREW	NR REST REFUELINGS	LBS PER REFUELING	ARS
S-09	1	25000	42nd
L-25	2	29000 36000	91st 340th
L-67	1	25000	42nd
L-68	1	25000	42nd
L-75	1	25000	42nd
R-22	1	30000	341st
R-47	1	30000	71st
R-64	1	25000	42nd
R-79	1	25000	42nd

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

K. Nonready crews capable of deploying: IN80

L. Nonready Crew Training:

1. Comparison of available ready and nonready crew flying time:

Crews available	Average Time Programmed	Average Time Accomplished
34 Ready	36:00	36:00
1 Non Ready	36:00	42:35

M. Deleted

N Field Training Operations: Not Applicable

O Special Training Month Remarks: Not Applicable.

P Comments or recommendation of the Wing Commander:

1. The lack of required air refueling support received by this Wing during the month continues to be a major problem. A summary of the October air refueling activity follows:

Sorties requested:	66
Sorties scheduled	103
Sorties successful	47
Schedule changes	105*
Cancelled by tanker	46
Cancelled by receiver	10

*Schedule changes reflects the difference between sorties requested and sorties assigned and in addition includes changes necessitated by sortie cancellations and subsequent reschedules.

2. It is recommended that further emphasis be placed toward dispatching the quarterly flying hour allocations to units concerned prior to the start of the quarter for which the flying hours are allocated. This will enable a more effective operation and maintenance planning and scheduling program.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of October 1955
(RCS: 3-SAC-T12)

The flying hour allocation for the calendar quarter beginning 1 Oct 1955 was not received by this wing until late October. The planning problem was further compounded in that the allocation received was substantially less than the flying hours required and used for programming. 8AF message 0D01 51525, dated 28 Sep 55 authorized each unit to fly as many hours as necessary to accomplish its requirement. The October-November-December operation and maintenance schedules were established using this authorization as a guide.

If it is not possible to establish a firm flying hour allocation prior to the beginning of the applicable calendar quarter, it is recommended that a valid planning allocation be made available to units concerned.

W. J. MENG
Colonel., USAF
COMMANDER

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

A. Hours flown performing missions order by:

1. Higher Headquarters:

Commitment	Hours Programmed	Hours Accomplished
a. SAF Op Ord 535-55 ("IRON MAN")	396:00	305:45
b. SAF Op Ord 135-55 ("GRAMMFIELD")	8:00	9:00
c. Comdr's Competition ("HONEST JOHN")	20:00	10:40
d. AFC-56 Radar Project	49:00	43:35
e. Photo Project 54-AF-64	49:00	53:05
f. SAF Op Ord 148-55 ("OPEN SKIES")	3:00	3:15
g. Operations ("SNEAKER")	00:00	30:15
h. Photography of Oneonta, N.Y.	14:00	12:35
i. Ferrying Aircraft	96:00	96:55
TOTALS	635:00	565:05

(1) Reference commitment a. above: Shortage due to recall of eleven (11) aircraft on first increment of USCM.

(2) Reference commitment c. above: Shortage due to one ground and two air abort.

(3) Reference commitment g. above: No flying time programmed due to 24 hour alert status of operation "SNEAKER". This project flown upon verbal execution order from 8AF.

2. Eighth Air Force Training Priorities:

Priority	Commitment	Hours Programmed	Hours Accomplished
1.	AFR 60-2	00:00	00:00

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1965
(RCS: 3-SAC-T12)

Priority	Commitment	Hours Programmed	Hours Accomplished
2.	SAC Reg 51-26	70:00	68:20
3.	Higher Headquarters (Par 1 above)	635:00	565:05
4.	Non Ready crew Training	132:00	128:25
5.	Ready crew training	223:00	291:00
6.	Select and Lead crew training	218:00	230:05
7.	5X and staff crew training	108:00	107:25
	TOTAL	1386:00	1390:20
	TWST	10:00	12:10
	GRAND TOTAL	1396:00	1400:30

a. Reference priority 1 above: AFR 60-2 minimum were scheduled and accomplished on all sorties flown, when applicable.

b. Reference priority 3 above: Flying hours which were programmed for USCM, but not flown due to recall of eleven (11) aircraft were diverted to priorities 5 and 6 and to support operation "SNAFUR".

B. Weather or Local Conditions: Adverse weather conditions necessitated a 24 hour delay of both the first and third increment of the USCM, Operation "IRON MAN", with a resultant loss of one scheduled flying day.

C. Restrictive Directives: None

D. Combat Crew Member Gains and Losses:

1. Crew members gained:

(a) 1 Acft Comdr, TCS from 15AF

2. Crew members lost:

None

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

E. Crew Member Changes:

1. Four pilots - 1 Select, 1 Lead, 2 "IN" crews

2. One Observer - "IN" crew

F. New Crews:

1. IN 32 14 Nov 55

G. Crew Status Changes:

1. L47 to L47, 1 Nov 55, Upgraded

2. L48 to L48, 1 Nov 55, Upgraded

3. Crew upgrading projection:

a. Number of combat ready crews assigned: 15

b. Number of "IN" crews assigned: 13

c. Projected upgrading date to Lead status of each assigned combat ready crew follows:

CREW	PROJECTED UPGRADING DATE
R-22*	1 Feb 56
R-26	Unknown
R-28	1 Mar 56
R-36	Unknown
R-39	Unknown
R-44*	1 Feb 56
R-59*	1 Jan 56
R-61	1 Feb 56

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

CREW	PROJECTED UPGRADING DATE
R-64	1 Feb 56
R-71	1 May 56
R-79*	1 Jan 56
R-88	1 Dec 55
R-90	Unknown
R-91	1 Mar 56
R-92	1 Mar 56

* Upgrading dates advanced. Subject crews did not meet Wing Lead crew criteria.

d. Projected upgrading date to combat ready status of each assigned non ready crew follows:

CREW	PROJECTED UPGRADING DATE
IN14	15 Jan 56
IN29	1 Mar 56
IN30	15 Apr 56
IN31	15 Mar 56
IN32	1 Apr 56
IN43	1 Apr 56
IN41	1 Mar 56
IN42	1 Mar 56
IN60	15 Jan 56
IN65	1 Feb 56

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

CREW	PROJECTED UPGRADING DATE
IN66	1 Feb 56
IN80	15 Dec 55
IN93	1 Apr 56

(1) Upgrading date for crew IN80 advanced. Crew requires additional air refueling training.

H. Standardization Crews:

1. Wing Standardization Boad Crews: S-15, S-18, S-37, S-40

I. Additional Material and Personnel Problems:

1. Shortages of both initial and replacement of the below listed items continue to hamper initial installation in accordance with TO 14D-1-2-61 and replacement TOC in accordance with TO 14D-1-2-61B. A supply difficulty was submitted IAW SAC Reg 67-3 for total Wing requirements on 11 July 1955. An answer was received to the effect that F-1A Releases were presently on contract for issue with the B-5 Parachute. Delivery of the new Type B-5 Parachute is expected to begin during the month of January 1956. TO 14D-1-2-61C dated 22 August 1955 extended the service life of the F-1A Release from 12 months to 18 months and from 9 to 12 operations. However, the extension of the service life has not alleviated the difficulty of TOC since the majority of the Releases requiring TOC are beyond the limits of the limits of the extended service life.

AMT	STOCK NUMBER	NOMENCLATURE	AMT O/H	AMT AUTH	BSO VR	BSO NR	BSO DT	FOLLOW UP ACTION
11	2010-681135	Release	105	116	55-184041		6/20/55	7/11/55
5	2010-681135	Release	111	116	55-184185		6/20/55	7/11/55
10	2010-681135	Release	106	116	55-189244		6/20/55	7/11/55
30	2010-681135	Release	86	116	55-12271		6/20/55	7/11/55

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26th Strategic Recon aissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

2. There has been no improvement in the airman manning of the administrative (70) and personnel (73) career fields. Deficiencies in these fields have been noted in the T-12 report for the past five (5) months.

3. A shortage of aircraft maintenance officers is developing due to overseas commitments and withdrawals for other units. Our Chief of Maintenance 4316 and Commander of the Periodical Maintenance Squadron are on overseas commitments and two 4344's and one 43100 are possible losses to the 4025th Strat Recon Sq (L). Lack of adequate replacements prior to the loss of these personnel will result in a critical shortage of aircraft maintenance officers and have an adverse effect upon our mainenance capability. Loss of three officers to the 4025th Strat Recon Sq (L) will also result in damaging our ability to support this unit as it is attached to this Wing for support.

J. SAC Minimun Training Requirements:

1. The Wing completed 20.8 percent of the quarterly SACReg 50-8 training requirement during the month. This resulted in a quarterly aggregate of 99.8 percent complete. Shortages are one (1) night rendezvous , one (1) air refueling and one (1) simulated photoflash run. Shortages were primarily caused by air refueling cancellations and schedule changes and crew member DNIF.

2. Restricted Refuelings: None

K. Non Ready crews capable of deploying: IN80

L. Non Ready crew training:

1. Comparison of available ready and non ready crew flying time:

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

Crews Available	Average Time Programmed	Average Time Accomplished
36 Ready	32:00	32:00
0 Non-Ready	0	0

M. Deleted

N. Field Training Operations: Not Applicable

O. Special Training Month Remarks: Not Applicable

P. Comments or Recommendations of the Wing Commander:

1. Considerable difficulty has been experienced by this Wing in accomplishing the external heavyweight refueling requirement. This is primarily due to the distance which must be flown by receiver aircraft to effect refuelings in the Northeast area. The reduced gross weight of the receiver aircraft upon arrival at the refueling area necessitates onloads from two tankers to attain the 190,000 lb receiver gross weight required for an external heavyweight refueling. The external heavyweight refueling problem was further aggrevated in that only fourteen (14) assigned aircraft possessed the external tank configuration. This deficit posed additional maintenance and operational scheduling problems.

SAC message DMAA1-6-5 39015, dtd 10 Nov 55 directed that all external tanks be ferried to Marietta, Ga. for modification. All tanks have been delivered. No estimated date for return of these tanks has been received to date. Pending their return, this Wing does not possess the capability for accomplishing external heavyweight refueling.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of November 1955
(RCS: 3-SAC-T12)

2. During the month 43:35 hours were flown conducting APQ-56 Radar testing and crew training. A total of 187:50 flying hours were expended during the training quarter toward this commitment. The APQ-56 radar "side-scan" configuration requires the aircraft to fly a track which is displaced by approximately eight miles from any target against which it is used. This displacement precludes the accomplishment of any 50-8 training in conjunction with APQ-56 radar reconnaissance and results in a lower overall flying hour utilization index when computed in accordance with the SAC Management Control System.

It is planned that APQ-56 type missions will continue to increase in number as equipment reliability and crew capability improves. This planned increase will in effect further penalize the wing flying hour utilization program.

Since it is highly desirable to expedite the APQ-56 radar capability, it is recommended that flying hours flown in support of this project not be considered as a part of the wing effort when computing flying hour utilization.

3. Throughout the month, SAC directed Operations "SNEAKER" has required a continuous 24 hour a day standby of two APQ-56 radar equipped aircraft and two combat ready crews. This alert status has in effect reduced aircraft and crew availability by two, and has been responsible for the reduction of APQ-56 radar activity during this period. Operational and maintenance planning and scheduling have likewise been adversely affected.

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W. J. Meng
W. J. MENG
Colonel, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
SPECIAL TRAINING MONTH ANALYSIS
FOR DECEMBER 1955

1. Flying Training Program

a. The 26SRW flying training program for the Special Training Month of December 1955 had the following general objectives:

(1) Concentration on areas of known weakness.

(2) Emphasis on training and upgrading non-combat ready crews.

(3) Emphasis on training in seasonal tactics.

(4) Experimentation with new tactics and equipment.

(5) Continuation of proficiency training under the principles outlined in SAC Reg 50-8.

(6) Reduction of 20 percent of the normal training months flying commitments.

b. This program was based on the following data:

	Projected	Actual
(1) Aircraft available:	47	44
(2) Average flying time per aircraft:	22	24
(3) Total flying time available:	1037	1031
(4) Flying time reduction:	259	265

c. In order to attain the general objectives indicated above, the following requirements are listed in the order of priority established for their accomplishment. The projected and actual flying time for accomplishment is indicated below:

Training Priority	Projected	Actual	% Accomp
(1) AFR 60-2	*	*	100
(2) Photo Project 54-AF-64	7:00	7:10	100

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	Training Priority	Projected	Actual	% Accomp
(3)	SES	25:00	00:00	0%
(4)	APQ-56 Radar Project	60:00	29:20	48%
(5)	"Fancy Runs" Springfield RBS	21:00	24:50	100%
(6)	8AF OPord 140-55 (Pacesetter I)	198:00	176:35	89%
(7)	Commander's Competition (Honest John)	24:00	19:00	79%
(8)	8AF Staff Indoctrination	25:00	19:50	80%
(9)	8AF Photo Project 8AF-55-M5	14:00	15:00	100%
(10)	Non ready crew training	200:00	256:00	100%
(11)	51-19 Checkout training	137:00	142:00	100%
(12)	Ready crew training	130:00	139:00	100%
(13)	Select and lead crew training	150:00	148:00	99%
(14)	Staff crew training	28:00	34:35	100%
(15)	Test hops	10:00	9:15	92%

d. Differences between projected and actual flying time for items in paragraph 1 (c) above are explained below:

*(1) Reference priority 1: AFR 60-2 training was scheduled and accomplished during all flying operations where applicable.

(2) Reference priority 3: SES quota programmed for 5 Dec 55 was cancelled by 8AF.

(3) Reference priority 7: One sortie which was programmed toward this requirement was flown on Nov 29th.

(4) Reference priority 4: Shortage due to lack of receipt of APQ-56 radar magnetron units projected for 30 Nov 55, and due to Operation "Sneaker" which required two APQ-56 radar equipped aircraft on continuous 24 hour alert.

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(5) Reference priority 6: Three crews which were initially programmed to fly "Pace Setter I" were not available: 1 Observer DNIF, 1 Observer transferred PCS, 1 Aircraft Commander transferred PCS.

2. Ground Training Program

a. The 26SRW Ground Training program for the special training month of December 1955 had the following general objections:

(1) An effective aircrew ground training program.

(2) An effective maintenance ground training program.

b. To attain the general objectives outlined above, and effectively utilize the time resulting from a reduction of flying time, the following ground training requirements were established:

(1) Support three spaces at Camp Phillips OQ Gunnery Range.

(2) Pilots on combat crews to accomplish 398 hours of instrument training.

(3) Combat crew personnel to accomplish 324 hours of target study.

(4) Mobility rehearsal - 9120 hours.

(5) Aircrew personnel to accomplish 248 hours of training in systems and emergency procedures.

(6) Aircrew and ground personnel to accomplish 2006 hours of training as prescribed by SAC Reg 50-24.

(7) Maintenance technicians and ground crews to accomplish 1766 hours of training in areas of weakness.

(8) O-15 camera and C-1A magazine instruction for observers.

(9) All available combat ready crews to accomplish EWP examinations.

(10) Emphasis on T.O. - compliance.

c. Each ground training requirement listed in paragraph 2 (b) above was accomplished as indicated below:

(1) OQ Gunnery Exercise: 5 Personnel

(2) Instrument Training: 506 Hours

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(3)	Target Study:	585 Hours
(4)	Mobility rehearsal:	2326 Hours
(5)	Aircrew emergency procedures:	266 Hours
(6)	SAC Reg 50-24 training:	1441 Hours
(7)	Maintenance personnel training:	1384 Hours
(8)	O-15 camera and C-1A magazines training:	82 Hours
(9)	EWP examinations:	21 Hours
(10)	T.O. compliance:	1100 Hours
(11)	Altitude indoctrination:	15 Personnel
(12)	51-19 training for co-pilots:	740 Hours
(13)	Special weapons inspection:	Not Applicable

d. Differences in ground training projected versus accomplished are explained below.

(1) Reference par 2c (4) above, subject: Mobility Rehearsal: The quarterly practice alert against which the mobility rehearsal was planned was not received during the month of December. (Subject alert and mobility rehearsal were executed on 3 Jan 56). In lieu of a mobility rehearsal during the month, the Wing Mobility Officer conducted extensive mobility plan briefings for all officers and airmen present for duty.

(2) Reference par 2c (5) and 2c (6) above, subjects: SACR 50-24 Training and Maintenance Personnel Training: Training shortages are due to the increased flying hour allocation levied against this wing. The December ground training program was based upon a flying hour commitment of 900 hours, however 1037 flying hours were allocated.

3. The following action was taken during the month to improve the quality of maintenance and maintenance supervision:

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a. SAC Regulation 66-9: January 1956 our wing will go under 8AF Reg 66-9 scheduling procedures. Classes are being conducted on the above mentioned 8AF Reg. All organizations are being briefed on this regulation. Special attention is given to supervisory personnel.

b. Postflights: A different concept of the completed post flight inspection will be used as the method now in use calls for airplane general postflights after one mission and A&E postflights after the next mission. We now must complete the entire postflight in three days to stay within the 10 day maintenance cycle. Sequence charts covering the RB-47 postflight inspection have been drawn up and have been distributed to each maintenance organization. A great deal of time and coordination was devoted to this change. We will start the new postflight system January 1956.

c. 8AF Msg 41437, December Ground Training: This message was distributed to all organizations with a letter from the Chief of Maintenance delegating the responsibility of the training to each squadron commander. The Maintenance Stand Team will check to see that the intent of the message is carried out.

d. 8AF Letter 121-2: Field Maintenance Life Raft and Parachute Shops were evaluated in accordance with SAC Reg 66-22. All personnel assigned the personal equipment section of the operational squadrons were evaluated and considerable investigation has been made in accordance with this letter.

e. 8AF Regulation 66-8, Maintenance Management: Maintenance Management Teams were set up within each squadron. These teams will meet weekly. Minutes of each meeting will be forwarded to the Chief of Maintenance who will conduct the monthly meeting.

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4. a. Increased emphasis was placed during the month in developing a bombardment capability. Maximum possible RBS runs were accomplished. Target analysis, Target Study, T-2 Trainer runs and radar bombing procedures are being stressed and evaluated for all observers. The Wing Observer Section is administering and supervising this training to insure observer qualification and standardization.

b. Non ready crew training and 51-19 checkout training was given first priority during the December operations after higher headquarters commitments had been supported. Each available non ready crew accomplished an average of 17.6 flying hours versus 17.0 flying hours for ready crews. In addition, a total of 142 hours were flown toward 51-19 checkout training for assigned pilots and observers.

c. Each available observer received instruction on the operation of the O-15 recording camera and C1A magazine which included a review of the most frequently recurring malfunctions, their causes, and measures which can be taken to correct them in flight. Observer preflight procedures were also reviewed. In addition, each observer is being required to read the technical orders applicable to the O-15 camera system.

d. The planned objectives of the December special training month program were satisfactorily achieved. Areas of weakness have been improved with a resultant increase in this wing's capability to carry out it's assigned mission.

for Lawson C. Hamer Jr.
WILLIAM J. MENG
Colonel., USAF
Commander

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of January 1956
(RCS: 3-SAC-T12)

A. Hours flown performing missions ordered by:

1. Higher headquarters:

Commitment	Hours Programmed	Hours Accomplished
a. Operation "Pace Setter II"	175:00	182:30
b. Operation "Pinwheel"	74:00	71:30
c. Operation "Sneaker"	12:00	13:10
d. SES	56:00	46:35
e. APQ-56 Radar Project	98:00	83:20
f. 8AF Photo Project 55-M5	7:00	7:15
g. Photography of Oneonta, N.Y.	7:00	6:50
h. Ferrying aircraft	14:00	12:20
TOTALS	443:00	423:30

(1) Reference commitment "d" above: Shortage due to weather cancellations at SES.

(2) Reference commitment "e" above: Shortage due to two weather cancellations of Q-56 aircraft.

2. Eighth Air Force Training Priorities:

Priority	Commitment	Hours Programmed	Hours Accomplished
1	AFR 60-2	0*	0*
2	SAC Reg 51-26	120:00	132:00
3	Higher Hdq (Para 1 above)	443:00	423:30
4	Non-ready crew training	300:00	320:20

Incl #5

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21

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of January 1956
(RCS: 3-SAC-T12)

Priority	Commitment	Hours Programmed	Hours Accomplished
5	Ready crew training	274:00	277:50
6	Select and lead crew training	149:00	151:10
7	5X and staff crew training	64:00	86:45
	TOTALS	1350:00	1391:35
	TEST	10:00	11:35
	GRAND TOTAL	1360:00	1403:10

*(1) Reference priority 1 above: AFR 60-2 minimum requirements were scheduled and flown on all sorties where applicable.

(2) Reference priority 7 above: Overage time flown in support of accellerated field checkout training.

B. Weather or Local Conditions: Adverse weather conditions and ice and snow on runways caused the cancellation and subsequent reschedule of 37 sorties and 251 flying hours.

C. Restrictive Directives: None

D. Combat Crew Member Gains and Losses:

1. Crew members gained:

6 Aircraft Commanders

4 Pilots

4 Observers

2. Crew members lost:

(a) 3 Aircraft Commanders PCS to SES

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2. Cont'd:

(b) 3 Observers PCS to SES

(c) 1 Observer separated from service

E. Crew Member Changes:

1. Three pilots - one select, two non-ready

2. Three observers - three non-ready

F. New Crews:

1. IN-95 formed 6 Jan 56

2. IN-02 formed 18 Jan 56

3. IN-04 formed 18 Jan 56

4. IN-05 formed 18 Jan 56

5. IN-06 formed 18 Jan 56

6. IN-98 formed 18 Jan 56

7. IN-99 formed 18 Jan 56

G. Crew Status Changes:

1. N-80 to R-80, 17 Jan 56, Upgraded.

2. IN-36 to R-36, 18 Jan 56, Upgraded.

3. IN-66 to R-66, 18 Jan 56, Upgraded.

4. N-60 to R-60, 20 Jan 56, Upgraded.

5. R-59 to L-59, 1 Jan 56, Upgraded.

6. R-79 to L-79, 1 Jan 56, Upgraded.

7. S-07 disbanded 6 Jan 56, AC and Obsr to SES.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of January 1956
(RCS: 3-SAC-T12)

G. Cont'd:

8. S-18 disbanded 10 Jan 56, AC and Obsr to SES.

9. S-35 disbanded 6 Jan 56, AC and Obsr to SES.

10. IN-93 disbanded 5 Jan 56, excessive crew member changes.

11. Projected upgrading date to combat ready status of each assigned non-ready crew follows:

CREW #	PROJECTED UPGRADING DATE
IN-02	15 Jun 56
IN-04	15 Jun 56
IN-05	15 Jun 56
IN-06	15 Jun 56
IN-14	1 Mar 56
IN-28	15 May 56
IN-29	1 Apr 56
IN-32	1 Apr 56
IN-33	1 May 56
IN-41	1 May 56
IN-42	1 May 56
IN-65	Unknown
IN-67	1 May 56
IN-94	1 Jun 56
IN-95	1 Jun 56
IN-97	1 May 56
IN-98	15 Jun 56
IN-99	15 Jun 56

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(a) Retarded upgrading dates due to crew member changes and losses of planned air refueling support for checkout.

H. Standardization Crews: Wing Standardization Board Crews: S40, S53, S68, L74.

I. Additional Material and Personnel Problems:

1. The importance of supply to our mission, and the costly accounts involved warrant considerably more attention and consideration to the quality and quantity of supply personnel than is currently being given. In most other phases of military operation, a shortage of officers can be offset to a great extent by the use of seasoned and competent non commissioned officers. The same is not true in the supply field. A wing has eight separate supply accounts, each of which must be signed and accounted for by an officer. At any time the number of available supply officers becomes less than the number of accounts assigned, an undesirable situation is created. The commander may be compelled to entrust an account to an officer who has been trained along entirely different lines and with utility in a limited resource specialty, perhaps even a combat crew member. In any event, frequent shifting of accountability and responsibility for a supply account inevitably leads to a compromise of efficiency and to some extent supply discipline.

2. The presence of qualified supply non commissioned officers will alleviate a great deal of the problem in assigning an account to an untrained officer. We do not however have the trained airmen to do the

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of January 1956
(RCS: 3-SAC-T12)

I. Cont'd:

job enlisted personnel are supposed to do without expecting them to additionally assume some of the responsibility that normally devolves upon the supply officer. Our excessive loss of airmen to overseas shipments, manning of new units and discharges coupled with the loss of trained officers has placed our entire supply structure in an extremely precarious position. Our present status in both categories is as follows:

	AIRMEN	
AFSC	AUTHORIZED	ASSIGNED
64175	2	0
64131	14	7 *
64151	34	28 **
64173	8	10
64152	3	2
TOTALS	61	47

* Indicates 6 of 7 assigned are 64010. ** Indicates 7 airmen due for separation in February 1956 and 3 airmen on delay enroute for overseas assignment.

(a) The above losses will reduce the number of airmen assigned to 37 or a shortage of 24 by 23 February 1956.

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I. Cont'd:

	OFFICERS	
AFSC	AUTHORIZED	ASSIGNED
6416	1	1 *
6424	8	6 **

* Indicates Major Ogan who is presently occupying this position; however he has been selected for reassignment on SAC Project 2710 to Headquarters, Strategic Air Command with permanent duty station, 12th Air Division, March AFB, California.

** Indicates 1st Lt. Cruikshank presently assigned to one of these positions has been selected for reassignment to 5th Air Division. Captain Baylor presently assigned one of these positions has been alerted and nominated for possible assignment to Headquarters Eighth Air Force.

3. Recommend that immediate consideration be given to placing all supply officers, assigned with an account, in Functional Category "B". This action may require the training of additonal supply officers; however, the end result would more than pay for the initial cost of additional personnel with increased supply efficiency, reduction in the number of supply surveys and an overall improvement in supply discipline.

J. SAC Minimum Training Requirements:

1. The wing accomplished 34 percent of the quarterly SAC Reg 50-8 training requirement during the month.

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26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report For Month of January 1956
(RCS: 3-SAC-T12)

J. Cont'd:

2. Reference 8AF message ODT1 52317, Subj: Heavyweight Air Refueling, dated 21 Nov 55. Training credit for a 190,000# external heavyweight refueling has been awarded those crews which accomplished a maximum internal refueling with onload to "Pressure disconnect". This action necessary in that all external fuel tanks assigned to this wing are presently undergoing modification at Marietta, Ga.

K. Deleted

L. Non Ready Crew Training:

1. Comparison of available ready and non ready crew flying time:

Crews Available	Average Time Programmed	Average Time Accomplished
30 Ready	32	33
*2 Non Ready	25	21

*Both of the above non ready crews were upgraded to ready status during the period.

M. Deleted

N. Field Training Operations: Not Applicable.

O. Special Training Month Remarks: Not Applicable.

P. Comments or Recommendations of the Wing Commander:

1. The lack of air refueling support required for proficiency training of ready crews and for upgrading training of non ready crews continues to be a major problem area. A summary of the January air refueling activity follows:

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P. Cont'd:

A/R sorties requested	68
A/R sorties confirmed	50
A/R sortie schedule changes	22
A/R sorties successful	30
% successful vs. confirmed	60%
% successful vs. requested	44%

2. In preparation for Operation "Pace Setter II" this wing accomplished 120 "shack-type" radar RBS runs. In addition, during the execution of Operation "Pace Setter II" this wing expended 182:30 flying hours. For this operation overall, only one grid/celestial navigation leg per participating ready crew was creditable toward 50-8 training minimums. Only one grid/celestial navigation leg per participating crew was creditable toward the flying hour utilization criteria as measured by the SAC Management Control System (Reconnaissance).

Since it is highly desirable for reconnaissance units to develop a bombing capability, increased emphasis on radar RBS training is planned. In effect, this planned increase will further penalize the wing flying hour utilization program. It is recommended that flying hours flown in support of RBS radar training and bomber stream type missions not be considered as a part of the wing effort when computing flying hour utilization.

WILLIAM J. MENG
Colonel, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

OPERATIONS ORDER

SERIAL NUMBER 335-55 [redacted]

"IRON MAN"

26SRW OPord 335-55
28 Oct 55

SECRET

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TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" INTELLIGENCE

ANNEX "B" OPERATIONS

APPENDIX I FLIGHT PLAN "CORA"

APPENDIX II FLIGHT PLAN "ANN"

APPENDIX III FLIGHT PLAN "BETTY"

APPENDIX IV TURNING CHART

APPENDIX V REFUELING FLIMSEY

ANNEX "C" COMMUNCIATIONS

ANNEX "D" SECURITY

ANNEX "E" REPORTS

ANNEX "F" FLYING SAFETY

ANNEX "G" WEATHER

26SRW OPord 335-55
28 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

OPERATIONS ORDER 335-55)

MAPS OR CHART REFERENCES: JN series - 7, 19, 20, 30 and 45. Others as required.

TASK ORGANIZATION:

ORGANIZATION	COMMANDERS
3rd Strat Recon Squadron	Major C. KLUENDER
4th Strat Recon Squadron	Major W. EDWARDS
10th Strat Recon Squadron	Major L. FIELDS
26th Field Maint Squadron	Major P. SCHROEDER
26th A&E Maint Squadron	Lt. Col. K. GOSLING
26th Periodic Maint Squadron	Major W. WINSLOW

1. GENERAL SITUATION: On 8, 9 and 10 November 1955, a reconnaissance strike will be flown which will fulfill the requirements for a USCM required for the third quarter of 1955. The route has been planned to incorporate a directed refueling in the Thule AB, Greenland Area. Unclassified nickname for this operation is "IRON MAN".

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) AMC: Through appropriate material areas, support the 26th SRW.

(2) 801st ABGp: Provide necessary house keeping and base support. Provide a briefing and indoctrination for Artic Survival. Provide B-47 flight simulator time and instructor personnel for practice letdown as outlined in Annex "B".

(3) 42ND Air Refueling Squadron: Provide required refueling support in the Romeo Area, operating from Thule AFB, Greenland. Reference Annex "E" for required reports.

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(4) 4050th Air Refueling Wing: Provide required refueling support in the Alfa Area operating from Westover AFB, Mass. Reference Annex "E" for required reports.

(5) EADC and CADC: For period of this exercise, these forces will simulate the aggressor forces.

(6) 801st Reconnaissance Technical Squadron: Process and evaluate all radar and aerial film. Submitt required reports as outlined in Annex "E". Final dispositions of film will be in accordance with SAC Manual 200-3.

(7) 26th Weather Squadron: Provide necessary enroute, alternate and terminal weather information for route and areas as outlined in Annex "G". Provide necessary briefing teams for general and pre-take off briefings.

(8) NEAC:

(a) Provide search and rescue within applicable areas of aircraft movement. Provide necessary base facilities in support of this operation and for RB-47 aircraft that may abort at Thule, Goose, or Harmon AFB.

2. MISSION: To fly all available Select, Lead and Combat Ready Crews and at least 70% of the possessed aircraft on a Unit Simulated Combat Mission as required by SAC Reg 50-8.

3. TASK FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron.

(1) Provide aircraft and crews as follows to accomplish assigned mission:

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DAY	CELL	NO. A/C & CREWS	SPARE A/C
First Day	2	4	1
Second Day	3	3	1
Third Day	1	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed.

(4) Provide all crews with arctic survival equipment.

(5) Provide all crews with extra "K" rations as outlined in Annex "A".

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish assigned missions.

DAY	CELL	NO. A/C & CREWS	SPARE A/C
First Day	3	3	1
Second Day	1	4	1
Third Day	3	3	1

(2) Conduct target study as necessary to prepare crews for assigned targets.

(3) Accomplish aerial and radar photography as directed.

(4) Provide crews with arctic survival equipment.

(5) Provide crews with extra "K" rations as outlined in Annex "A".

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish assigned missions.

DAY	CELL	NO. A/C & CREWS	SPARE A/C
First Day	1	4	1
Second Day	2	4	1
Third Day	2	4	1

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(2) Conduct target study as necessary to prepare crews for assigned targets.

(3) Accomplish aerial and radar photography as directed.

(4) Provide crews with arctic survival equipment.

(5) Provide crews with extra "K" rations as outlined in Annex "A".

d. 26th Field Maintenance Squadron:

26th Armament and Electronics Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialists and maintenance support as required to support the mission.

e. 26th Weather Squadron:

(1) Provide weather forecast for route, alternates, emergency fields, and terminal bases. Forecast to include winds aloft, weather profile and extremes of ice pact. Provide this information for general briefing 7, 8, and 9 November 1955, and provide latest information for pre-take off briefing held 3½ hours prior to take-off of each flight of aircraft.

X. GENERAL INSTURCTIONS:

a. This operations order is effective upon receipt for planning. Mission will be executed only upon receipt of order of execution from Hq 8AF. A separate execution order will be issued for each daily increment.

(1) Recall Word: Saturday

(2) Air Refueling: See Annex "B"

(3) Press Release: None

(4) Schedule: See Annex "B"

(5) Air Operations: See Annex "B"

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(6) Flying Safety: See Annex "F"

(7) Weather: See Annex "G"

(8) Intelligence: See Annex "A"

(9) Communications: See Annex "C"

(10) Reports: See Annex "E"

(11) Air Traffic Control: The 26th Wing Operations Officer will obtain necessary route clearance. SAC Regs 50-4, 55-3 and 55-18 will apply.

(12) Danger Areas and ADIZs: All danger areas will be avoided. Three Defense Zones will be crossed: (a) Bangor ADIZ, (b) Montreal CADIZ and (c) Toronto CADIZ. Normal ADIZ penetration procedures will be observed.

(13) RBS Sites will be circumnavigated by at least 60NM.

(14) Weather Minimums: Published weather minimums will apply.

(15) Tanker Support: 42nd ARS and 4050th Air Refueling Wing will provide support as follows:

(a) One weather scout and one tanker controller aircraft in each refueling area. Functions may be combined.

(b) One tanker for each RB-47 aircraft scheduled plus one airbourne spare for each RB-47 cell.

(c) Necessary ground spares with crews on alert from tanker take-off to end refueling time.

(16) Routes are unclassified for clearance purposes. Dissemination of this information will be held to a minimum. The use of the term "Military Necessity" is not authorized.

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(17) Reconnaissance tactics will be in accordance with SAC Manual 55-3. All procedures outlined in SAC Manual 50-38 will be adhered to.

(18) Film and logs: See Annex "B".

(19) Recap Sheets: The 26th SRW will submit recap sheets in like numbers to 8AF and SAC Hq in accordance with paragraph 6d of Supplement XI to SAC Reg 50-8, as amended by change 1, dated 11 July 1955.

(20) Briefing Schedules:

(a) Arctic Survival Lectures at 0800 7 Nov 55 at Base Academic Building Auditorimum. All crew members scheduled for USCM will attend.

(b) General Briefings will be held on three consecutive days for aircrews at 4th SRW Briefing room as follows:

First Day's Missions: 1230 7 Nov 55

Second Day's Missions: 0800 8 Nov 55

Third Day's Missions: 0800 9 Nov 55

(c) Pre-takeoff meetings will be held 3½ hours prior to takeoff in room 304, Base Operations for each day's missions as follows:

First Cell: 0900 (4 crews)

Second Cell: 0930 (4 crews)

Third Cell: 1000 (3 crews)

(21) Critique time will be announced at general briefing.

26SRW OPord 335-55
28 October 55

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4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal logistical support and facilities required.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communciations: See Annex "C".

MENG
Colonel., USAF
Commander

ANNEXES

"A" Intelligence
"B" Air Operations
"C" Communications
"D" Security
"E" Reports
"F" Flying Safety
"G" Weather

DISTRIBUTION:

Comdr SAC	8 cys		
Comdr 8AF	5 cys		
Comdr 801ADIV	1 cy		
Comdr 4050th ARW	2 cys		
Comdr 42nd ARS	2 cys		
Comdr 801ABGp	2 cys	26 Historian	4 cys
Comdr 801RTS	2 cys	Comdr 3SRS	15 cys
Comdr 26th Wx Sq	1 cy	Comdr 4SRS	15 cys
Comdr 26th SRW	1 cy	Comdr 10SRS	15 cys
26DO	8 cys	Comdr 26A&ES	1 cy
26DM	2 cys	Comdr 26FMS	1 cy
26CR	1 cy	Comdr 26PMS	1 cy

OFFICIAL:

for George A. Brown Maj USAF
HENRY M. HEMINGTON
Lt. Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

ANNEX A

TO

OPERATIONS ORDER

NUMBER 335-55

INTELLIGENCE

This Annex consists
of 11 pages.
ANNEX "A"
26SRW OPORD 335-55
28 OCT 55

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ANNEX A

TO

OPERATIONS ORDER

NUMBER 335-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation: (Simulated)

(1) During the past year the "AGGRESSOR" has increased its global efforts toward extension of power and disruption of unity and alliance between the United States and Canada. (U)

(2) On 25 October 1955, AGGRESSOR made a surprise, well planned and coordinated attack at two points on the North American Continent. Through the combined efforts of sympathizers, trained agents, sea and air forces, successful landings were made at PHILADELPHIA AND NEW YORK CITY. Trained agents had already seized vital communications and power centers as well as taking complete control of the city and state government and law enforcing agencies. All suitable air fields were immediately taken over by paratroops flown in from aircraft carriers. The present MLR in this area is a line extending from Cape May (38-57N, 74-58W) to Harrisburg (40-16N, 76-53W) to 43-40N, 78-30W, to 44-00N, 78-17W, to 43-59N, 75-54W, to 43-00N, 74-00W, to New Haven (41-16N, 72-55W). Landings were also made at GOOSE BAY, Labrador, FORT CHIMO Air Base, and FROBISHER Air Base. At these points AGGRESSOR was successful in overcoming all resistance in a matter of hours and his Fighter aircraft were flown in to these bases from aircraft carriers. The present MLR in this area is a line extending

ANNEX "A"
26SRW OPord 335-55
28 OCT 55

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from the NW tip of ANTICOSTA ISLAND (49-52N, 64-31W) to 53-00N, 60-00W, to 53-00N, 72-00W, to 66-00N, 71-00W, to 65-50N, 62-10W, to 64-00N 54-00W. (U)

(3) Present AGGRESSOR activity indicates they are preparing to use the Airfield at Binghamton N.Y. as Headquarters for their Fighter and Fighter Bomber forces and possibly installing Missile Launching sites to assist in their westward drive along the Great Lakes region. It is also indicated from observers in the area that the industrial area of Syracuse is being converted into a munitions storage area, possibly the supply point for the above mentioned airfield. Informants recently returned from the FORT CHIMO and FROBISHER areas indicate AGGRESSOR is primarily concerned with securing the vast Iron Ore regions of Labrador and Quebec and preparing Missile launching sites. One such launching site has been located and identified at AKPATOK ISLAND (60-23N, 68-02W). From information presently available it appears that a Missile of the SCHMETTERLING type will be launched from this particular site. (U)

(4) Additional information indicates that AGGRESSOR has installed several radar sites which appear to be EW types, however it is believed that these radar sites also have a limited GCI capability at this time. (U)

(5) The EADF (USAF) and CADF (RCAF) will Simulate AGGRESSOR and provide an aggressive, well directed, enemy fighter force and will attempt to make interceptions, day and night, simulating gun and rocket attacks. (U)

ANNEX "A"
26SRW OPord 335-55
28 OCT 55

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(6) In the event of actual hostilities, the success of retaliatory missions by our forces will be directly affected by the quality of intelligence available that will enable our forces to locate, evaluate and destroy Enemy targets. (S)

(7) Exercise "IRON MAN" has been designated to afford the 26th Strategic Reconnaissance Wing training in the execution of its EWP mission. (S)

(8) For Combat Intelligence Purposes all penetration tracks in the EADF area from a point 40-08N, 76-38W to a point 43-48N, 75-36W will be considered enemy territory. Likewise all penetration tracks in the CADF (RCAF) area from a point 53-00N 69-55W to 66-00N, 68-35W will be considered enemy territory. (U)

(9) Fighter interceptions can be expected at any point along the route from the point of entry to the point of departure from enemy territory. (U)

(10) The maximum early warning (EW) coverage will be coincident with the limits of enemy territory as outlined in par 1,a,(2) above. (U)

b. Enemy Order of Battle:

(1) Aircraft Order of Battle (Actual)

(a) EADF is composed of fighter aircraft of the USAF, USN and ANG. Fighter types based within range of the simulated enemy territory possessing intercept capability against RB-47 type aircraft include: F-94 and F-86 all weather jet interceptors (AI equipped), F-94, F-86 and F-80 jet fighters (Not equipped AI) all of the USAF and ANG. US Navy fighters include: F6F, F2H and F9F jet fighters (not

ANNEX "A"
26SRW OPord 335-55
28 OCT 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

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AI equipped). CADF (RCAF) fighters bases outside the simulated enemy area and near the strike route may attempt interceptions. These aircraft include the Vampire III and the CF-100. Only the CF-100 is AI equipped. (S)

(c) Total jet fighters based with effective range of the 26 SRW area of operation include 254 USAF, 20 USN and an unknown number of RCAF AI and Non-AI equipped jet aircraft. (S)

(d) For detailed information on disposition of enemy aircraft refer to SAC Intelligence Brief No. 158, dated 4 Dec 54 as amended. (S)

(2) Radar Order of Battle (Actual)

(a) The enemy radar order of battle in the 26SRW area of operation is very complete and up to date. Ground Controlled interception is considered to be 80 nautical miles under normal conditions (TOKEN Range). Early Warning (EW) range is approximately 170 miles. GCI radars are also used to fulfill the function of early warning. (S)

(b) For radar location and additional ROB information, refer to SAC Intelligence Brief No. 158, dtd 4 Dec 54 as amended. (S)

(3) Anti-Aircraft Artillery Order of Battle (Simulated)

(a) The only known AA site presently existing in enemy territory is the reported Missile launching site at AKPATKO ISLAND, (60-23N, 68-02W). This missile has a reported effective range of approximately 35,000'. There is no information available to indicate that sufficient progress has been made on construction of the launching site to place it in

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an operational status at this time. Low temperatures, early snow fall and high winds in the area are believed to have slowed construction to a point where it would require several weeks of more favorable weather before launchings could be made from this site. (U)

c. Capability of Enemy Forces:

(1) Aircraft

(a) There are a total of 282 enemy jet fighter type aircraft within effective intercept range of the 26SRW area of operation. Past experience has indicated that the experience level of the AGGRESSOR fighter pilots is very high. They can be expected to press their attacks to very close range and generally from 6 o'clock high and low positions during the hours of darkness. During daylight hours attacks can be expected from any and all positions. Fight attacks can and must be expected from entry into enemy territory to the point of departure from enemy territory. (S)

(2) Radar

(a) Under favorable conditions, the enemy forces are believed to be capable of successful interception during daylight hours. However, interception at night will be dependent on the number of airbourne intercept (AI) equipped aircraft and the effectiveness of ground controlled interceptors. The F-86D, F-94C and CF-100 are known to be equipped with AI radar. (S)

(b) All 26 SRW aircraft will first enter the enemy GCI area at 40-06N, 77-12W, from this point they will be under

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continuous GCI for a total distance of 273 nm. GCI sites along the route have the capability of controlling between 8 and 64 aircraft at all times from the above mentioned point of contact until departing the GCI area at 44-12N, 75-48W. The first target is 161 nm inside the enemy territory and the second target is 219 nm inside the enemy territory. (U)

(3) AAA:

(a) There are no known Anti-Aircraft-Artillery locations within effective range of the 26 SRW area of operation. (U)

(b) The only known Missile site in the 26 SRW area of operation is located at AKPATOK ISLAND (20-23N 68-02W. This site is not believed to be in combat ready status at this time and will not present a problem to aircraft flying this mission. (S)

2. INTELLIGENCE REQUIREMENTS:

a. The 26 SRW will submit R-25 reports based on actual intercepts accomplished by EADF and CADF aircraft. (U)

b. Essential Elements of Information:

(1) General: As required by 8AF ICP, 1 Jul 55.

(2) Specific:

(a) Was any jamming encountered along the route?

(b) Where were initial interceptions accomplished?

(c) What tactics did the enemy fighters employ?

(d) Did the fighters show any evidence of after burners?

(e) How effective were the fighter interceptions?

(f) What was the type and number of fighters making interceptions? (U)

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c. Means of Obtaining Information:

(1) Interrogation of combat crews immediately after the mission by intelligence officers and staff specialists. (U)

(2) Instructions contained in 8AF IOP, 1 Jul 55 will be followed. (U)

d. Means of Reporting the EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible on AF Form 112. Reports required and distribution are outlined in ANNEX F of this Operations Order. (U)

3. INTELLIGENCE ACTIVITIES:

a. Maps and Charts:

(1) Maps and charts as required for navigational and planning purposes. (U)

b. Target Materials:

(1) Domestic Target materials willbe furnished by 8AF to include:

(a) Series 100 target complex charts.

(b) Series 25 mosaics (annotated).

(2) Any other domestic target materials, graphic or photography available.

(3) Radio facility charts as required.

c. Targets: (U)

Target	Tgt Ref No.	Approx Coordinates	Type Recon
*Binghamton, N.Y.	N10	420818N-755530W	Pre-Strike Analysis
*Syracuse, N.Y.	Z1	430412N-761233W	Pre-Strike Analysis

* Effectiveness target.

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d. Photographic Reconnaissance Requirements: (U)

(1) Tactics: All photography will be accomplished in accordance with the SAC Reconnaissance Tactical Doctrine.

(a) Pre-strike analysis photography will be flown on all targets in accordance with SAC Manual 55-3.

(b) Radar route photography will be accomplished in the maximum extent.

(c) Tri-met photography will be accomplished on assigned targets Tri-met photography will also be accomplished to the maximum commensurate with magazine capacity.

(2) Cameras: (U)

(a) Type and number of cameras will be installed to meet existing requirements under current TWP mission.

(b) Camera operation will be in accordance with the Reconnaissance Tactical Doctrine and current applicable directives.

(3) Photo Logs: (U)

(a) Observers logs will be accomplished on all photography in accordance with the provisions of SAC Regulation 95-11. Specific emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for the preparation of special reports is made available to recipients of the logs and corresponding photography.

(4) Film disposition: (U)

(a) All film and logs will be off loaded immediately after aircraft land and dispatch to the 801st RTS.

ANNEX A e. Survival Intelligence: (U)

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(1) General

(a) Crew members will be briefed on evasion routes, safe areas, and pick-up points within simulated enemy territory. Flimsies will be issued to crews.

(2) Equipment

(a) Sustenance kits, type E-1 or A-1 will be issued to combat crew members. It should be emphasized that each crew member will possess a sustenance kit on this mission.

(b) Additional K-type rations will be distributed to each crew member for emergency use.

(c) Simulated numbered blood chits will be distributed. These chits will be picked up at interrogation to determine the number of chits that may be recovered.

(d) Other aids to include cloth charts and phrase books will be distributed. They will be picked up at interrogation.

(e) It is recommended that exposure suits be worn by all crew members.

(f) URC/4 radios will be distributed on the basis of one per crew member when available with a minimum issue of one (1) per crew.

(g) One operative RS-6 radio per aircraft will be issued.

(3) Forced landings

(a) Forced landing procedures for cleared missions in friendly territory are outlined in SAC Reg 200-8.

(b) Forced landing procedures peculiar to this mission will be covered during briefing.

(4) Guide for conduct of captured personnel

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(a) Guide for conduct of captured personnel is outlined in volume I, Section VI, SAC BIPG.

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SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

ANNEX "B"

TO

OPERATIONS ORDER 335-55

AIR OPERATIONS

ANNEX "B"
26SRW OPord 335-55
28 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

ANNEX "B" TO OPERATIONS ORDER 335-55 AIR OPERATIONS:

1. GENERAL:

a. This annex contains routes, refueling tactics, timing schedules and general flight information.

b. All strikes will be non stop, hitting Bravo and Delta type targets within simulated enemy territory and utilizing cell tactics, with refueling Alfa and Romeo area.

c. Non effective strike aircraft which abort prior to the IP may be rescheduled at the discretion of the Wing Commander.

d. Aircraft will depart and fly over the targets and to the orbit area individually. From Orbit Area to completion of the mission aircraft will be in formation.

2. FORCES:

a. X-Day 11 RB-47

b. X + 1 11 RB-47

c. X + 2 11 RB-47

d. One ground spare per day per squadron will be available.

3. TIMING:

a. Flight plans contained herein are computed utilizing wind/temperature planning factors. Pre takeoff adjustments to flight plans will be made from latest meteorological data to make good control times at HHCP first refueling area. Standard timing control procedures will be accomplished to arrive at second refueling area at control time.

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b. HHCP: Hagerstown, Md. 39-40N 77-41½W

1810Z First aircraft each day.

Alfa Refueling Area (First Cell) 2003Z (Second Cell) 2033Z

(Third Cell) 2103Z

Romeo Refueling Area (First Cell) 2328Z (Second Cell) 2358Z

(Third Cell) 0028Z

4. TACTICS:

a. First takeoff (First Cell leader) is planned to be 1726Z. Second aircraft will T/O 2½ minutes after first aircraft. Third aircraft will T/O 7½ minutes later or 10 minutes behind first aircraft. Fourth aircraft will takeoff 2½ minutes after third aircraft. The fifth aircraft will be leader of the second cell and will takeoff 30 minutes after first cell leader departs. Each cell will follow above procedure.

b. The 1st and 3rd aircraft in each cell will climb to and maintain 35,000 feet until reaching formation orbit area. 2nd and 4th aircraft in each cell will climb to and maintain 33,000 feet until leaving the target area, at which time they will climb to join orbiting aircraft at 35,000 feet. These procedures were incorporated to insure 2000 feet altitude separation of aircraft and 10 minutes separation of aircraft at the same altitude.

c. All aircraft will cruise and maintain .74 mach except (1) during refueling and (2) between the HWCL and leaving enemy territory at 4348N 7537W Mach .81 will be flown.

d. Cell type refueling will be practiced at both refueling points. From formation orbit area until destination, aircraft will maintain 500'

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altitude separation and 1 mile nose to tail differential. Specific instructions are contained in pilots flimsey. Aircraft will fly in formation with #2 aircraft on right wing of leader, #3 aircraft on right wing of #2 aircraft and #4 aircraft on right wing of #3 aircraft.

5. PERFORMANCE:

a. An initial fuel load of 92,000 lbs will be used in computing take-off data. No wing tanks will be carried.

b. RB-47 minimum fuel reserve over destination or missed A/R alternate will be 12,000#.

c. Minimum fuel reserve at end of first refueling to continue mission, will be 85,000#.

6. PHOTOGRAPHIC RECONNAISSANCE REQUIREMENTS:

a. Delta type target at Syracuse NY. and a Bravo type target at Binghampton are designated as the measurement targets.

b. Pre-strike analysis photography is required on both primary and secondary targets.

(1) Primary requirement is large scale with back up of tri-metrogen.

(2) Radar IP to target run will be accomplished in conjunction with aerial photo run on each assigned target complex and will be graded on minimum combat standards.

c. Tri-metrogen and radar route will be accomplished throughout enemy territory consistant with available film.

d. All photographic accomplishments will be record. No aircraft will be lower than 33,000 feet.

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7. CAMERAS AND FILM:

a. Cameras: Split vertical and prime vertical K-38 with 36" cone will be used on this mission.

(1) KA3 with 6" cone will be mounted in tri-camera position.

(2) O-15 camera will be utilized for the radar pictures.

b. Film: All aerial cameras will use the 390 foot class "L" type film.

(1) Each aircraft will carry 2 C-1A magazines of class "L" film.

c. Camera requirement order will be submitted prior to 1200E of the day prior to scheduled takeoff.

8. EVALUATION:

a. Aerial film will be evaluated in accordance with Supp XI SAC Reg 50-8, SAC Reg 50-36 and 50-38.

b. Radar scope photography in accordance with SAC Manual 200-3 and SAC Reg 50-8.

c. Film will be off-loaded immediately after aircraft lands at Lockbourne AFB and dispatched to 801st Reconnaissance Technical Squadron.

9. GUNNERY:

a. No ammunition will be carried on this mission.

b. Maximum use of the A-5 gunnery system in obtaining training in search, tracking and lock-on will be accomplished during fighter interception.

10. TRAINING:

a. Record training requirements will be in accordance with par 6 Suppl XI SAC Reg 50-8.

(1) Aerial photography of both target complexes will be scored as record.

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(2) Radar reconnaissance will be accomplished on both target complexes and scored as record.

(3) One radar grid record.

(4) Only the crew making the actual rendezvous will be given credit, therefore the cell leader will make the first rendezvous and the deputy leader will make the second rendezvous.

(5) Two refuelings: Both bringing aircraft gross weight to over 165,000#.

(6) One scored long range cruise control.

11. AIR REFUELING:

a. General

(1) Air refueling will be in accordance with SAC Manual 55-10 Sept 1955 and change I, 23 Aug 55. Refueling communications will be in accordance with SAC Manual 100-1.

(2) Pre-target cell tactics will be employed utilizing a different rendezvous point (30NM. either side of key point) for each succeeding daily cell. This was incorporated because of only 30 minutes separation between cells. Procedures and tactics not covered herein will be described in detail in each pilots' flimsey and specialized briefing.

b. Refueling areas:

(1) The first refueling area will be in the Bagotville Saguenay Radio beacon region and will be designated to ALFA refueling area. The second refueling will be in the Cape Christian Radio beacon region and will be referred to as ROMEO refueling area.

(2) Each refueling area will have 3 rendezvous points:

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(a) ALFA:

1. The key point is Bagotville Saguenay radio beacon 48-20N, 71-00W. This point will be designated as ANN. A point 30NM. East of the radio beacon will be designated as BETTY. A point 30NM. West of the radio beacon will be designated as CORA.

2. Each day the first cell will utilize CORA as a rendezvous point, the second cell will utilize ANN and the third cell will utilize BETTY.

3. Refueling true course is 007°.

(b) ROMEO:

1. The key rendezvous point is Cape Christian Radio beacon 70-33N, 68-20W. This point will be designated as ANN. A point 30NM. East of the radio beacon will be designated BETTY. A point 30NM. West of the radio beacon will be designated CORA.

2. Each day the first cell will utilize CORA as a rendezvous point, the second cell will utilize ANN and the third cell will utilize BETTY.

3. Refueling true course will be 360°.

c. Refueling Forces:

(1) The 4050th Air Refueling Wing will support the following requirements in the ALFA Area.

POINT	TIME	TANKERS
Alfa Cora	2003Z	5 (includes one spare)
Alfa Ann	2033Z	5 (includes one spare)
Alfa Betty	2103Z	4 (includes one spare)

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The same requirements will be met daily on X-Day, X + 1, and X + 2.

(2) The 42nd Air Refueling Squadron will support the following requirements in the Romeo Area.

POINT	TIME	TANKERS
Romeo Cora	2328Z	5 (includes one spare)
Romeo Ann	2358Z	5 (includes one spare)
Romeo Betty	0028Z	4 (includes one spare)

The same requirements will be met daily on X-day, X + 1 and X + 2.

(3) The 91st Air Refueling Squadron will provide 2 strip alert tankers through out the period of this operation.

(4) Weather reconnaissance will be provided by each tanker task force in their area of responsibility from 2 hours prior to first scheduled refueling time until last cell has been refueled. Weather scout aircraft will use call sign (Refueling area name) weather scout.

(5) Alfa area tankers will be prepared to off-load 45,000# of fuel.

(6) Romeo area tankers will be prepared to off-load 40,000# of fuel.

(7) Orbit point for tankers will be a point 60 NM upstream from the rendezvous point.

d. Refueling Tactics:

(1) Receiver leader will communicate with tanker control aircraft as far out from tanker orbit as possible and give latest revised ETA to the rendezvous point. Tankers will depart orbit point to arrive at rendezvous point at ETA of receiver.

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(2) Pre-target cell tactics, but utilizing multiple rendezvous pattern as described in Change I to SAC Manual 55-10 will be followed.

(3) Rendezvous are planned to establish a differential of 500 feet between individual tanker and receiver pair until receiver has made visual contact.

(4) Base altitude will be 15,000' with 29.92 in. Hg. altimeter setting. Number 2 receiver will refuel at 15,500', number 3 at 16,000' and number 4 at 16,500'.

(5) Tankers will use orbit point designator suffixed by numerical designator according to refueling position i.e. Alfa Ann 2, would be the tanker in the No. 2 position, refueling the second cell in the first refueling area. The receiver will identify himself as Jolly Ann 2 etc.

(6) Receivers will descend at 2500'/min. Formula for descent will be: $\frac{\text{Differential Alt}}{\text{Rate of Descent}} \times \frac{\text{Differential G/S}}{60} = \text{Descent Range}$

Add 7 miles plus one mile for each tanker behind leader as adjusted descent range for formation descent.

(7) Upon arriving at level off altitude (500' below refueling altitude) the receiver leader will maintain his level off airspeed until the following range versus speed schedule is met:

(a) 4 Nautical miles 310 KIAS

(b) 3 Nautical miles 275 KIAS

(c) 2 Nautical miles 250 KIAS

(d) 1 Nautical Mile 225 KIAS

Other receivers will maintain cell formation interval during closure, echeloned 10° off the leader to the right. Observers will maintain station keeping until in contact position.

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(8) For night and low visibility conditions the tanker night refueling lights will be turned on when in positive radar contact and when range is 30NM. If no radar contact, lights will be turned on 20 minutes prior to latest ETA of receiver. Navigation lights, rotating beacons and boom lights will be on during rendezvous. If rotating beacons are not installed, boom operators with altis lamps and colored slides will flash the following color code:

(a) Number one Green

(b) Number two Amber

(c) Number three White

(d) Number four Blue

(e) Spare Red

Flares utilizing the same colored code will be available on call. Position lights will be bright and flashing for #1 and #3 and bright and steady for #2 and #4. When receivers arrive in observation position lights will be placed to Dim.

(9) First 70% of scheduled off-load will be transferred at 3500# per minute. Final 30% will be transferred at rate of 2500# per minute.

(10) If a malfunction occurs prohibiting transfer, the tanker will stow boom, inform receiver and start a turn to the right and return to home base. Both leaders will be so informed and receiver will proceed to spare tanker. The spare will maintain relative position (10° off leaders left, 1 mile behind leader but will assume an altitude 500' below leader).

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(11) On completion of refueling, all receivers will move back into observation position. Receivers will furnish their identification call sign (Jolly #) to the tanker for off-load report and tell receiver leader that their refueling is completed and their intentions.

(12) When leader has ascertain all receivers have completed refueling and observers are ready to maintain station keeping, he will advise tanker leader to clear refueling track. Tankers will turn 45° left. Receivers will maintain heading, altitude and position. When tankers have cleared, the receivers on command of the leader will accelerate to climb speed. Receiver utilizing the spare will assume the high cell position altitude after departing refueling altitude but will delay accelerating to climb speed until formation has completed their acceleration.

(13) Stragglers or receiver utilizing spare tanker that requires greater than briefed refueling time, will not delay departure of formation from refueling area, but will complete refueling and proceed as individual aircraft. Any delayed receiver will attempt to overtake cell by stern chase if fuel is available.

(14) Emergency procedures will be as outlined in SAC Manual 55-10.

(15) The tanker will display a white card with suitable lettering to advise receiver of total amount of fuel transferred.

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"CORA ROUTE" — "TRIM MAP"

CONFIDENTIAL

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

WING: 26th

AIRCRAFT TYPE AND SERIAL NO.: RB-47

PRE-FLIGHT PLAN

	Route																							
	Lockbourne AFB																							
	T/O and Accel	-	-	-	-	-	-	-	-	-	-					10	.03				92000	175000		
																66	.10				5800	5800		
	Turk WCR	CL	180	-	180	+1	181		-	-	-					76	.12				86800	177200		
	38°42'N 81°55'W															47	.06							
	Level Off	CL	084	-	084	+2	086	35.0	VAR	425	425					133	.19				6860	6860		
				270/60												89	.11				79360	166160		
	Kikine WCR	CR	084	-3	0833	+2	0844	35.0	.74	425	485					210	.30				7900	7900		
	39°42'N 77°41'W			270/60												120	.15				771160	163160		
NHC	Chambersburg, Pa.	CR	069	-3	0664	+6	0724	35.0	.74	425	481					330	.45				2850	2850		
	40°31'N 75°22'W	MLX		270/60												151	.14				74310	168310		
PIP	Bethlehem Pa.	MCH	061	-3	0574	+8	0654	35.0	.81	465	516					405	.09							
	41°25'N 75°39'W	MLX		270/60												49	.06							86000
IP	Scranton Pa.	MCH	145	-7	138	+10	148	35.0	.81	465	446					505	1.05							
	42°06'N 75°54'W	MLX		270/60												45	.06							
t.g.t	Binghamton N.Y.	MCH	145	-7	138	+10	148	35.0	.81	465	446					542	1.11							
	42°12'N 76°23'W	MLX		270/60												56	.07							
TOT	Syracuse N.Y.	MCH	148	-7	141	+10	151	35.0	.81	465	450					603	1.15				7400	7400		
				270/60												66910	152310							
	43°21'N 76°17'W	CR	350	-8	348	+11	353	35.0	.74	425	415					680	.08				680	680		
				270/60												66230	1.22							
	44°10'N 74°52'W	CR	057	-4	053	+12	065	35.0	.74	425	475					73	.09				1530	1530		
	Cranberry Lake															708	1.31				64700	150700		
				270/60												101	.13				2200	2200		
	44°21'N 72°32'W	CR	068	-2	067	+14	101	35.0	.74	425	478					801	1.48				62500	148500		
	Montpelier Rgn															111	.14				2600	2600		
				-												71	1.09				59900	145900		
	Orwell Pt.	CR	-		-	-	-	-	.74	425	475					18	.28				3900	3900		
				290/55												1086	2.25				56000	143000		178000
	47°00'N 72°00W	CR	007½	-3½	000	+17	017	35.0	.74	425	410													
	47°38'N 71°53'W			290/55												38	.05				500	500		6000
	Start Descent	CR	008	-7½	000½	+19	019½	35.0	.74	425	410					1137	2.30				55500	143500		
	48°21'N 71°33'W			-												45	.06				900	900		176000
RDV	Cora Rendez #1	DRS	008	-	008	+21	-	35.0	VAR	425	425					1182	2.37				55100	143100		
	50°27'N 71°20'W			-												132	.20				8500	8500		
	Rod Refuel	AR	008	-	008	-	-	35.0	VAR	250	250					1314	2.57				46600	132500		
				-												-	-				15000	15000		
	On Load	-	-	-	-	-	-	-	-	-	-					-	-				31600	177500		
	51°51'N 70°58'W			-												87	.13				3100	3100		
	Level Off	CL	0124	-	0124	+25	0374	30.7	VAR	425	425					1379	3.20				87500	177500		
				280/50												38	.54				10500	10500		
	52°07'N 68°21'W															1417	3.14				77000	167000		
	Turn Point	CR	0124	-5	006	+32	038	32.2	.74	425	425					120	.15				1000	1000		
	53°58'N 68°35'W			280/35												2103	5.03				68300	152300		
	Fretcher	CR	358	-5	353	+46	039	33.3	.74	425	418					312	.40				7700	7700		
				280/35												2415	5.43				60500	144500		
	66°00'N 68°38'W	CR	355½	-5½	351	+55	046	34.4	.74	425	415					48	.07				500	500		
				280/35												2463	5.50				59600	144600		
	69°47'N 69°28'W	CR	360	-5	355	+62	056	34.4	.74	425	418					14	.02				300	300		
	Start Descent			-												2508	5.52				59300	144300		
	70°33'N 69°28'W			-												125	.20				8500	8500		
RDV	Cora RDVU #2	DRS	360	-	360	+63	063	35.0	VAR	250	250					2633	6.12				50800	136800		
	72°58'N 69°28'W			-												-	-				40000	40000		
	Rod Refuel	AR	360	-	360	-	-	35.0	VAR	250	250					2633	6.12				90800	176800		
				-												-	-				40000	40000		
	On Load	-	-	-	-	-	-	-	-	-	-					-	-				50800	176800		
																35	.05							
	72°38'N 71°40'W	CL	270		270	+70	340		VAR	425	425					2668	6.16							
	72°02'N 73°21'W			-												47	.06				4000	4000		
	Level Off	CL	215	-	215	+71	286	30.9	VAR	425	425					2715	6.22				84800	172800		
	71°26'N 71°48'W			280/35												54	.06				7300	7300		
	Start Grid	CR	215	-4½	2199	+71	2904	31.0	.74	425	410					2769	6.28				85500	171500		
				280/35												130	.16				6300	6300		
	69°00'N 80°00'W	CR	215	-4½	2199	+66	2854	31.8	.74	425	410					2899	7.14				80500	164500		
				280/35												101.2	2.28				8600	8600		
	End Grid	CR	178	-5	183	+60	223	35.0	.74	425	412					3001	9.36				56500	152500		
	62°24'N 78°33'W			280/35												150	.40				7500	7500		
	60°23'N 79°27W	CR	185	-5	190	+14	204	35.2	.74	425	428					3321	10.37				49000	134000		
	Rgn Ch. Bay															218	.31				4700	4700		
	57°58'N 81°13'W			280/50												3539	10.68				44300	129300		
	Lodge Ops.	CR	270	-5½	206½	+8	214½	35.8	.74	425	415					180	.28				2000	2000		
				280/60												3719	11.36				38000	126000		
	50°03'N 82°19'W	CR	201	-8	209	+4	213	37.6	.74	425	410					-	.07				3500	3500		
	Columbus WCR			-												-	11.43				34700	122700		
	Descent Land	-	-	-	-	-	-	-	-	-	-													
	GCA Taxi																							

FUEL FLIGHT PLAN

DATE OF TAKE-OFF

ENGINE START — TAKE-OFF TIME

LANDING TIME — DURATION OF FLT

A/C Craft Basic Wt	88350
Crew Wt	1066
Fuel Wt	425
A/C Wt	Miss
Weight Expt.	271
Tank Wt	
Load	
Operat. Ind. Wt	86000

Fuel	
Oil	Ad
Ind.	Required
Pyro	For
A.M.	Systems
Ath	Takeoff 00
Ext.	
Total	92000
Bombs Wt	
Ammo Wt	
Ind.	
Total Gross Wt	
Fuel Exch.	178000
Ind. Tank	6000
Take-off Gross Wt	176000

Press. Alt	Runway Length	Air Temp
680'	10710	45°

Critical Field Length: 9045'

Take-off: Distance 7600' — Speed 152

Critical Engine Rest Point: 130 — Speed 166.5

No. of Bottles: 3000/1115 / 2000/1115

Propellant Weight

Accepted Take-off Weight

Accepted Take-off Distance

ATO Firing Speed

Press. Alt	Runway Length	Air Temp

Critical Field Length

Take-off: Distance — Speed

Critical Engine Rest Point — Speed — Time

No. of Bottles

Propellant Weight

Accepted Take-off Weight

Accepted Take-off Distance

ATO Firing Speed

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

EDITION | WING 26th | AIRCRAFT TYPE AND SERIAL NO. 51-4417 | CREW NUMBER | PILOT (Name and Grade) | NAVIGATOR (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	DIR	T.C.	WIND D. / SPEED	T.A.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	ETD ACC. AIR DIS.	TIME ACC. AIR DIS.	AIR DIS.	ETA	FUEL FLIGHT PLAN: FUEL WEIGHT / GROSS WEIGHT
Lockbourne															177000 / 177000
			-				-								6900 / 6900
T/O and Accel.		-	-	-	-	-	-	-	-	-	35	1:02			172100 / 172100
			-								69	1:04			
York VOR		180	-	180	+1	181					77	1:05			
			-								77	1:05			
Top Climb 21°59'W			-								77	1:05			9960 / 7060
Level Off	CL	084	-	084	+2	086	35.0	VAR	425	425	177	1:13			79190 / 166340
			270/20									1:13			19200 / 2900
Elkins VOR	CR	084	-	0844	+3	0844	35.0	.74	425	485	210	1:30			77160 / 161150
			270/20								220	1:34			2000 / 2000
39°20'N 79°41'W			270/20								330	1:35			71310 / 160310
Hagerstown Rd.	CR	069	-	0664	+6	0724	35.0	.74	425	481					
			270/20								441	1:46			
40°37'N 75°22'W			270/20								451	1:47			
Bethlehem Rd.	CR	061	-	057	+8	0654	35.0	.81	465	516	492	1:56			
41°21'N 75°39'W			270/20									1:56			
Scranton Rd.	MCR	346	-	338	+10	348	35.0	.81	465	446	500	2:05			
42°06'N 75°55'W			270/20									2:05			
Binghamton Rd.	MCR	345	-	338	+10	348	35.0	.81	465	446	586	2:15			
42°12'N 76°13'W			270/20								58	1:23			3400 / 3400
Syracuse Rd.	MCR	348	-	341	+10	351	35.0	.81	465	450	703	2:34			56210 / 159210
			270/20								70	1:26			500 / 500
43°03'N 76°11'W			270/20								70	1:26			56210 / 158710
Oswego	CR	350	-	342	+11	353	35.0	.74	425	415	829	2:29			1530 / 1530
43°10'N 76°42'W			270/20								73	2:08			
Cranberry Lake	CR	067	-	063	+12	065	35.0	.74	425	475	908	2:31			54700 / 157700
44°14'N 75°32'W			270/20								101	2:11			1300 / 1300
Montpelier Rd.	CR	088	-	087	+14	101	35.0	.74	425	478	803	2:42			52400 / 156400
			-								919	2:52			2600 / 2600
Orbit Pt.	CR	-	-	-	-	-	35.0	.74	425	425	977	2:00			50000 / 154000
			290/25								1:04	2:24			3000 / 3000
Quebec	CR	019	290/25	0118	+18	0295	35.0	.74	425	473	1:09	2:28			1000 / 152000
47°30'N 71°40'W											95	2:31			1000 / 1000
Start Descent	CR	005	290/25	358	+20	018	35.0	.74	425	408	1:19	2:31			50000 / 152000
			-								1:20	2:34			300 / 300
Sagotville	DRO	005	-	005	+21	026	35.0	VAR	425	425	1:29	2:34			49700 / 151700
			-								1:30	2:35			8200 / 8200
48°33'N 71°24'W			-								1:30	2:35			41500 / 143500
End Refuel	AR	006	-	008	-	-	35.0	VAR	250	250	1:39	2:40			36500 / 142500
			-												2000 / 2000
On Load	-	-	-	-	-	-	-	-	-	-	-	-			34500 / 140500
			-								1:39	2:40			2100 / 2100
51°43'N 70°13'W	AR		-								1:39	2:40			32400 / 138400
Start Climb	CL	006	-	008	+24	034	35.7	VAR	425	425	1:56	3:08			1500 / 1500
			290/25								1:59	3:12			30900 / 136900
52°07'N 68°21'W			290/25								1:59	3:12			2000 / 2000
Ft. Chimo	CR	008	-	003	+32	033	35.7	.74	425	420	2:13	3:15			28900 / 134900
			290/25								2:14	3:16			2000 / 2000
53°38'N 68°35'W			290/25								2:14	3:16			26900 / 132900
Frobisher	CR	358	-	353	+44	039	35.7	.74	425	418	2:33	3:48			1500 / 1500
			290/25								2:35	3:49			25400 / 131400
60°00'N 68°20'W	CR	000	-	357	+55	052	35.7	.74	425	419	2:53	5:09			2000 / 2000
			290/25								2:55	5:09			23400 / 129400
60°47'N 68°20'W	CR	350	-	355	+60	055	35.7	.74	425	418	2:71	5:56			23400 / 129400
			-								2:72	5:56			300 / 300
70°33'N 68°20'W			-								2:72	5:56			23100 / 129100
Lake Christian	DRO	350	-	350	+62	060	35.7	VAR	425	425	2:91	6:08			2000 / 2000
			-								2:96	6:09			21100 / 127100
72°38'N 68°20'W			-								2:96	6:09			21100 / 127100
End Refuel	AR	350	-	350	-	-	35.0	VAR	250	250	3:21	6:39			20400 / 126400
			-												4000 / 4000
On Load	-	-	-	-	-	-	-	-	-	-	-	-			16400 / 122400
			-								3:21	6:39			
72°38'N 71°40'W	CL	270	-	270	+70	340	-	VAR	425	425	3:41	6:42			
			-								3:42	6:43			1000 / 1000
72°20'N 72°09'W			-								3:42	6:43			15400 / 121400
Level off	CL	215	-	215	+71	286	35.0	VAR	425	425	3:72	6:48			2000 / 2000
			290/25								3:76	6:51			13400 / 119400
71°28'N 72°08'W			290/25								3:76	6:51			5000 / 5000
Start Grid	CR	215	-	219	+71	290	35.0	.74	425	410	3:94	6:54			8400 / 114400
			290/25								3:96	6:56			2000 / 2000
68°00'N 80°00'W	CR	215	-	219	+66	285	35.0	.74	425	410	4:14	7:05			6400 / 112400
			290/25								4:16	7:06			2000 / 2000
69°14'N 79°33'W			-								4:16	7:06			4400 / 110400
End Grid	CR	179	-	183	+60	233	35.0	.74	425	435	4:34	7:21			2400 / 2400
			290/25								4:35	7:22			2000 / 108000
66°23'N 79°27'W			290/25								4:35	7:22			2000 / 108000
North Bay Rng.	CR	195	-	190	+34	206	35.0	.74	425	428	4:54	7:37			1700 / 106300
			290/25								4:55	7:38			1700 / 106300
42°58'N 81°13'W			290/25								4:55	7:38			1700 / 106300
London Int.	CR	200	-	204	+8	214	35.0	.74	425	435	5:12	7:54			1300 / 105000
			290/25								5:12	7:54			1000 / 1000
Columbus VOR	CR	201	-	209	+4	213	35.0	.74	425	440	5:27	8:11			103 G / 103000
Descent Pt.			-												3500 / 3500
Land Taxi	-	-	-	-	-	-	-	-	-	-	-	8:16			106 K / 101500

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR CRAFT	92250	
BASIC WT	7000	
CREW WT	1400	
OIL WT	1250	
EYE BTL WEIGHT	Misc 271	
TOTAL		
TANKS WT		
OPERAT. (NO WT)		86000
FUEL WEIGHT: FWD	33	
CW	Equilized	
AW	0	
MAIN	111000	
A.R.	1410-422	
ATO	0	
EXT		
TOTAL		92000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		178000
STARTING AND TAXI		6000
FUEL-O.R.		1000
TAKE-OFF GROSS WT		171000

RUNWAY: PRESS. ALT. 680' | LENGTH 10710' | AIR TEMP. 65°

CRITICAL FIELD LENGTH 9015

TAKE-OFF: DISTANCE 7600' | SPEED 152

SPEED: CRITICAL ENGINE FAILURE 166.5 | ENGINE REST PLANE 166.5 | LINE 113.6

NO. OF ATO BOTTLES 4 BOTTLE "B"

PROPELLANT WEIGHT 470 LB ATO FUEL

ESTIMATED TAKE-OFF WEIGHT 171000 LB

ESTIMATED TAKE-OFF DISTANCE 26 GROUND

ATO FIRING SPEED 98 MPH IAS

LANDING TIME | DURATION OF FLT

AIR CRAFT		
BASIC WT		
CREW WT		
OIL WT		
EYE BTL WEIGHT		
TOTAL		
TANKS WT		
OPERAT. (NO WT)		
FUEL WEIGHT: FWD		
CW		
AW		
MAIN		
A.R.		
ATO		
EXT		
TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		
STARTING AND TAXI		
FUEL-O.R.		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT. | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENGINE FAILURE | ENGINE REST PLANE | LINE

NO. OF ATO BOTTLES

PROPELLANT WEIGHT

ESTIMATED TAKE-OFF WEIGHT

ESTIMATED TAKE-OFF DISTANCE

ATO FIRING SPEED

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SETTI ROUTE

DOCK (Item Nos) CONFIDENTIAL

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

EQUATION: 2662

AIRCRAFT TYPE AND SERIAL NO: RB-47

PILOT (Name and Grade)

OBSERVER (Name and Grade)

COPILOT (Name and Grade)

PRE-FLIGHT PLAN

Point	Route	Time Zone	Alt	Wind Dir / Drift	T.H.	VAR.	M.H.	Temp / Alt	Mach	T.A.S.	G.S.	Grd Dis / Time	Air Dis / Time	ETA	Fuel Flight Plan Fuel Pres. Gauge	Gross Weight
	Lookbourne			-											92000	175000
				-											5900	5900
	T/O and Accel		-	-	-	-	-		-	-	-	10	:03		86900	172200
				-								66	:09			
	Turn VOR	CL	180	-	180	+1	181		-	-	-	76	:12			
	39°00'N 81°59'W			-								17	:09		6860	5860
	Level Off	CL	084	-	084	+2	086	35.0	VAR	425	425	123	:19		72360	165360
	38°55'N 80°07'W			270/60								87	:13		2200	2200
	Elkins VOR	CR	084	-4	0834	+3	0864	35.0	.74	425	485	210	:30		77160	163160
HHCP	39°40'N 77°41'W			270/60								180	:15		2850	2850
	Hagerstown, Md.	CR	069	-4	0664	+6	0724	35.0	.74	425	481	130	:16		74310	160310
FIP	40°33'N 75°22'W	MAX		270/60								191	:14			
	Allentown, Pa.	MCH	061	-4	0574	+8	0654	35.0	.81	465	516	153	:17			
IP	41°20'N 75°39'W	MAX		270/60								40	:05			
	Scranton Pa.	MCH	345	-4	338	+10	348	35.0	.81	465	466	500	1:05			
TOT	43°06'N 75°55'W	MAX		270/60								45	:06			
	Headwaters Ft.	MCH	345	-4	338	+10	348	35.0	.81	465	466	545	1:11			
TOT	43°08'N 76°13'W	MAX		270/60								58	:07		5400	7800
	Syracuse RT	MCH	348	-4	341	+10	351	35.0	.81	465	450	603	1:14		66910	157910
				270/60								26	:06		680	680
	43°31'N 76°17'W	CR	350	-4	342	+11	353	35.0	.74	425	415	629	1:17		66230	152230
	44°10'N 76°45'W			270/60								73	:09		1530	1530
	Cranberry Lake	CR	057	-4	053	+12	065	35.0	.74	425	475	702	1:18		64700	150700
	44°41'N 74°32'W			270/60								101	:13		2200	2200
	Montpelier Rng	CR	088	-4	087	+14	101	35.0	.74	425	478	803	1:44		62500	148500
				-								114	:16		2600	2600
	Orbit Pt	CR	-	-	-	-	-	35.0	.74	425	425	917	2:04		59900	145900
				290/55								136	:26		4100	4100
	47°00'N 70°32'W	CR	027	-4	020	+18	038	35.0	.74	425	420	1101	2:30		55800	141800
	47°31'N 70°25'W			290/55								32	:05		800	800
	Start Descent	CR	009	-4	001	+20	021	35.0	.74	425	410	1132	2:35		55000	141000
RDVD	48°16'N 70°15'W			-								45	:06		300	300
	SETTI RDVD #1	DRS	008	-	008	+21	029	35.0	VAR	425	425	1180	2:38		54700	140700
	50°10'N 69°05'W			-								125	:30		8500	8500
	End Refuel	AR	008	-	008	+22	030	35.0	VAR	250	250	1305	3:08		46200	132200
				-								-	-		12000	12000
	On Load	-	-	-	-	-	-	-	-	-	-	-	-		91200	177200
				-								97	:13		4100	4100
	51°05'N 69°35'W			-												
	Level Off	CL	004	-	004	+25	029	30.7	VAR	425	425	1398	3:20		87100	173100
				280/50								384	:55		16600	156600
	58°47'N 68°35'W															
	Fort Chimo	CR	005	-7	358	+32	030	32.7	.74	425	420	1776	4:15		76600	163600
				280/35								340	:42		8800	8800
	63°48'N 68°35'W															
	Frobisher	CR	358	-7	353	+46	039	33.3	.74	425	418	2116	5:04		67800	155000
				280/35								111	:15		7700	7700
	69°00'N 68°50'W	CR	008	-7	001	+55	056	34.4	.74	425	420	2227	5:19		60100	147300
				280/35								40	:07		900	900
	70°03'N 69°50'W	CR	360	-7	353	+59	052	34.5	.74	425	419	2267	5:26		59200	146400
	Start Descent			-								45	:00		300	300
RDVD	70°33'N 68°00'W			-												
	SETTI RDVD #2	DRS	360	-	360	+59	059	35.0	VAR	425	425	2327	6:02		58900	144900
	70°50'N 68°00'W			-								125	:30		3500	3500
	End Refuel	AR	360	-	360	-	-	35.0	VAR	250	250	2452	6:32		50600	136600
				-								-	-		40000	40000
	On Load	-	-	-	-	-	-	-	-	-	-	-	-		90600	176600
				-								82	:12		4000	4000
	72°33'N 71°25'W			-												
	Level Off	CL	270	-	270	+69	339	31.0	VAR	425	425	2729	6:44		86600	172600
				280/35								96	:01		300	300
	72°38'N 71°30'W	CR	270	-1	271	+70	341	31.8	.74	425	375	2731	6:45		86300	172300
	71°28'N 74°48'W			280/35								97	:13		2500	2500
	Start Orbit	CR	215	-4	219	+71	290	31.7	.74	425	410	2826	6:58		83800	169800
				280/35								180	:26		4000	4000
	69°00'N 80°00'W	CR	218	-4	219	+66	285	31.9	.74	425	410	3006	7:24		79800	165800
				280/35								1012	2:24		30000	30000
	52°31'N 78°33'W															
	End Orbit	CR	178	-5	183	+60	223	35.1	.74	425	432	4018	9:48		49700	135700
				280/35								150	:42		1500	1500
	50°23'N 79°24'W			-5												
	North Bay Rng	CR	185		190	+14	204	36.3	.74	425	428	4168	10:30		47300	133300
				280/50								210	:33		1500	1500
	47°58'N 81°13'W			-5												
	London Ont.	CR	200		206	+8	214	37.0	.74	425	415	4378	11:03		45800	131800
				280/60								190	:27		3900	3900
	Columbus VOR	CR	201	-5	209	+4	213	-	.74	425	410	4568	11:33		39900	126900
				-								-	:20		3500	3500
	Descent OCA Land	-	-	-	-	-	-	-	-	-	-	-	11:53		36400	123400

Date of Take-Off

Engine Start | Take-Off Time

Landing Time | Duration of Flt

Air Craft: 44250
Basic Wt: 1056
Crew Wt: 423
Oil Wt: Misc 271
Ext Wt:
Weight Tmpr.
Ext Tanks Wt
Equip.
Operat. Ind Wt: 86000

Fuel	Fuel	18
Fuel	Fuel	required
Fuel	Fuel	for
Fuel	Fuel	optimum
Fuel	Fuel	take off
Fuel	Fuel	70
Total		92000

Bombs Wt
Ammo Wt
Adj.
Fluid Wt
Initial Gross Wt: 178000
Start Eng. and Taxi: 4000
Take-Off Gross Wt: 174000

Runway: Press. Alt 680' | Length 10710' | Air Temp 45°

Critical Field Length: 9045

Take-Off: Distance 7600' | Speed 152

Speed: Critical Engine Failure 130 | Decision Point Line 146.5 | Rotate 150-96

No. of Eng. Bottles
Impulse
Propellant Weight
Required Take-Off Weight
Required Take-Off Distance
Air Firing Speed

Landing Time | Duration of Flt

Air Craft
Basic Wt
Crew Wt
Oil Wt
Ext Wt
Weight
Ext Tanks Wt
Equip.
Operat. Ind Wt

Fuel	Fuel	
Fuel	Fuel	
Fuel	Fuel	
Fuel	Fuel	
Fuel	Fuel	
Fuel	Fuel	
Total		

Bombs Wt
Ammo Wt
Adj.
Fluid Wt
Initial Gross Wt
Start Eng. and Taxi
Take-Off Gross Wt

Runway: Press. Alt | Length | Air Temp

Critical Field Length

Take-Off: Distance | Speed

Speed: Critical Engine Failure | Decision Point Line

No. of Eng. Bottles
Impulse
Propellant Weight
Required Take-Off Weight
Required Take-Off Distance
Air Firing Speed

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								TARGET # 1		TARGET # 2		CP # 2	CP # 3													WEATHER ALTERNATES FUEL RESERVES		
						TAKE OFF TIME	CP # 1 HRCL	TIME	ALT	TIME	ALT	ASSEM	A/R # 1	ON LOAD	MIN ON LOAD	MISSED AR RESER AT ALTER	CP # 3 A/R # 2	ON LOAD	MIN ON LOAD	MISSED AR RESER AT ALTER	CP # 4 ST. GRID CEL	FUEL COLS VOR	DURATION	CAMBELL	HUNTER	SELFRIDGE	TRUAX
1	10	1		CORA	1726*	1811	1837	35	1844½	35	1910½	2003	45,000	38,000	31,000	2327½	40,000	0	14,900	0015½	39,600	11:44½	33,200	32,500	36,600	32,000
1	10	1		"	1728½	1813½	1839½	33	1847	33	1913	2003				"				"		"				
1	10	1		"	1736	1821	1847	35	1854½	35	1920½	2003				"				"		"				
1	10	1		"	1738½	1823½	1849½	33	1857	33	1923	2003				"				"		"				
1	3	2		ANN	1756	1841	1857	35	1914½	35	1940½	2033				2358½				0050½		11:49½				
1	3	2		"	1758½	1843½	1859½	33	1917	33	1943	2033				"				"		"				
1	3	2		"	1806	1851	1907	35	1924½	35	1950½	2033				"				"		"				
1	3	2		"	1808½	1853½	1909½	33	1927	33	1953	2033				"				"		"				
1	4	3		BETTY	1826	1911	1937	35	1944½	35	2010½	2103				0028				0124		11:53				
1	4	3		"	1828½	1913½	1939½	33	1947	33	2013	2103				"				"		"				
1	4	3		"	1836	1921	1947	35	1954½	35	2020½	2103				"				"		"				
2	4	1		CORA	1726	1811	1837	35	1844½	35	1910½	2003	45,000	38,000	31,000	2327½	40,000	0	14,900	0015½	39,600	11:44½	33,200	32,500	36,600	32,000
2	4	1		"	1728½	1813½	1839½	33	1847	33	1913	2003				"				"		"				
2	4	1		"	1736	1821	1847	35	1854½	35	1920½	2003				"				"		"				
2	4	1		"	1738½	1823½	1849½	33	1857	33	1923	2003				"				"		"				
2	10	2		ANN	1756	1841	1857	35	1914½	35	1940½	2033				2358½				0050½		11:49½				
2	10	2		"	1758½	1843½	1859½	33	1917	33	1943	2033				"				"		"				
2	10	2		"	1806	1851	1907	35	1924½	35	1950½	2033				"				"		"				
2	10	2		"	1808½	1853½	1909½	33	1927	33	1953	2033				"				"		"				
2	3	3		BETTY	1826	1911	1937	35	1944½	35	2010½	2103				0028				0124		11:53				
2	3	3		"	1828½	1913½	1939½	33	1947	33	2013	2103				"				"		"				
2	3	3		"	1836	1921	1947	35	1954½	35	2020½	2103				"				"		"				
3	3	1		CORA	1726	1811	1837	35	1844½	35	1910½	2003	45,000	38,000	31,000	2327½	40,000	0	14,900	0015½	39,600	11:44½	33,200	32,500	36,600	32,000
3	3	1		"	1728½	1813½	1839½	33	1847	33	1913	2003				"				"		"				
3	3	1		"	1736	1821	1847	35	1854½	35	1920½	2003				"				"		"				
3	3	1		"	1738½	1823½	1849½	33	1857	33	1923	2003				"				"		"				
3	10	2		ANN	1756	1841	1857	35	1914½	35	1940½	2033				2358½				0050½		11:49½				
3	10	2		"	1758½	1843½	1859½	33	1917	33	1943	2033				"				"		"				
3	10	2		"	1806	1851	1907	35	1924½	35	1950½	2033				"				"		"				
3	10	2		"	1808½	1853½	1909½	33	1927	33	1953	2033				"				"		"				
3	4	3		BETTY	1826	1911	1937	35	1944½	35	2010½	2103				0028				0124		11:53				
3	4	3		"	1828½	1913½	1939½	33	1947	33	2013	2103				"				"		"				
3	4	3		"	1836	1921	1947	35	1954½	35	2020½	2103				"				"		"				

* ALL TIMES ZULU

ANNEX "B" APP 4
OPORD 335-55
28 OCT 55

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REFUELING FLIMSY

Rendezvous Points	APN 12		APN 76		APN 11 or APN 69	Initial and Refuel Freqs	Common Freq	Air/Air Homing	Transfer Alfa / Romeo	Min Gross weight End Alfa Rfl	Alfa Rendz Time	Romeo Rndz Time	
	T	R	T	R									
First Cell Cora	6	4	4	6	1-2	279.8	311.0	1746	45000 / 40000	171,000	2003Z	2328Z	
Second Cell Ann	8	6	6	8	1-2-1	256.0	311.0	1734	45000 / 40000	171,000	2033Z	2358Z	
Third Cell Betty	7	5	5	7	1-3	266.2	311.0	1742	45000 / 40000	171,000	2103Z	0028Z	

1. HF Back up 4724.5
2. Additional backup 121.5 mcs on OMNI receiver.
3. HF homing identifier will be first letter of the cell rendezvous point (i.e. Cora will be "C") followed by a 20 second tone.
4. Contact speed will from 185 to 207 KIAS at Alfa area.
   Contact speed will from 184 to 205 KIAS in Romeo area.
5. Altimeter setting 29.92.

App 5 Annex B
26th SRW OpOrd 335-55
28 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

ANNEX "C"

TO

OPERATIONS ORDER 335-55

COMMUNICATIONS

ANNEX C
26SRW Op Ord 335-55
28 OCT 55

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ANNEX C

TO

OPERATIONS ORDER

335-55

COMMUNICATIONS

1. GENERAL: The communications instructions contained herein are in accordance with procedures prescribed in SAOCDI, 8th AF Operations Order 335-55, ACP's, JANAP's and Radio Facility Charts.

2. RECOGNITION: In the event that aircraft are challenged by ADC fighters, switch to Channel 12 (364.2 mcs) and utilize authentication tables in AFSAL 5104.

3. IDENTIFICATION: IFF will be operated Mode I for individual aircraft and Mode III for formation leaders. When crossing a CADIZ, a call will be made to Radar Advisory (364.2 mcs) requesting IFF operating instructions. One aircraft will be designated to monitor this frequency while operating within the CADIZ.

4. AUTHENTICATION: At any point along the route, aircraft may be challenged by a ground station. Personnel operating the radio equipment must be prepared to authenticate using AFSAL 5104.

5. EMERGENCY:

a. In the event of an emergency, IFF will be switched to emergency position.

b. "Mayday" call will be transmitted on last frequency on which contact was made or the frequency in use at the time. If no reply is received, call will be made on the best HF frequency for distance and time of day.

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When reply is received, give all information as required in standard emergency communications. If time permits, submit M-14 report to any AACS HF station with instructions to relay to "STORMTROOPER" and "SIDE POCKET".

6. FREQUENCIES:

a. HF Channelization will be as presently installed.

b. UHF Channelization will be as presently installed with such changes as necessary to meet operational requirements during air refueling.

c. Interplane frequency will be 252.6 mcs (Channel 11).

d. Frequencies for HF Stations are as listed in Radio Facility Charts.

7. CALL SIGNS:

a. Aircraft -----JOLLY (with two digits) For tactical reporting.

b. Aircraft ----- JOLLY (with two digits and IRON MAN included as first words of the text) For ATC reporting.

c. Air/air -------JOLLY (with two digits)

d. CAA & DOT -----As listed in Radio Facility Charts.

e. HF Stations for strike report:

(1) Primary ------- MC CHORD

(2) Secondary ----- MARCH

f. HF Stations for tactical reporting from 45 degrees North Latitude to 60 degrees North Latitude.

(1) Primary ----- LORING

(2) Secondary --- LAJES

g. HF Stations for tactical reporting from 60 degrees North Latitude to Thule:

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(1) Primary ------SONDRESTROM

(2) Secondary ----THULE

h. Tanker call signs are as listed in Air Refueling Section, ANNEX "B".

8. PROCEDURES:

a. Normal CAA reporting procedures apply in the ZI.

b. Normal CAA and DOT reporting procedures and hourly tactical position reports will be required while flying outside the ZI.

c. Advise penetration of all ADIZ's and CADIZ's.

d. When operating in Canada, there will be occasions when cross band operation will be the only means of communications. Transmitting on HF and receiving on VHF. If unable to establish contact using cross band operation, aircraft may call Radar Advisory on UHF Channel 12 (364.2 mcs) and request position reports be relayed to the appropriate facility.

e. From take-off to rendezvous at Montpelier, only the first and last aircraft of the flight will make position reports. The first and last aircraft will open and close the block and report as such. When departing Montpelier, flight leaders will assume reporting responsibility for their respective cells.

f. In some areas, HF will be the only available medium for submitting require reports. Aircraft Commanders will insure that their HF equipment is functioning properly prior to take-off.

g. The emergency frequency (243.0 mcs) will be monitored at all times during the flight.

9. TACTICAL REPORTING:

a. HF position reports will be made hourly while flying outside the ZI.

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These reports will be submitted to the HF control stations listed in paragraph 7d. The procedures established below will be followed when accomplishing these reports. Flight leaders may delegate this responsibility to another aircraft.

b. When departing Montpelier, Loring air/ground station will be contacted. A position report will be submitted with request to relay to "STORM-TROOPER" and "SIDE POCKET". At this time any information requested by the ground operator will be given, such as destination, ETE, approximate course, primary and secondary HF frequencies etc. If communications cannot be established with Loring, this report will be submitted to Lajes. When this report is completed, the ground operator will assign a slot time, which will be a six minute interval during each hour when the ground station will call the aircraft.

c. After the first call to Loring, aircraft will not initiate calls to ground stations. The ground station will call the aircraft during the specified six minute period. This will require that aircraft radio operating personnel monitor the primary frequency at all times. If no call is received during the designated period, attempts will be made to contact the ground station.

d. After crossing 60 degrees North Latitude, SONDRESTROM will become guard station. If SONDRESTROM does not call the aircraft, the aircraft will attempt to contact SONDRESTROM.

e. SONDRESTROM will be control station until crossing 60 degrees North Latitude on the return leg. If Loring does not call during the next six minute period, aircraft will attempt to contact Loring.

f. All position reports submitted to the HF AACS stations will include

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instructions to relay to "STORMTROOPER" and "SIDE POCKET".

g. When entering the ZI, these reports will be discontinued. Only the ATC reporting will be accomplished.

h. Strike Report (R-11):

The strike report will be submitted after leaving the last target (Syracuse) to one of the stations listed in paragraph 7c. If after thirty minutes, contact has not been established, the strike report may be sent to any AACS station offering to accept the traffic. In the event of HF failure, the strike report may be relayed through another aircraft. Authentication with the HF station will be accomplished prior to transmitting the strike report. This report will be addressed to (STORMTROOPER" and "SIDE POCKET".

i. Hot News Report (M-12):

This report will be submitted when and if unusual activity is observed, such as unidentified aircraft, initial report of electronic jamming etc. The report will be addressed to "STORMTROOPER" and "SIDE POCKET".

j. Aircraft Distress Report (M-14):

The aircraft distress report will be submitted when crash landing, ditching or abandoning the aircraft is imminent. This report will also be addressed to "STORMTROOPER" and "SIDE POCKET".

k. Refueling/Timing Report (M-11):

The refueling/timeing report will be submitted to the tanker after the first refueling with instructions to relay to 8th AF Control Room "CURFEW". The report will consist of a refined ETA to the second refueling area. This report will be made by the flight leader only.

10. SECURITY:

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Communications security will be observed and no clear text transmissions will be made that will reveal unit designation, location, aircraft type or nature of the mission.

11. AIRCRAFT COMMANDERS WILL INSURE THAT RS-6 SURVIVAL KITS ARE CARRIED ABOARD THE AIRCRAFT.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
17 October 1955

ANNEX D

OPERATIONS ORDER

SERIAL NO. 335-55

SECURITY

General

1. AFR 205-1, SAC Regulation 205-4, 205-8, 205-11 and 205-16 apply.

2. The 26th Wing Security Control Center will be located in the 3rd SRS OPS BLDG #P 838. All security activities will be directed from this point. The telephone number will be 129 - 7384. (Unclassified)

3. Tactical Squadrons will detail one officer per schedule, attachment #1 to act as Wing Security Duty Officer. The duty officer will be located as designated in paragraph 2. (Unclassified)

4. The Air Police are responsible for aircraft parked in aircraft areas during other than normal duty hours. (Normal duty hours 0730 - 1630 Monday through Friday). (Unclassified)

5. Possessing Squadrons will guard all aircraft which are not parked in aircraft parking areas. Aircraft parked on refueling pits are included in this category and will be guarded by Tactical Personnel. Every effort should be made to park aircraft within the squadron areas assigned. (Uncl)

6. Since personal recognition is a major anti-penetration factor, entry points to aircraft parking areas will be operated 24 hours daily by 26th Wing personnel. In the event there is no activity scheduled in the area the entry point may be left unmanned provided CSC, extension 200 or 507, has been contacted and the entry point guard properly relieved by 26th Duty Officer and a representative of the Security Flight on duty. Entry points will be reactivated by reversing the above operation. (Uncl)

7. Night lighting will be provided and serviced by Ground Power Personnel of the 26th Wing. Air Police will notify the 26th Wing Duty Officer (Ext 129 - 7384) of any discrepancy in night lighting. The 26th Field Maintenance Squadron will maintain necessary coordination with Wing Duty Officer. (Unclassified)

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8. No person will be admitted to aircraft parking area through other than authorized entry points unless they are a member of a crew taxiing or towing aircraft. (Unclassified)

9. Personnel walking or riding in the 26th Wing Ramp Area will be required to stay within the limits of the Fire Lane which is located to the North West of the parking area. Entry to individual parking areas must be made by proceeding from the Fire lane to the authorized entry point by executing a 90 degree turn. (Unclassified)

10. Entry to refueling pits will be made in the same manner as described in paragraph 9 above. (Unclassified)

11. A system for obtaining access to aircraft parking areas through authorized entry points will be established and controlled by the 26th Wing Security Officer. The 26th Wing Security Duty Officer and the Air Police Duty Officer will be the only individuals authorized to obtain Area Access Instructions from the 26th Wing Security Officer. This will be accomplished at 1400 hours each day by the respective duty officers on shift at 1400. Area Access Instructions will be forwarded to successive duty officers in turn by receipt. Wing Duty Officers will advise specific personnel of access instructions per instructions given daily at 1400 hours by the Wing Security Officer as mentioned above. (Unclassified)

12. .The Air Police Squadron will provide the 26th Wing Security Project Officer at 1400 hours daily with a schedule of officers detailed as Air Police Duty Officer and at the same time will obtain a schedule of officers assigned as 26th Wing Duty Officer. (Unclassified)

13. Individuals found in other than the challenge free passage ways described in paragraph 8 above and/or attempting entry through other than authorized entry points will be apprehended and disposed of as follows: (Unclassified)

a. Apprehending Air Policeman does not have the authority to release any such individual, therefore, he will summon the area leader. (Unclassified)

b. In the event the area leader does not personally recognize the apprehended individual he will escort him to the entry point where personal recognition must be established prior to release. In the event the entry point is not manned the apprehended individual must be identified by the 26th Wing Duty Officer. (Unclassified)

14.. When a penetrator has been apprehended or it is known that a penetration is in progress the following action will be taken: (Uncl)

a. Notify in turn:

(1) CSC phone 200 or 507

(2) 26th Wing Duty Officer phone 129 - 7384

(3) 26th Wing Control Room phone 195

(4) 26th Wing Maintenance Control phone 7194

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b. The Air Police Squadron and 26th Wing will then place their Sabotage Alert Plans in effect. (Unclassified)

15. All penetrators will be disposed of by Air Police Squadron by establishing positive identification with the Division Commander or his authorized representative. (Unclassified)

16. Inspections of personnel on post. (Unclassified)

a. At least one inspection during a tour of duty will be conducted jointly by the Air Police Duty Officer with the 26th Wing Duty Officer. (Unclassified)

17. The 26th Field Maintenance and 26th Periodic Maintenance Squadrons will comply with paragraph 5. In addition the security officers of these squadrons will formulate and execute a security plan for their respective squadrons. (Unclassified)

18. The 26th A & E Squadron security officer will formulate and execute a security plan for the A & E Squadron. (Unclassified)

19. The assigned weapon will be carried by all guards (26th Wing Squadrons or Air Police) while on duty. (Unclassified)

20. This annex is unclassified when attachments are withdrawn.

2 Attachments
1. Security Duty Officer Schedule (Confidential)
2. Area Access Instructions (Confidential)

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ATTACHMENT 1 TO ANNEX D, OPERATIONS ORDER, SERIAL NO.____17 OCTOBER 1955

1. Listed below are the starting times of the duty tours of 26th Wing Security Duty Officers, and responsible squadrons.

DATE	TIME	SQUADRON	DATE	TIME	SQUADRON
23 Oct	2000	3SRS	4 Nov	0800	10SRS
24	0800	4SRS	4	2000	3SRS
24	2000	10SRS	5	0800	4SRS
25	0800	3SRS	5	2000	10SRS
25	2000	4SRS	6	0800	3SRS
26	0800	10SRS	6	20 00	4SRS
26	2000	3SRS	7	0800	10SRS
27	0800	4SRS	7	2000	3SRS
27	2000	10SRS	8	0800	4SRS
28	0800	3SRS	8	2000	10SRS
28	2000	4SRS	9	0800	3SRS
29	0800	10SRS	9	2000	4SRS
29	2000	3SRS	10	0800	10SRS
30	0800	4SRS	10	2000	3SRS
30	2000	10SRS	11	0800	4SRS
31	0800	3SRS	11	2000	10SRS
31	2000	4SRS	12	0800	3SRS
1 Nov	0800	10SRS	12	2000	4SRS
1	2000	3SRS	13	0800	10SRS
2	0800	4SRS	13	2000	3SRS
2	2000	10SRS	14	0800	4SRS
3	0800	3SRS	14	2000	10SRS
3	2000	4SRS	15	0800	3SRS
			15	2000	4SRS

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ATTACHMENT 2 TO ANNEX D, OPERATIONS ORDER, SERIAL NO.____17 OCTOBER 1955

1. It will be the responsibility of the Wing Duty Officer to insure that all wing entry point guards are familiar with their instructions and are enforcing the security system as outlined here after.

a. A system of matching IBM Cards has been devised to supplement the normal security during the USCM-VT.

(1) Master or Key Cards will normally be colored and will be issued to: Wing Security Officer, Wing Duty Officers, Squadron Security Officers (except the Headquarters Squadron) Maintenance Control and the Air Police Duty Officer.

(2) Key cards will be numbered and accounted for by receipt when passed on to entry point guards, etc.

(3) Matching cards will be manila colored and will be issued to the Wing Duty Officer and the Security Officers of all squadrons. These cards will also be numbered and accounted for by receipt as mentioned in sub paragraph (2) above.

** (4) Any person (i.e. Field Maintenance, A&E or crew personnel on spare aircraft in other sq) who requires access, to an aircraft parking area or an aircraft not parked in the squadron area, must submit a matching card to the entry point guard or the guard on an individual aircraft not in a squadron parking area. This card will be compared with the Key Card. If there is any discrepancy between the cards the Air Police Patrol or sentries will be summoned and both the card and the person in question will be turned over to the Air Police. The Air Police will in turn take the person to the Wing Duty Officer and paragraphs 13 and 14 of this annex will be complied with.

** Assigned crew and maintenance personnel in a tactical squadron are exempt from these provisions provided their activity is limited to their respective assigned squadron areas, (i.e. 3d Squadron Personnel working in the 3d Squadron Area do not need cards provided they are recognized by the entry point guard; however a 3d Squadron man cannot enter the 10th Squadron Area without going through the procedure outlined).

ATTACHMENT 2
26SRW OPS O.
17 OCT 55

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(5) When the card is no longer required by a using individual it will be returned to the issuing agency and the receipt cancelled.

(6) If any card, Key or Common, is lost or unaccounted for at in any time, that set of cards will be considered to have been compromised. The Wing Duty Officer will be notified immediately and he will withdraw that current set of cards from circulation. The Duty Officer will then issue an alternate set of cards to personnel listed in paragraphs (1) and (3) above and the entire system will operate again as mentioned above.

b. Strict accountability of all cards must be maintained in order for the system to be effective, therefore this point will be emphasized to every person in the Wing.

c. Supplementary instructions for the Wing Duty Officer.

(1) Insure that all aircraft not in designated squadron parking areas, are guarded by 26th Wing Personnel.

(2) Issue additional Key Cards and Common Cards as required, only after sufficient justification has been established.

(3) Maintain liaison with the Air Police Duty Officer concerning discrepancies with A.P. sentries.

(4) Insure that all available lighting (docks, hangars, buildings and portable units) are turned on at dusk and are in working order.

d. Distribution of Key and Common Cards follows:

(1)

SQUADRON	KEY CARDS	COMMON CARDS
FM	3	200
A&E	1	200
PM	3	10
3SRS	1	10
4SRS	1	10
10SRS	1	10
Maintenance Control	1	20
Duty Officer	7	39
Wing Security Officer	1	1
Air Police Duty Officer	1	0

(2) The Duty Officer will maintain two additional complete sets of cards which will be used per paragraph a, (6) above.

ATTACHMENT 2
26SRW OPS O.
17 OCT 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

ANNEX E

TO

OPERATIONS ORDER

NUMBER 335-55

REPORTS

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ANNEX F

TO

OPERATIONS ORDER

NUMBER 335-55

REPORTS

1. Reports and Distribution:

a. Teams to support USCM requirements for critique, recaps, and reports will be formed as follows:

(1) Reports Teams (for Control Room duty)

Team #1 Lt Sullivan
S/Sgt Hicks

Team #2 Lt Durham
S/Sgt Campbell

Team #3 Capt Zotter
M/Sgt Land

(2) Critique teams: as necessary from personnel of Intelligence, Plans, and Photo-Navigation Division.

(3) Recap team: personnel of the Wing Operations and Training Division.

(4) Overlay: Photo-Navigation Division

b. The Reports teams will be responsible for transmission of the reports listed below. Agencies listed after each report will prepare the report for transmission by the reporting team:

REPORT	PREPARING AGENCY	DISTRIBUTION
R-3 Pre-mission Report	Wing Operations	A
R-9 Telephone to SAF	Reporting Team	A
R-10 Departure Report	Reporting Team	A
R-11 Strike Report	*RB-47 Acft Comdr	
R-15 Arrival Report	Reporting Team	A
R-17 Acft Comdrs Report	N/A (Landing away from home station only)	A

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R-18	N/A	
R-21 Weather Recon Report	Base Weather Office	A
R-25 Intelligence Summary Rpt	26SRW Intelligence	A
R-30 Electronic Reconnaissance	N/A	
R-81 Simulated Combat Opns Summary	Reporting Team	A
M-36 Electronic Jamming Report	26SRW Intelligence	A
R-51 P.I. Report **	801 Recon Tech Sq	A
R-27 Wing Comdr Report ***	26SRW Opns Officer	B

* Reporting Team will insure that R-11 reports have been submitted by all aircraft.

*** Do not include Headquarters SAC as addressee.

** See paragraph 1d(1) below. Negative reports with pertinent reasons will be submitted.

c. JANAP 146(c) will be complied with.

d. Reconnaissance Technical Squadron Requirements:

(1) 801st RTS:

(a) Process and evaluate all radar and aerial film.

(b) Prepare and submit R-51 reports on all sorties in accordance with SAC Manual 55-8R and submit Distribution A.

(c) Forward all acceptable radar and aerial photography to the 8th RTS, Westover AFB, Mass., within 10 days after completion of the mission. Film critique will be completed within the alloted time.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

ANNEX F

TO

OPERATIONS ORDER

NUMBER 335-55

FLYING SAFETY

ANNEX "F"
26SRW Ord NOV 55
28 OCT 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

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ANNEX F

TO

OPERATIONS ORDER

NUMBER 335-55

FLYING SAFETY

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment.

2. All crews will thoroughly familiarize themselves with the adequate alternates over the entire route with priority given in the following sequence:

   a. SAC bases

   b. AMC bases

   c. Air Force bases

   d. Military bases

   e. Civilian bases

3. All participating pilots will familiarize themselves with let-down procedures for destination, selected emergency alternates and weather alternates prior to departure.

4. The provision of SAC Regulation 62-9 and 8AF Regulation 62-2, Crew Rest, will be fully complied with.

5. Radar observers will monitor all approaches and landings in accordance with 8AF Regulation 51-3.

6. All crews will adhere closely to planned route to preclude violations of flying regulations.

   a. In the event of an inadvertent or necessary deviation the appropriate agency, GCI station or CAA facility will be contacted by radio with necessary information.

   b. Upon landing a Deviation Report will be prepared immediately.

ANNEX "F"
26SRW OPord Nov 55
28 OCT 55

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7. Crews will review, before take-off, emergency and crash landing procedures.

8. Instruments and sextants will be checked and calibrated as necessary prior to mission.

9. Survival and emergency equipment will be carried in accordance with the provision of SAC Regulation 60-8. In addition, each crew member will have on his person an operable cigarette lighter and a flashlight.

10. Each crew member will make known to his Squadron Commander, prior to the mission, whether he has attended the Wing Survival presentation.

ANNEX F
26SRW OPord Nov 55
28 OCT 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

ANNEX "G"

TO

OPERATIONS ORDER

SERIAL NO. 335-55

WEATHER

Annex "G"
26SRW OPord 335-55
28 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
28 October 1955

ANNEX "G" TO 26TH STRATEGIC RECONNAISSANCE WING OPORD 335-55 - WEATHER

1. GENERAL:

a. This annex contains the procedures for preparation, transmission and coordination of forecasts for operation "Iron Man".

2. PREPARATION:

a. The commander of the weather detachment will be responsible for the following:

(1) Local and alternate bases terminal forecasts for take-offs and landings.

(2) Route forecasts from Lockbourne to end of Alfa refueling area.

(3) Coordination with the Offutt Weather Control to determine the route forecasts from end of Alfa air refueling to Lockbourne and the Romeo air refueling area.

3. COORDINATION AND REQUESTS:

a. Coordination via SOCS lines will be maintained between Lockbourne Weather Detachment and Westover Weather Detachment to finalize planning and operational forecasts for the Alfa refueling area.

b. The commander of the 26-5 Weather Detachment at Lockbourne AFB will transmit a request to the Offutt Weather Control for the forecasts required in par 2a(3) above, in accordance with 1st Weather Group regulation 55-15 dated 25 May 1955, with information copy to 8AF Controller, ATTN: Staff Weather Officer.

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4. CONTENTS OF FORECASTS:

a. Route forecasts:

(1) Wind components 30M, 35M, 40M.

(2) Temperatures 30M, 35M, 40M.

(3) Cloud layers and weather.

(4) "D" values at the end of each leg.

(5) Tropopause heights.

b. Terminal forecast for Lockbourne.

c. Weather alternate forecasts for:

(1) Hunter AFB, Ga.

(2) Selfridge AFB, Mich.

(3) Truax AFB

(4) Campbell AFB

d. Emergency fields weather as listed in Annex "B".

e. Target forecasts.

f. Air refueling area forecasts.

(1) Clouds by amounts, types, bases and tops 10M to 20M.

(2) Winds and temperature 15M.

(3) Air to air visibility outside clouds.

5. COMMUNICATIONS:

a. Commander 26-5 Weather Detachment will transmit forecasts to:

(1) Offutt Weather Central.

(2) Westover AFB and Thule AFB.

b. Information copies of above message will be sent to 8AF Controller ATTN: Staff Weather Officer.

c. All messages will be Operational Immediate.

d. Messages will be transmitted early enough to insure receipt 24 and 12 hours, respectively, prior to scheduled departure of aircraft.

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e. Any significant change after transmittal of 12 hour report will be transmitted immediately.

6. REPORTS:

a. R-21 and T-21 reports will be collected and transmitted in accordance with 1st Weather Group regulation 55-86.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
3 October 1955

OPERATIONS ORDER
SERIAL NUMBER 144-55

MAPS AND CHARTS: As required

TASK ORGANIZATIONS:

3SRS	Major Kluender
4SRS	Major Edwards
10SRS	Major Fields
26A&ES	Lt. Col. Gosling
26FMS	Major Schroeder

1. GENERAL SITUATION:

a. The 26SRW has been directed to furnish a six (6) ship formation of RB-47E aircraft, and one RB-47E for an air refueling demonstration over Eglin Air Force Base, Florida on 11 October 1955. This demonstration to be in conjunction with the program planned for the Joint Civilian Orientation Conference and other invited guests.

b. X day is 11 October 1955.

c. Nickname for this exercise is "Big Blast".

d. Intelligence: Omitted

e. Friendly Forces:

(1) Eglin Air Force Base provide necessary support for aircraft and crews landing at Eglin.

2. MISSION: To provide two (2) three (3) ship V's in formation over Eglin AFB on 11 October 1955. To deploy two (2) RB-47E aircraft to Eglin AFB on 5 October 1955, one of these aircraft will return on 6 October 1955, the remaining aircraft and crew will remain TDY at Eglin until 11 Oct

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1955. Lead and deputy lead of the formation and the RB-47 pilot for the air refueling demonstration will attend a briefing and make a practice flyover at Eglin on 6 October 1955.

3. Tasks for Subordinate Units:

a. 3SRS:

(1) To provide three (3) aircraft and crews for flyover on 11 October 1955 one aircraft to act as air spare.

b. 4SRS:

(1) To provide lead and deputy lead for flyover on 11 Oct 55.

(2) To deploy one RB-47 with the lead aircraft commander and deputy lead aircraft commander aboard to Eglin AFB on 5 October 1955. The lead and deputy lead will attend a briefing at Eglin AFB on 6 Oct 55 in the morning and will fly a dry run in the afternoon on 6 Oct 55. They will be critiqued by radio and return to Lockbourne AFB.

(3) To provide one aircraft and crew plus crew chief for an air refueling demonstration at Eglin AFB on 11 Oct 55. This aircraft and crew will deploy to Eglin on 5 Oct 55 to attend a briefing and participate in a dry run at Eglin on 6 Oct 55. The aircraft and crew will remain TDY at Eglin until completion of the mission on 11 Oct 55.

(4) Both aircraft will arrive at Eglin prior to 1200 EST 5 Oct 55.

c. 10SRS:

(1) To provide three (3) aircraft and crews for flyover on 11 Oct 1955 one aircraft to act as air spare.

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d. 26A&ES:

(1) To provide necessary specialist support for the accomplishment of this mission.

e. 26FMS:

(1) To provide necessary support for the successful completion of this mission.

X. GENERAL INSTRUCTIONS:

a. Weather minimum: In accordance with AFR 60-16 or local directions whichever is higher.

b. The use of military necessity is not authorized for clearance purposes.

c. Flying safety will continue to hold the highest priority, all crews will comply with current directives, all missions will be planned to terminate over Columbus VOR with a minimum of 20,000 lbs fuel reserve.

d. A max internal fuel load will be the standard load for the mission.

e. In the event of landing away from home base the following priority of bases will be used:

(1) SAC Bases

(2) AMC Bases

(3) Air Force Bases

(4) Military Bases

(5) Civilian Bases

f. All participating pilots will be briefed and become familiar with letdown procedures for selected emergency or weather alternates prior to departure.

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g. All navigational aid and facilities will be used on this mission.

h. Radar Observers will monitor all approaches and landings in accordance with 8AF Reg 51-3.

i. Time flown on this project will be reported as time flown accomplishing higher headquarters missions.

ANNEX "A":

Route and Timing

MENG
Colonel., USAF
Commander

OFFICIAL:

HENRY M. HEMINGTON
Lt. Colonel., USAF
Director of Operations

DISTRIBUTION:

Comdr, 801AD	2 cys	DO	2 cys
Comdr, 26SRW	2 cys	DM	2 cys
Comdr, 19WeaDet	2 cys	CR	1 cy
Comdr, 3SRS	4 cys	Wg Historian	5 cys
Comdr, 4SRS	6 cys	DOOT	4 cys
Comdr, 10SRS	4 cys	DOC	1 cy
Comdr, 26A&E	2 cys	DOS	1 cy
Comdr, 26FM	2 cys		

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 October 1955

ANNEX A

TO

OPERATIONS ORDER 144-55

AIR OPERATIONS

ANNEX A
26SRW OPORD 144-55
6 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 October 1955

ANNEX A TO OPERATIONS ORDER 144-55

1. Route and Timing

A. Route

(1) Lockbourne- York VOR- City of Lexington Ky- 37-00N 87-00W-Birmingham VOR-Montgomery VOR-Crestview Range-~~Elgin~~ GL #9-~~Elgin~~ GL #2-Crestview Range-Montgomery VOR-Birmingham VOR-37-00N 87-00W-City of Lexington, Ky-York VOR-Columbus VOR-Lockbourne AFB.

B. Timing

(1) H hour is 1500 EST, 11 October 1955.

(2) 26SRW Formation target time is H + 58 min.

(3) Take off time first acft ~~1325~~ 1300 Est following at one minute intervals thereafter.

(4) Acft will start climb speed schedule at 380K airspeed until 32000 feet or 1000 O/T and fly the prescribed route. The lead acft will maintain 400K true to Montgomery VOR then make an 8 minute orbit to the left (½ needle width turn) to enable the formation to complete the assembly.

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(5) Formation will proceed to Crestview Range. Letdown instructions will be given by Eglin Approach Control. Formation leader will handle all air/ground communications for the entire formation until break up after fly-over.

(6) Upon receipt of letdown instructions formation will let down and proceed to the orbit point (Eglin #9 at 3000MSL) orbiting to the left ($\frac{1}{2}$ needle width turn).

(7) The formation will proceed to the IP (South end of N/S runway at Eglin#2) thence to the Target (500 ft in front of stands at Eglin Range #52) at 800 ft MSL at 255K indicated.

(8) The escape route is to continue on a course of 090° true for two minutes then make a left turn to Crestview range.

(9) Formation will proceed to Montgomery VOR and break up at the discretion of the formation leader.

(10) Aircraft will obtain individual clearances at Montgomery VOR and proceed on their assigned mission.

(11) Spare acft will be released from formation at the orbit point (Eglin #9) and will remain south of Eglin #9 until contacting Eglin Approach control for individual clearance.

(12) All Eglin Danger areas have been cleared for this mission.

ANNEX A
26SFW OPORD 144-55
6 Oct 55

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2. Communications

a. Leader will make all position reports to ATC from T/O until formation breakup.

b. Interplane frequency will be 252.6 mgs. Voice communications will be held to a minimum.

c. Cabinet Control Pri 383.0 Sec 259.0 is the control at Eglin. Upon instructions from the formation leader all aircraft will switch to Pri 383.0 Sec 257.0 mgs.

d. The leader will contact Cabinet Control and report when formation is two minutes out from target and when 30 secs out from target.

e. Upon instructions from formation leader, all aircraft will switch back to 252.6 until break-up at Montgomery.

f. Acft will make normal position reports after Montgomery.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (L)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
7 October 1955

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS PLAN 144-55

App I
Annex "A"
26SRW OPlan 144-55

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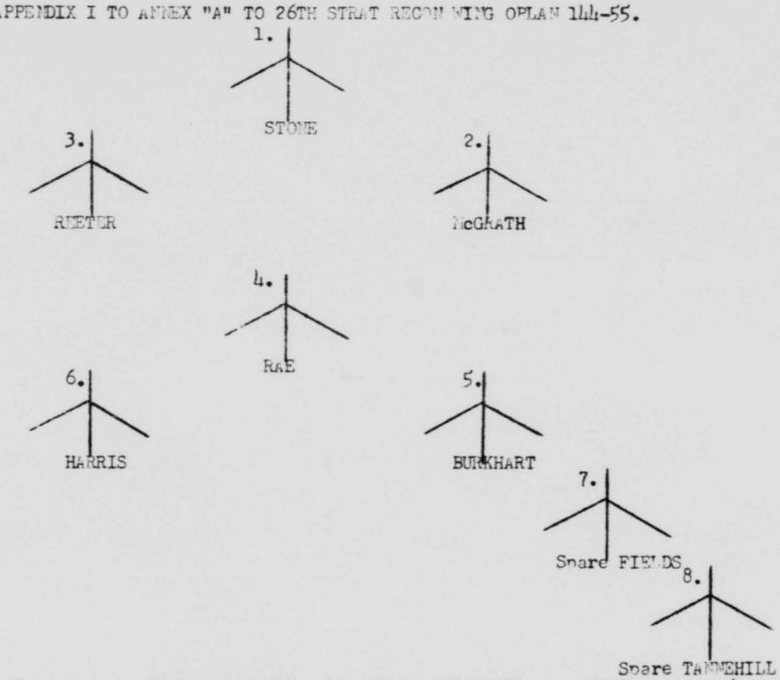
APPENDIX I TO ANNEX "A" TO 26TH STRAT RECON WING OPLAN 144-55.



AC	ACFT	JOLLY	STA TIME	STARTING	TAXI	T/OFF
STONE			1100E	1230E	1245E	1300E
McGRATH			1100E	1231E	1246E	1301E
REETER			1100E	1232E	1247E	1302E
RAE			1100E	1233E	1248E	1303E
BURKHART			1100E	1234E	1249E	1304E
HARRIS			1100E	1235E	1250E	1305E
FIELDS			1100E	1236E	1251E	1306E
TANNEHILL			1100E	1237E	1252E	1307E

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
3 October 1955

OPERATIONS ORDER
SERIAL NUMBER 507-55

MAPS AND CHARTS : As Required.

TASK ORGANIZATIONS:

10SRS — Major Fields
26AAES — Lt. Colonel Gosling

1. GENERAL SITUATION:

a. A requirement exists to determine the besy mode of operation of the K-47 camera.

b. Intelligence: Omitted.

c. FRIENDLY FORCES:

(1) 801st Reconnaissance Technical Squadron.

(a) Normal processing and evaluation methods will be used.

(b) Two prints of each exposure will be forwarded to the Chief RB-47 Photo OES ATTN: Major Proctor.

2. Tasks for Subordinate Units:

a. 10SRS:

(1) To furnish aircraft and crews to accomplish mission 1 thru 5 as outlined in Annex "A" this order.

b. 26AAES:

(1) To provide required support as outlined in Annex "A".

X. GENERAL INSTRUCTIONS:

a. Recall word: N/A

b. Air Refueling: N/A

26SRW
Op Ord 507-55
3 Oct 55

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c. Press Release: Routine training.

d. Schedule: This mission is to be completed by 31 Oct 55.

e. Air Operations: See Annex "A".

f. Flying Safety.

g. Weather: Normal procedures for obtaing weather information will be exercised.

h. Intelligence: Omitted.

i. Communications: Normal.

j. Reports: Normal.

k. The 10th SRS is authorized direct communication with Major Proctor, Chief RB-47 Photo, OES, at extension 7635.

l. Close coordination between 26A&ES Major Proctor OES and 10th SRS will be necessary to complete this project expeditiously.

m. This mission can be accomplished in conjunction with normal training missions.

n. All time logged performing this operations order will be charged to time flown performing higher headquarters missions.

ANNEX "A"

Air Operations and Specifications.

MENG
Colonel, USAF
Commander

OFFICIAL:

s/t/ HENRY M. HENINGTON
Lt Col, USAF
Director of Operations

THIS IS A CERTIFIED TRUE COPY:

CAPT

for RICHARD M. ROGERS
Captain, USAF
Historical Officer

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
7 November 1955

AMENDMENT NO I TO 26SRW OPERATIONS ORDER 507-55 dtd 3 OCT 55

1. Change task organization to read:

3rd SRS	Major KLUENDER
4th SRS	Major EDWARDS
10th SRS	Major FIELDS
26th A&E	Lt Col GOSLING

2. Change par 2a basic order, to read 3rd SRS, 4th SRS, 10th SRS.

3. Change par 3xd to read Schedule indefinite.

4. Change par 3xk to read "All Sqdns are authorized direct communication with Major Proctor - - -".

5. Change so much of par 3xl as reads 10th SRW to read 3rd, 4th, and 10th SRS.

6. Change distribution to include

3rd SRS - 5 copies

4th SRS - 5 copies

THIS IS A CERTIFIED TRUE COPY:

RICHARD M. ROGERS
Captain, USAF
Historical Officer

AMENDMENT I
26SRW OPord 507-55
3 Oct 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus, 17, Ohio
3 October 1955

ANNEX "A"

TO

OPERATIONS ORDER 507-55

PHOTO REQUIREMENTS

1. PURPOSE: To outline specifications to be used in testing the K-47 camera at high altitude in order to determine the best mode of operation and to compare the results obtained with standard equipement.

2. AIRCRAFT: Aircraft with either universalcamera control or interim system may be used, however the UCCS type aircraft will be used if possible, or as indicated for each mission herein.

3. CAMERA CONFIGUATION: One (1) each K-37 and K-47 will be mounted side by side in the Prime Vertical position, utilizing a special mount.

4. MISSION #1: The purpose of this mission will be to determine the best functional altitude from a release altitude of 35,000 feet, with full trail plate; also, to determine the photographic quality of each camera operating in the synchronous mode of operation at 1/25 of a second. This configuration will not require IMC as long as the ground speed remains below 437 knots. Also, this mission will show the suitability of the IA-54 Trip Unit, both cameras to function off same bomb.

a. Mission Requirements

(1) K-47 synchronous mode.....1/25 second

(2) C-1 Flash detector to trip K-47

(3) A-9B Magazine used with K-47

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a. Mission Requirements Cont'd:

(4) K-37 synchronous mode.....1/25 second

(5) LA-54 Trip Unit to pulse the K-37

(6) A-9B Magazine used with the K-37

(7) Flight Altitude.....35,000 feet

(8) Three (3) flight lines with bomb functioning at 17,000, 20,000 and 23,000 ft. Three bombs dropped per run.

(9) Full trail plate with M-120-A1 bomb

(10) Ground speed cannot exceed 437 knots

b. Aircraft Requirements:

(1) Interim Aircraft:

(a) Install dual mount in PV station.

(b) Use adapter cables to connect C-1 Flash Detector to K-47.

(c) Provide mount for C-1 Flash detector and K-37 Trip Unit or LA-54.

(2) UCCS Aircraft

(a) Install dual mount in Pv station.

(b) Provide mount for K-37 Trip Unit (or LA-54) and C-1 Flash Detector. If C-1 is to be mounted in camera compartment, an adapter cable from Main Junction Box to C-1 is necessary and available.

(c) #16 shielded wire from adapter cable to pin "V" in UCCS Camera Cable at connector that connects to camera.

(d) Use UCCS "Y" cable.

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5. MISSION #2: The purpose of this mission will be to determine the photographic quality of both cameras operated at 1/50 of a second in the synchronous mode of operation, and suitability of LA-54 Trip Unit.

a. Mission Requirements:

(1) K-47 synchronous mode.....1/50 second

(2) C-1 Flash Detector to trip K-47

(3) A-9B Magazine for K-47

(4) K-37 synchronous mode.....1/50 second

(5) LA-54 Trip Unit to pulse the K-37

(6) A-9B Magazine with the K-37

(7) Full trail plate with M-120-A1 bomb

(8) Flight altitude.....35,000 ft.

(9) Three flight lines, three bombs per run. Functional altitude to be determined by Mission #1.

(10) Ground speed is not a factor.

b. Aircraft Requirements:

(1) Interim Aircraft:

(a) Install dual mount in PV station.

(b) Use adapter cable to connect C-1 Detector to K-47.

(c) Provide mount for C-1 Flash Detector and K-37 Trip Unit or L-54.

(2) UCCS Aircraft

(a) Install dual mount in PV station.

(b) Provide mount for K-37 Trip Unit (or LA-54) and C-1 Flash Detector. If C-1 is to be mounted in camera compartment, and adapter cable from Main Junction Box to C-1 is necessary and is available.

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(c) #16 shielded wire from adapter cable to pin "V" in UCCS Camera Cable at connector that connects to camera.

(d) Use UCCS "F" cable.

6. MISSION #3: The purpose of this mission will be to determine the photographic quality of the K-47, operating at 1/10 second in the synchronous mode and the K-37 operating with the revised cam modification. IMC required with K-47. The operation of the trip unit should be compared with the operation of the LA-54 in Missions #1 and #2.

a. Mission Requirements:

(1) K-47 synchronous mode.....1/10 second

(2) G-1 Flash Detector

(3) IMC Magazine

(4) K-37

(5) Fairchild Trip Unit

(6) A-9B Magazine

(7) Flight Altitude.....35,000 ft.

(8) Functional altitude determined by Missions #1 and #2

(9) Three (3) flight lines, three bombs per run

(10) Ground speed is not a factor

(11) Full trail plate

b. Aircraft Requirements: "Only UCCS aircraft should be used as A-28 Magazine provides a more accurate IMC than LA-12 Magazine".

7. MISSION #4: The purpose of this mission will be to determine the photographic quality of the K-47 in the recycle open mode of operation at 1/100 of a second, using the K-37 with the reverse cap.

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modification for reference in that the relative exposure between the two cameras will be approximately the equal.

a. Mission Requirements:

(1) K-47 Camera in recycle open mode with 1/00 second set on the exposure control.

(2) A-9B Magazine

(3) C-1 Flash Detector

(4) K-37 modified (reverse cam)

(5) Fairchild Trip Unit

(6) A-9B Magazine

(7) Flight Altitude, 35,000 ft.

(8) Functional altitude to be determined

(9) Three (3) flight lines, three (3) bombs per run

(10) Full trail plate

(11) Ground speed is not a factor

b. Aircraft Requirements: "Either Interim or UCCS aircraft can be used and if UCCS aircraft is used and C-1 is left in auxiliary compartment, no adapter cables are necessary".

8. MISSION #5: The purpose of this mission will be to determine the comparision between IMC and non-IMC for the best camera configurations determined from the previous Missions #1 through #4. This mission will consist of two (2) each K-47's mounted in the special mount, operating off the same trip unit, set in the same mode of operation and one camera equipped with IMC—the other with A-9B Magazines.

a. Mission Requirements:

(1) Two (2) each K-47's

(2) C-1 Trip Unit

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
7 November 1955

OPERATIONS ORDER
SERIAL NUMBER 508-55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
7 November 1955

OPERATIONS ORDER 508-55

MAPS OR CHART REFERENCES: As required.

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major KLUENDER
26th Armament And Electronics Squadron	Lt.Colonel GOSLING
26th Field Maintenance Squadron	Major SCHROEDER

1. GENERAL SITUATION: A requirement exists for aerial photos of the area as shown in Annex "A". This area encompasses a range of hills north of Westover AFB on the east side of the Connecticut River, known as the Holyoke Range. It is recommended that this photography be accomplished at the same time the 55M5 project is being accomplished.

a. Intelligence: Omitted

b. Friendly Forces:

(1) 801st Rech Tech Sqdn.

(a) To process and evaluate film upon completion query 26th Wing photo officer for distribution instructions.

2. MISSION:

a. To provide aerial photos, base scale of 1:7500 split verticals as outlined in Annex "A".

b. This photography to be accomplished as close to 15 November 55 as possible.

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3. TASK FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Squadron.

(1) To provide aircraft and crew to accomplish this mission.

(2) Coordinate daily with Wing Operations beginning 11 Nov 55.

(3) First mission will be scheduled on 14 Nov 55.

(4) Aircraft and crews will be scheduled on subsequent days until project is completed.

b. 26th Armament and Electronics Squadron.

(1) To provide the necessary specialists and maintenance to insure completion of this mission.

c. 26th Field Maintenance Squadron.

(1) To provide necessary maintenance support to insure completion of this mission.

X. GENERAL INSTRUCTIONS:

a. Recall word: N/A

b. Air Refueling: N/A

c. Press Release: N/A

d. Schedule: N/A

e. Air Operations: Annex "A"

f. Project photography which meets the requirements as outlined in Supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26 may be credited to the crew for record training.

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal

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5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

ANNEXES

"A" Specifications

DISTRIBUTION:

Comdr 801AD	1 cy
Comdr 26SRW	2 cys
Comdr 801ABGp	1 cy
Comdr 801RTS	3 cys
19th Det 2nd Wx Sq	1 cy
26DO	5 cys
26DM	3 cys
3SRSC	5 cys
26A&ESC	1 cy
26FMSC	1 cy
Historian	5 cys

OFFICIAL:

George A. Brown Maj USAF
for HENRY M. HENINGTON
Lt. Colonel., USAF
Dir Of Operations

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ANNEX "A"

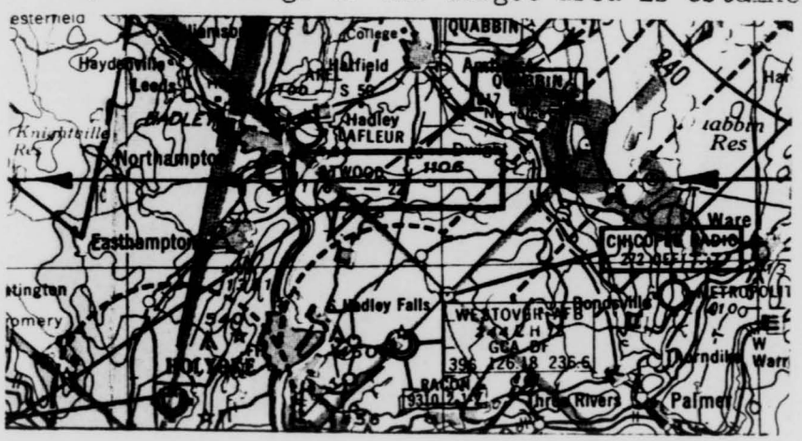
TO

OPS ORDER 508-55

HEADQUARTERS
26TH STRAT RECON WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
7 November 1955

PHOTO REQUIREMENTS

1. CAMERA: Split verticals (K-38 with 36" cones).
2. ALTITUDE: 22,500' Absolute.
3. OVERLAP: 60% Desired, 52 to 68% max tolerance.
4. COVERAGE AND FLIGHT LINE: Large scale photography is required of an area two (2) by ten (10) miles, bounded by the following coordinates: 42°19'N, 72°27'W; 42°19'N, 72°37'W; 42°17'N, 72°27'W; 42°17'N, 72°37'W. The flight line may be flown from east to west as indicated below or from west to east so long as complete coverage of the target area is obtained.



Albany Sectional

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
14 NOVEMBER 1955

26 SRW (M)

OPERATIONS ORDER

SERIAL NUMBER 509-55

26SRW OPORD 509-55
14 NOV 55

26OCL 350-11

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CONFIDENTIAL

TABLE OF CONTENTS

BASIC ORDER

ANNEX A AIR OPERATIONS

APPENDIX I MAP & FLIGHT LINES

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CONFIDENTIAL

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
14 NOVEMBER 1955

OPERATIONS ORDER 509-55

MAPS OR CHART REFERENCES: As Required.

TASK ORGANIZATION:

ORGANIZATION	COMMANDERS
10th SRS	Major FIELDS
26th A&E	Lt Col GOSLING
26th FMS	Major SCHROEDER

1. GENERAL SITUATION: A requirement exists for aerial and radar photography of an area in the vicinity of Honeonta, N.Y.

a. Enemy Forces: N/A

b. Friendly Forces: 19th Weather Detachment.

(1) Provide weather information as required by Commander 26 SRW.

2. MISSION: To accomplish aerial and radar scope photography as outlined in Annex A. Unprocessed film will be delivered to Offutt AFB, Omaha, Nebr by aircraft accomplishing the mission.

3. TASK FOR SUBORDINATE UNITS:

a. 10th SRS

(1) To furnish aircraft and crew to accomplish the assigned mission.

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3. b. 26th A&E

(1) To provide necessary specialists and support to accomplish the assigned mission.

c. 26 FMS

(1) To provide necessary maintenance and support to accomplish the assigned mission.

X. GENERAL INSTRUCTIONS:

(1) Recall Word: N/A

(2) Air Refueling: N/A

(3) Press Release: No press release will be made.

(4) Schedule: N/A

(5) Air Operations: Annex A

(6) The suspense date for completion of this project is 18 November 1955.

(7) Q-56 photography is desired but not required.

(8) Upon landing at Offutt, Aircraft Commander will contact, Target Materials Division, Hq SAC, Major Richards, Phone extension 5277 or 3123.

(9) Aircraft Commander will become familiar with let-down and landing procedures at Offutt AFB and selected alternate.

(10) Wing Operations will inform SAC of ETA and tail number of aircraft landing at Offutt.

4. Administration and Logistics Matters:

a. Command: Normal

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4. b. Logistics: Normal

5. Command and Communications Matters:

a. Command: Normal

b. Communications: Normal ATC reporting.

MENG
Colonel., USAF
Commander

ANNEXES

"A" Specifications

OFFICIAL:

HENRY M. HEMINGTON
Lt.Colonel., USAF
Director of Operations

DISTRIBUTION:

Comdr 801AD	2
Comdr 26SRW	2
Comdr 10SRS	5
Comdr 19 Wx Det	1
26DI	1
26CN	1
26A&E	1
26FN	1
26DO	5
26CR	1
Wg Historian	5

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
11 November 1955

ANNEX "A"

TO

OPERATIONS ORDER 509-55

Photo Requirements

1. PURPOSE: To establish specifications for aerial and radar scope photography of an area bounded by the following coordinates:

42°10'N, 76°00'W, 42°45'N, 76°00'W, 42°45'N, 74°55'W, 42°10'N, 74°55'W.

2. CAMERAS:

a. Vertical tri-met (KA-3 or K-17C with 6" cone).

b. Radar Scope (O-15).

3. TIME OF PHOTOGRAPHY: As near 1200 local target time as possible.

4. CLOUDS: Target area must be free of all clouds or cloud shadows.

5. AERIAL PHOTOGRAPHY:

a. Eight flight lines are required, four and one half (4½) nautical miles apart and fifty (50) nautical miles long, as indicated on app 1.

b. Altitude: 30,000 feet absolute.

c. Overlays: 60% desired, 52% to 68% max tolerance.

d. Film: 370' roll.

6. RADAR SCOPE PHOTOGRAPHY:

a. While flying each of the eight aerial flight lines radar scope photography will be accomplished.

(1) Navigation type picture on thirty (30) mile range, taking a picture every other scan.

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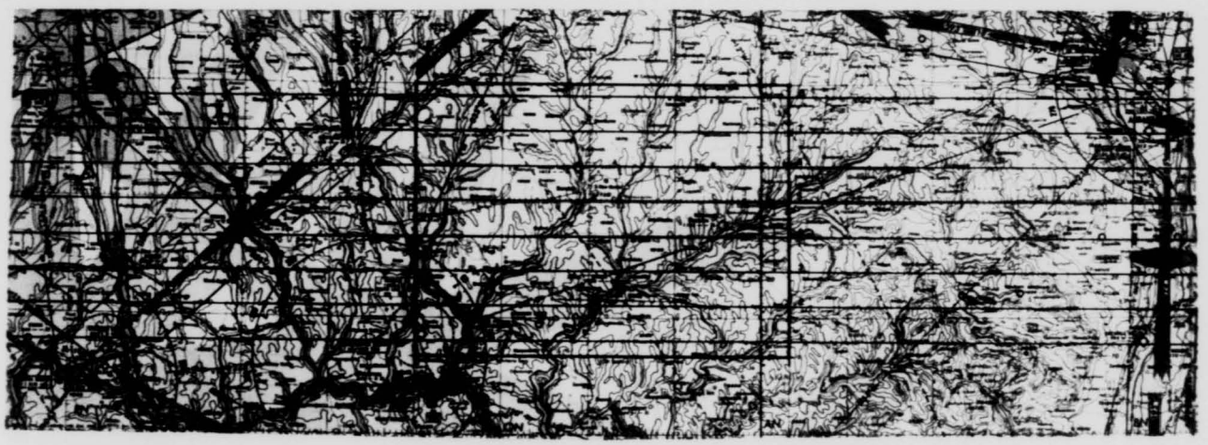

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

OPERATIONS ORDER

SERIAL NUMBER 140-55

26SRW OPord 140-55
15 Nov 55

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TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" INTELLIGENCE

ANNEX "B" AIR OPERATIONS

APPENDIX I FLIGHT PLAN

APPENDIX II SCHEDULE AND TIMING

ANNEX "C" COMMUNICATIONS

ANNEX "D" FLYING SAFETY

ANNEX "E" WEATHER

ANNEX "F" REPORTS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

OPERATIONS ORDER 140-55 26SRW

MAPS OR CHART REFERENCES: JN-30, JN-45, WAC-357 and 359, Target complex charts of Atlanta, Charlotte, and Richmond.

TASK ORGANIZATIONS:

ORGANIZATION	COMMANDERS
3rd Strat Recon Sqdn	Major KLUENDER
4th Strat Recon Sqdn	Major EDWARDS
10th Strat Recon Sqdn	Major FIELDS
26th Armament and Electronics Sqdn	Lt.Col. GOSLING
26th Field Maintenance Sqdn	Major SCHROEDER

1. GENERAL SITUATION: An 8AF requirement exists to periodically conduct an 8AF Bomber Stream Mission as outlined in this Operations Order. Unclassified nickname for this operation is "Pace Setter - One". X day for the 26SRW is 8 December 1955.

a. Enemy Forces: N/A

b. Friendly Forces:

(1) Mats: Provide normal AACS support.

(2) 1st RBS Group (through 12 RBS Squadron, Detachments 3, 4 and 10):

(a) Provide Radar Bomb scoring facilities at Atlanta, Charlotte and Richmond bomb plots during the period of this operation.

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(3) 19th Weather Detachment

(a) Provide weather briefing and information as required by Commander 26SRW and Annex "E".

(4) 801st ABGp

(a) Provide base facilities and support as required by Commander 26SRW.

(5) 801st Recon Tech Squadron

(a) Process, evaluate and critique radar scope photography.

(b) All photography obtained on this mission with completed photo logs will be forwarded to the 8th RTS, Westover AFB within 10 days after completion of the mission.

(c) Submit R-51+RT-52 reports as outlined in Annex "F".

2. MISSION: Conduct a simulated bombing mission against selected targets at Atlanta, Ga., Charlotte, N.C., and Richmond, Va. In addition, fly one grid navigation leg after the last target. The 26SRW is required to launch 70% of assigned aircraft. 5X and staff crews will not participate.

3. TASK FOR SUBORDINATE UNITS:

a. 3SRS

(1) To insure that each participating crew accomplishes 5 hours target study on each of the 3 targets and makes 3 trainer runs on each target.

(2) To provide 12 combat ready crews and aircraft to fly Pace Setter I.

(3) To provide personnel to police 3SRS Briefing Room after specialized briefing.

b. 4SRS

(1) To insure that each participating crew accomplishes 5 hours target study on each of the 3 targets and makes 3 trainer runs on each target.

(2) To provide 11 combat ready crews and aircraft to fly Pace Setter I.

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(3) To provide personnel to police 4SRS Briefing Room upon completion of general and specialized briefing.

c. 10SRS

(1) To insure that each participating crew accomplishes 5 hours target study on each of the 3 targets and makes 3 trainer runs on each target.

(2) To provide 13 combat ready crews and aircraft to fly Pace Setter I.

d. 26A&E

(1) Prepare and forward reports in accordance with 8AF letter, file MDM 2 Subject: "Armament Electronics reports on Bomber Stream Operation" dated 26 Sept 1955. This will include pre and post mission reports.

(2) To provide necessary specialists and maintenance to support this operations order.

e. 26FMS

(1) To provide necessary maintenance support to implement this operations order.

X. GENERAL INSTRUCTIONS:

(1) Recall Word: "Tall corn"

(2) Air Refueling: N/A

(3) Press Release: No press release will be made.

(4) Schedule: See Annex "B" Appendix II

(5) Air Operations: See Annex "B"

(6) Flying Safety: See Annex "D"

(7) Weather: See Annex "E"

(8) Intelligence: See Annex "A"

(9) Communications: See Annex "C"

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(10) 26SRW will launch 70% of possessed aircraft in support of this operation.

(11) The mission will not be executed until receipt of an execution order from 8AF Headquarters.

(12) Wing Operations will coordinate mission plan and block altitude requirements with local ATC center, in accordance with SAC Reg 55-3 and 50-4 at least 7 days prior to mission execution date. (DOCO)

(13) 26SRW will provide a field grade officer at the local ARTC Center in accordance with SAC Reg 55-3, to aid in resolving traffic control problems prior to and during mission execution. (DOCO)

(14) Place observation TDY at RBS Detachments as specified in 8AF order of implementation for the purpose of monitoring RBS scoring activities. This period will normally be four days. (DOTO)

(15) 26SRW will present a detailed mission briefing at 8AF Headquarters at 1400Z 10 November 1955. (26DO)

(16) This operations plan is effective for planning purposes upon receipt and becomes an order upon receipt of 8AF order of implementation. (27 Oct 1955)

(17) Crew qualifications: Participating aircraft will be manned by the best qualified crews available. Non-combat ready crews may be scheduled as necessary to fulfill the requirements of launching 70% of possessed aircraft.

(18) Weather minima for takeoff and landing will be as established by AFR 60-16 or local regulation, whichever is higher.

(19) Minimum fuel reserves (over Lockbourne):

(a) RB-47 aircraft: 12,000 pounds plus fuel to selected alternate.

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(20) Commanders are responsible for assuring that adequate security is afforded all participating aircraft. Security Officer will monitor unit security procedures during this mission in accordance with SAC Reg 205-11.

(21) Danger Areas and ADIZ's: All danger areas will be avoided. There are no ADIZ penetrations on the route.

(22) Routes are unclassified for clearance purposes. The use of the term "Military Necessity" is not authorized.

(23) Briefing Schedule:

(a) Detailed Briefing

Time: 10 November 1955

Place: Westover AFB

For: Headquarters Staff 8AF

(b) General Briefing

Time: 0900E 7 December 1955

Place: 4SRS Briefing Room

For: All participating crews

(c) Specialized Briefing

Time: 1000E 7 December 1955

Place: 3SRS Briefing Room

For: Aircraft Commanders and Pilots

(d) Specialized Briefing

Time: 1000E 7 December 1955

Place: 4SRS Briefing Room

For: All Observers

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4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal logistical support and facilities will be provided by task organizations.

b. Funding local P 458 funds will be utilized as required.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: See Annex "C".

NENG
Colonel., USAF
Commander

ANNEXES

"A" - Intelligence
"B" - Air Operations
"C" - Communications
"D" - Flying Safety
"E" - Weather
"F" - Reports

DISTRIBUTION:

Comdr 8AF	5 cys
Comdr 801AD	2 cys
Comdr 26SRS	2 cys
Comdr 3SRS	15 cys
Comdr 4SRS	15 cys
Comdr 10SRS	15 cys
Comdr 26A&ES	2 cys
Comdr 26FMS	2 cys
26CR	1 cy
26DO	8 cys
Historian	5 cys
19 Wa Det Sq	2 cys
801st RTS	2 cys

OFFICIAL:

Henry M. Henington

HENRY M. HENINGTON
Lt.Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
15 NOVEMBER 1955

ANNEX A

TO

OPERATIONS ORDER

NUMBER 140-55

INTELLIGENCE

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ANNEX A

TO

OPERATIONS ORDER

NUMBER 140-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) Significance of the mission is as stated in paragraph 2 of the Operations Order. (U)

(2) Political, Economic and Psychological. (Omitted) (U)

b. Enemy Order of Battle: (Omitted) (U)

c. Capabilities of Enemy Forces: (Omitted) (U)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force ICP, 1 Jul 55. (U)

(2) Specific: (U)

(a) Was any jamming encountered along the route?

(b) Where were initial interceptions accomplished?

(c) What tactics did the enemy fighters employ?

(d) Did the fighters show any evidence of after burners?

(e) How effective were the fighter interceptions?

(f) What was the type and number of fighters making interceptions?

b. Means of obtaining Information:

(1) Interrogation of combat crews immediately after the mission by Intelligence officers and staff specialists. (U)

(2) Instructions contained in Eighth Air Force ICP, 1 Jul 55, will be followed. (U)

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2. c. Means of Reporting EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible, on Air Force Form 112. (U)

3. INTELLIGENCE ACTIVITIES:

a. Navigational Materials: Maps and charts as required to accomplish the mission will be furnished upon request by the Air Targets Branch.

b. Target Materials:

(1) Latest available Domestic Graphic Target Materials will be furnished by the Air Targets Branch. (U)

(2) Best available radar scope photography will be furnished by the Air Targets Branch. (U)

(3) Best available visual photography (vertical and/or oblique) of all targets will be furnished by the Air Targets Branch. (U)

(4) The foregoing materials will be selected in advance of implementation order to provide adequate time for planning, study and briefing purposes. (U)

c. Targets:

(1) ATLANTA, GEORGIA: (C)

Call Sign: Altanta Bomb Plot.

Coordinates: 33°38' 18.079"N - 84°25' 18.605"W

Magnetic Variation: 1° 30'E (-)

Target: H Sears Roebuck & Co., Bldg, Atlanta, Ga.

Radar Classification: IIB

Geographic Coordinates: 33°46' 22.760"N - 84°21' 53.833"W

Aiming Point: Top NE corner of building.

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3. c. (1) Elevation: 1027' (Top Elev).

This is a Radar Offset Run

(2) CHARLOTTE, NORTH CAROLINA: (C)

Call Sign: Charlotte Bomb Plot.

Coordinates: 35°12' 32.037"N - 80°56' 21.387"W

Magnetic Variation: 1° 30'W (✓)

Target: K Old Dominion Box Co, Charlotte, N.C.

Radar Classification: IIB

Geographic Coordinates: 35° 14' 32.926"N - 80°51' 59.964"W

Aiming Point: Base of most easterly corner of main building.

Elevation: 678' (Ground Level)

This is a Radar Offset Run.

(3) RICHMOND, VIRGINIA: (C)

Call Sign: Richmond Bomb Plot

Coordinates: 37°29' 47.6"N - 77°20' 00.5"W

Magnetic Variation: 5° 40'W (✓)

Target: G American Tobacco Co., Lucky Strike Plant,
So. Richmond, Va.

Radar Classification: IIB

Geographic Coordinates: 37°30' 29.1"N - 77°26' 52.6"W

Aiming Point: Base of SE corner of most E. Long building
parallel to Jefferson Davis Highway.

Elevation: 101' (Ground Elevation)

This is a Radar Direct Run

(4) Simulated or prediction materials will be utilized to maximum extent. (U)

d. Photographic Requirements:

(1) Maximum radar photography will be obtained on all targets. (U)

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3. d. (2) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable Observer Publications. (U)

(3) Observers photo logs will be accomplished on all photography in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for milm identification and for preparation of special reports (i.e., IBDA, etc.) is made available to recipients of the logs and corresponding photography. (U)

(4) The 801st RTS will forward all radar obtained on this mission, with completed photo logs, to the 8th RTS, Westover Air Force Base, Mass., within ten days after completion of the mission. This film will be incorporated in the 8th RTS film library in accordance with existing regulations. Destruction of poor or duplicated film will be made only upon the approval of the RTS production control officer of Headquarters, 8AF.

e. Cameras: (U)

(1) Type and number of cameras will be installed to meet the requirements of the mission.

(2) Camera operation will be in accordance with the Reconnaissance Tactical Doctrine and current applicable directives.

f. Survival Intelligence: (Omitted)

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
15 NOVEMBER 1955

ANNEX B

TO

OPERATIONS ORDER

NUMBER 140-55

AIR OPERATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

1. GENERAL:

a. This annex contains the route and flight plans, timing schedule, photo requirements and general flight information.

b. Aircraft will depart Lockbourne at 10 minute intervals forming a stream of 33 aircraft.

c. Aircraft will start engines 30 minutes prior to scheduled T/O time and taxi 15 minutes prior to T/O time. Scheduled T/O time will be the start of roll.

d. Six ground spare aircraft will be preflighted up to start engines with a crew in the aircraft standing by on tower frequency.

e. App I this annex is the flight plan and was computed utilizing wind/temperature planning factors. Pre-take off adjustments to flight plans will be made from latest meteorological data to make good control time at HHCP.

f. The HHCP is at Columbia, Tenn.

2. TACTICS:

a. First aircraft will take off 1934Z on X day. Aircraft will follow at 10 minute intervals. Last aircraft will take off at 0054Z.

b. First aircraft will climb to 35000 ft, level off, climbing to 37000 ft after Jackson, Tenn., maintain 37000 ft until overflying Richmond, Va. At Lynchburg climb to and maintain 39000 ft until receiving letdown instructions from Columbus approach control. Second aircraft will climb to 32000 ft level off climbing to 34000 ft after Jackson, Tenn. maintain 34000 ft until overflying Richmond, Va. At Lynchburg climb to and maintain 36000 ft until (Cont'd on next page)

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2. b. receiving letdown instructions from Columbus Approach control. This procedure will apply throughout the rest of the wave. Aircraft will alternate by take off order the high and low altitude (i.e. 1-3-5 etc will take high altitudes, 2-4-6 etc will take low altitudes). This will provide 20 minute separation between aircraft at the same altitude.

c. The day leg route from Cairo, Illinois to Jackson, Tennessee, to the HHCP at Columbia, Tennessee will be adjusted to make good the control time at the HHCP with A+2 minutes.

d. All designated turn points will be the point of start turn with the exception of Jackson, Tennessee which may be adjusted as required.

e. A simulated grid navigation leg, utilizing celestial fixing will be started at Staunton, Virginia and terminated at Lorain, Ohio with a turning point at Lake George, N.Y.

f. Three Radar Practice RBS Bomb runs will be accomplished against targets as follows:

Atlanta RBS - Hotel

Charlotte RBS - Kilo

Richmond RBS - Golf

g. Offset aiming is authorized utilizing CAP's as prescribed in observer flimsey.

h. Bomb load (simulated): Bomb GP, 1000 lb., AN-M65A1. SAC technical phamplet 50-7, Shack bombing tables, will be used for ballistics computations.

i. Altitude measurement will be completed at the pre-IP and bombing altitude computed as prescribed in SAC Manual 50-38.

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2. j. On each bomb run a wind run will completed using the IP as a wind determination target. Final wind determination will be made on the CAP or DMZ.

k. Exact Bombs Away time and scope photo frame number will be recorded.

l. Abbreviated RBS call, contained in the communications and observers flimsy will be utilized.

m. Individual scores will not be requested from the RBS site.

n. Malfunction runs will be considered radar aborts.

o. Radar scope photography (1-4 scans) will commence at each pre-IP and continue through each target complex to include pictures of the target complex after crossover. The "K" system computer will be left in "track" function with crosshairs displayed until final pictures are obtained.

p. After the final bomb run scope photos are obtained, the O-15 camera scan selector will be placed in 1:12 scans and left in that position until termination of the simulated grid navigation leg. Scope photos, 1:4 scans will be obtained at expiration of individual navigation ETA for scoring of the grid nav leg. SAC Form 285, photo log, will be completed.

3. Letdown and landing instructions: All aircraft will individually contact Columbus Approach control after passing Lorain, Ohio for letdown instructions arriving over Columbus VOR at 20000 ft ready for jet penetration and GCA at Lockbourne.

4. PERFORMANCE:

a. An initial fuel load of 80,700 lbs JP-4 will be used in computing take-off data.

b. Fuel reserve over Columbus VOR will be 21,800 lbs.

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5. CAMERAS AND FILM: Two C-1A magazines loaded with 100 ft each of class L film.

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CONFIDENTIAL FACE SETTER I

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)
		26th Wg	RB-47				

1. PRE-FLIGHT PLAN

	FROM / ROUTE	ALT COND	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
	Lockbourne															80700	166200
	Start Taxi			-				- °							1483	8500	8500
	T/O Accel	-	-	-	-	-	-	-	-	400	405	10	:03		2003	72200	157700
	Level Off via		175	276/45	181		182	°				120	:17½		1454	6700	6700
	YORK VOR	CL	260	+2	262	+1	263	33.6M	VAR	425	382	130	:20½		2023	65500	151000
	38-03N 85-35W			270/74				°				74	:12½		1506	2200	2200
	Louisville VOR	CR	260	+2	262	-1	261	33.9M	.74	425	352	204	:33		2035	63300	148800
	38-00N 89-09W							°				184	:31	195	1537	5100	5100
	Cairo, Ill	CR	249	+4	253	-3	250	34.7M	.74	425	355	328	1:04	441	2107	58200	143700
	35-37N 88-45½W							°				88	:13½	81	1549	1950	1950
	Jackson, Tenn	CR	169	+10	179	-4½	174½	34.9M	.74	425	432	476	1:15½	522	2119	56250	141750
	35-36½N 87-02W							°				87	:10½	75	1600	1750	1750
RHOF	Columbia, Tenn	CR	090	0	090	-4	086	35.2M	.74	425	500	563	1:26	597	2130	54500	140000
	34-40½N 86-02W							°				76	:09½	67	1610	1500	1500
FIB	Scottsboro, Ala	CR	138	+7½	145½	-3	142½	35.4M	.74	425	472	639	1:35½	664	2140	53000	138500
IP	34-16N 85-09W							°				49	:06	43	1616	900	900
	Home, Ga.	CR	120	+5	125	-2	123	35.6M	.74	425	488	688	1:41½	717	2146	52100	137600
	33-46N 84-21W							°				49	:06	42	1622	900	900
TOT	Atlanta, RBS"H"	CR	124	+5½	129½	-1½	128	35.8M	.74	425	485	737	1:47½	759	2152	51200	136700
	33-54½N 80-17W							°				106	:12½	92	1635	1800	1800
FIP	McCormick, S.C.	CR	082	-1	081	-1	080	36.0M	.74	425	500	843	2:00	851	2205	49400	134900
	34-30N 81-36½W							°				68	:08½	60	1643	1400	1400
IP	Whitmire, S.C.	CR	058	-5	053	-1	054	36.2M	.74	425	488	911	2:08½	911	2213	48000	133500
	35-14N 80-51W							°				46	:06	43	1649	900	900
TOT	Charlotte RBS"K"	CR	043	-9½	036	-1½	037½	36.4M	.74	425	472	957	2:14½	954	2219	47100	132600
	36-19½							°				130	:16	113	1705	2350	2350
FIP	Oxford, N.C.	CR	063	-4½	058½	+3	061½	36.7M	.74	425	490	1087	2:30½	1067	2235	44750	130250
	37-04½N 78-00W							°				55	:07	49	1712	1050	1050
IP	Blackstone, Va.	CR	031	-8½	022½	+4½	027	36.9M	.74	425	459	1142	2:37½	1116	2242	43700	129200
	37-30N 77-26W							°				40	:05	36	1717	700	700
TOT	Richmond, Va.	CR	045	-7	038	+5½	043½	37.0M	.74	425	473	1182	2:42½	1152	2247	43000	128500
	37-21N 79-09W							°				121	:20	142	1737	2900	2900
	Lynchburg, Va.	CR	249	+3½	252½	+5	257½	37.4M	.74	425	354	1303	3:02½	1294	2307	40100	125600
	38-09N 79-03W							°				65	:08½	60	1745	1200	1200
	Staunton, Va.	CR	036	-8	028	+4	032	37.7M	.74	425	465	1368	3:11	1354	2315	38900	124400
				273/66				°				398	:52	368	1837	7000	7000
	43-25N 73-44W	CR	037	-7	030	+8	038	39.0M	.74	425	459	1766	4:03	1722	2007	31900	117400
	41-28N 82-09½W							°				404	1:07	475	1964	8500	8500
	Lorain, Ohio	CR	251	+3½	254½	+8	262½	40.4M	.74	425	364	2170	5:10	2197	2114	23400	108900
	40-02N 82-47W							°				91	:13½	96	1958	1600	1600
	Columbus VOR	CR	197	+8½	205½	+2	207½	40.8M	.74	425	405	2261	5:23½	2293	2128	21800	107300
								°					:15			3000	3000
	Pentr GCA Land	L/T											5:38½			18800	104300

DATE OF TAKE-OFF: 8 December 1955

ENGINE START	1904Z	TAKE-OFF TIME 1st 1934Z
LANDING TIME	0104Z	DURATION OF FLT 5 + 40
AIRCRAFT BASIC WT	83850	
CREW WT	1056	
OIL WT	423	
ATO BTL WEIGHT (Empty)	Misc 171	
EXT. TANKS WT (Empty)		
OPERATING WT		85500
FUEL WEIGHT: FWD	(2B)	
FUEL WEIGHT: AUX		
FUEL WEIGHT: R.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		80,700
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		166200
START ENG AND TAXI FUEL ALW		8500
TAKE-OFF GROSS WT		157700

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744'	11,900	55°F

CRITICAL FIELD LENGTH 7700'

TAKE-OFF

DISTANCE	SPEED
6600'	145K

SPEED

CRITICAL ENGINE FAILURE	SEWERS BEST PLANE	LINE
140K	161K	97K

NO. OF ATO BOTTLES REQUIRED IN PRES	
PAYLOAD WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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Take off Order	AC	Tail No.	Jolly Inman Call Sign	Pre-Take-O Brief	Sta Time	Start Engine Time	Taxi Time	T/O Time	HNCP Time	DGZ Atlanta	DGZ Charlot	DGZ Rich	Start Grid	End Grid	DTA Lock-bourne
1	MOORE			1130	1204	1404	1419	1434	1600	1622	1649	1717	1745	1944	1958
2	HOYT			1130	1214	1414	1429	1444	1610	1632	1659	1727	1755	1954	2008
3	LAPPO			1130	1224	1424	1439	1454	1620	1642	1709	1737	1805	2004	2018
4	HARRIS			1130	1234	1434	1449	1504	1630	1652	1719	1747	1815	2014	2028
5	ROLL			1130	1244	1444	1459	1514	1640	1702	1729	1757	1825	2024	2038
6	COMERFORD			1130	1254	1454	1509	1524	1650	1712	1739	1807	1835	2034	2048
7	ORLISKI			1130	1304	1504	1519	1534	1700	1722	1749	1817	1845	2044	2058
8	MAGEE			1230	1314	1514	1529	1544	1710	1732	1759	1827	1855	2054	2108
9	MUNDY			1230	1324	1524	1539	1554	1720	1742	1809	1837	1905	2104	2118
10	BURKHART			1230	1334	1534	1549	1604	1730	1752	1819	1847	1915	2114	2128
11	KOCH			1230	1344	1544	1559	1614	1740	1802	1829	1857	1925	2124	2138
12	STRANBERG			1230	1354	1554	1609	1624	1750	1812	1839	1907	1935	2134	2148
13	WILLIAMS			1230	1404	1604	1619	1634	1800	1822	1849	1917	1945	2144	2158
14	MELVILLE			1230	1414	1614	1629	1644	1810	1832	1859	1927	1955	2154	2208
15	WRONSKI			1350	1424	1624	1639	1654	1820	1842	1909	1937	2005	2204	2218
16	STONE			1350	1434	1634	1649	1704	1830	1852	1919	1947	2015	2214	2228
17	VICKERS			1350	1444	1644	1659	1714	1840	1902	1929	1957	2025	2224	2238
18	MCGRATH			1350	1454	1654	1709	1724	1850	1912	1939	2007	2035	2234	2248
19	RITCHASON			1350	1504	1704	1719	1734	1900	1922	1949	2017	2045	2244	2258
20	JONES P.G.			1350	1514	1714	1729	1744	1910	1932	1959	2027	2055	2254	2308
21	DOLL			1350	1524	1724	1739	1754	1920	1942	2009	2037	2105	2304	2318
22	PFEFFER			1500	1534	1734	1749	1804	1930	1952	2019	2047	2115	2314	2328
23	SIMON			1500	1544	1744	1759	1814	1940	2002	2029	2057	2125	2324	2338
24	BEHREND			1500	1554	1754	1809	1824	1950	2012	2039	2107	2135	2334	2348
25	RETTER			1500	1604	1804	1819	1834	2000	2022	2049	2117	2145	2344	2358
26	CATCHING			1500	1614	1814	1829	1844	2010	2032	2059	2127	2155	2354	0008
27	BAKER			1500	1624	1824	1839	1854	2020	2042	2109	2137	2205	0004	0018
28	O'NEIL			1500	1634	1834	1849	1904	2034	2052	2119	2147	2215	0014	0028
29	WYRTZEN			1610	1644	1844	1859	1914	2040	2102	2129	2157	2225	0024	0038
30	NAGY			1610	1654	1854	1909	1924	2050	2112	2139	2207	2235	0034	0048
31	TANNEHILL			1610	1704	1904	1919	1934	2100	2122	2149	2217	2245	0044	0058
32	KINGLING			1610	1714	1914	1929	1944	2110	2132	2159	2227	2255	0054	0108
33	JONES J.J.			1610	1724	1924	1939	1954	2120	2142	2209	2237	2305	0104	0118

ALL TIMES ARE EASTERN STANDARD TIME

APP II ANNEX "B"
268 W OPord 140-55
15 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 140-55

COMMUNICATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

1. GENERAL:

a. The communications procedures established herein are in accordance with JANAP's, ACP's, SACCEI, 8th Air Force Operations Order 140-55 and Radio Facility Charts.

2. RECOGNITION:

a. Recognition with ADC fighters will be accomplished on UHF Channel 12 (364.2 mcs) utilizing authentication tables in AFSAL 5104.

3. IDENTIFICATION:

a. IFF will be operated Mode I as prescribed in SAC Regulation 55-23.

4. AUTHENTICATION:

a. AFSAL 5104 will be used to accomplish authentication.

5. EMERGENCY:

a. In the event of an emergency, IFF will be switched to emergency position.

b. "Mayday" call will be transmitted on the frequency in use at the time or the last frequency on which contact was made. When contact is established, information required in standard emergency communications will be given. The Aircraft Distress Report (N-14) will be submitted if time permits.

6. FREQUENCIES:

a. HF Channelization will be as presently installed.

b. UHF Channelization will be as presently installed.

c. Interplane frequency will be 252.6 mcs (Channel 11)

d. HF back-up for UHF interplane will be 4270 kcs.

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e. Frequencies for HF stations will be as listed in Radio Facility Charts.

7. CALL SIGNS:

a. Aircraft, A/G (with CAA) -- JOLLY (two digits and PACE SETTER).

b. Aircraft, A/G (with AACS) - JOLLY (two digits)

c. CAA --- As listed in Radio Facility Charts.

d. RBS Sites -- Name of the nearest city or town suffixed by the words "Bomb Plot".

e. Recall Word -- "TALL CORN" Authenticate using AFSAL 5104.

f. HF Control Stations for tactical reports:

(1) Primary ----- ANDREWS

(2) Secondary --- LORING

g. Navigational aids will be as listed in appropriate Radio Facility Charts.

8. PROCEDURES:

a. Position reporting will be accomplished in accordance with procedure COCA. (SAC Manual 55-8M)

b. Normal CAA reporting applies. The first and last aircraft in the stream will make position reports and will open and close the block and report as such.

c. Channel selector switch will be left in the "BOTH" position to enable monitor of the emergency frequency as well as the frequency in use at the time.

d. Hourly HF tactical position reporting will be required. The first and last aircraft will be responsible for making these reports. The stations designated to receive and relay the tactical reports are:

(1) Primary ----- ANDREWS

(2) Secondary --- LORING

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e. HF position reports will be accomplished according to the following schedule:

(1) Check in with the Control Station immediately after take-off.

(2) Report over Paducah.

(3) Report over Mc Cormick.

(4) Report West of Washington, D.C.

(5) Report when South of Syracuse.

(6) Report over Cleveland, close out with control station.

f. The HF tactical reports will include instructions to relay to CURFEW and JOLLY.

g. Strict radio discipline must be observed at all times. Radio operating personnel will positively determine that the frequency is clear before transmitting.

h. RBS Reporting:

When calling the RBS Site, an abreviated format will be used as outlined in the observers and communications flimsy.

9. REPORTS:

a. The following stations are designated for strike reports (B-11):

(1) Primary ----- MC CHORD

(2) Secondary --- MARCH

(3) Alternate --- Any AACS station more than 1500 miles distance.

b. The strike report (B-11), will be submitted by individual aircraft immediately after leaving the last target (Richmond). The report will be sent to the primary, secondary or alternate HF station for relay to IRON GATE and JOLLY. If contact has not been established after thirty minutes, the report may be sent to any AACS station.

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All three targets will be reported in a single message. Authentication will be accomplished using AFSAL 5104. In the event of HF radio failure, the report will be relayed through another aircraft.

c. The Hot News Report (M-12) will be submitted when and if unusual activity is observed such as unidentified flying objects etc. The report is submitted to any AACS HF station with instructions to relay to STORM TROOPER and JOLLY.

d. The Aircraft Distress Report (M-14) will be submitted when crash landing ditching or abandoning the aircraft is eminent. The report will be sent to any AACS HF station for relay to STORM TROOPER and JOLLY.

e. Formats for D-11, M-12 and M-14 will be included in the Intelligence Flimsy.

10. SECURITY:

a. Communciations security will be observed at all times and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

ANNEX "D"

TO

OPERATIONS ORDER 140-55

FLYING SAFETY

Annex "D"
26SRW OPord 140-55
15 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

ANNEX "D" TO OPERATIONS ORDER 140-55

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over Mission accomplishment.

2. All crews will select adequate alternates over entire route depending upon the nature of the emergency. Priority will be given in the following sequence:

a. SAC Bases

b. ANC Bases

c. Air Force Bases

d. Military Bases

e. Civilian Bases

3. All pilots will familiarize themselves with letdown procedures for destination, selected emergency alternates and weather alternates prior to departure.

4. The provisions of SAC Regulation 62-19 and 8th AF Regulation 62-2 Crew Rest will be fully complied with.

5. The provisions of SAC Regulation 62-9, Reporting of Aircraft of Aircraft Incidents, are directive in nature and will be complied with.

6. Pilots will monitor the position of the aircraft with all available radio Navigational Aids to assure compliance with ARTC instructions and AFR 60-22 on ADIZ tolerances.

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7. In the event of deviation from planned route the Aircraft Commander will contact immediately by radio the appropriate GCI, CAA or Air Force facility. Immediately upon landing a deviation report will be prepared if required.

8. Pilots will determine the Weather conditions at the base of intended landing before penetration and if the weather is at or near minimums for the type of instrument approach to be used, will request specific information from the tower officer or the appropriate operations control room.

9. In the event diversion to an alternate is necessary Jolly Control will contact the alternate base with information that an RB-47 aircraft with a low fuel reserve is enroute, and request information of any condition precluding landing upon arrival.

10. Pilots will have in their possession dash one technical orders with latest revisions.

11. Pilots will determine, prior to penetration, back-up frequencies used by GCA and tower facilities in the event of UHF radio failure.

12. Radar Observers will monitor all approaches and landings in accordance with 8th Air Force Regulation 51-3.

13. In the event of damage to the aircraft at other than a SAC Base, the Aircraft Commander will contact Jolly Control immediately by the most expeditious electrical means with all possible information of the mishap.

14. Crews will thoroughly familiarize themselves with RB-47E emergency procedures with special emphasis on procedures for landing on wet or icy runways.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
COLUMBUS 17, OHIO
15 NOVEMBER 1955

ANNEX E

TO

OPERATIONS ORDER

NUMBER 140-55

WEATHER

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ANNEX E

TO

OPERATIONS ORDER

NUMBER 140-55

WEATHER

1. GENERAL: This annex contains procedures for preparation and coordination of forecasts for this operation.

2. PREPARATION OF FORECASTS: The Commander of the 19th Weather Detachment will be responsible for providing planning and operational forecasts to the 26 SRW.

3. COORDINATION OF FORECASTS: The Commander of the 19th Weather Detachment, utilizing the SOCS lines will coordinate mission forecasts with the Duty forecaster, 8AF Control room (SOCS drop 35) 24 hours and 12 hours prior to departure time for planning and operations forecasts respectively. Specific information required is as follows:

a. Route Forecasts:

(1) Winds at 30M, 35M, and 40M. Spot winds at Atlanta Ga, Charlotte, N.C., and Richmond, Va.

(2) Clouds and weather above 30M.

(3) "D" factor readings from Columbia, Tenn., to Richmond Va. with specific D factors for Atlanta, Ga., Charlotte, N.C., and Richmond, Va.

b. Terminals, Alternate and Target forecasts. The duty forecaster, 8AF Control Room will be kept fully advised of significant changes or amendments made subsequent to the routine coordination set out above.

4. REPORTS: Weather Liaison Officers will assist in collection and transmission of B-21 and R-21 reports in accordance with 1st Weather Group

ANNEX E Reg 55-86.
26SRW OPLAN
140-55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
15 NOVEMBER 1955

ANNEX F

TO

OPERATIONS ORDER

NUMBER 140-55

REPORTS

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ANNEX F

TO

OPERATIONS ORDER

NUMBER 140-55

REPORTS

1. REPORTS:

a. Provide ADC and appropriate interceptor units with date, route altitudes, and times of arrival at significant points along the route, not later than seven days prior to mission execution. (DOOO)

b. Dispatch a ZIPPO message to the appropriate RBS site and 8AF Bns giving the name, rank, serial no., organization and security status of observer selected to monitor RBS scoring activities, not later than 48 hours preceeding the visit. (DOTO)

c. Dispatch a ZIPPO TWX not later than 48 hours preceeding first scheduled take off, to each RBS site being utilized. The parent RBS Sq and to 8AF headquarters, listing (DOTO)

(1) Organization.

(2) First and last IP time for each RBS site.

(3) Type aircraft.

(4) Type bombing equipment.

For each crew scheduled to participate.

(1) Crew number.

(2) Aircraft Commanders name.

(3) Observers name.

(4) Observers rank.

(5) Observers serial number.

d. The following reports will be submitted by Reconnaissance Wings in compliance with SAC Manuals 55-8, 55-8B and 55-8M October 1955.

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1. d. (1) Distribution B:

(a) Reports without special instructions - B-2, B-10, B-15, B-17, B-21, B-27, M-36

(2) Reports required in accordance with para 6a(1) SAC Manual 55-8 (M-14, M-12, and M-20)

(a) Reports with special instructions.- B-11 Target identifiers, as assigned in order of implementation, will be reported for designated targets. - B-25 Negative reports will be submitted. - B-30 Negative reports will be submitted. - B-51 & RT-52 reports will be submitted by 801st RTS in accordance with SAC Manual 55-8 and 8AF Op Ord 140-55. - B-81 Reference par 2F of report format prescribed by SAC Manual 55-8B. An effective aircraft is one that is effective on all scheduled targets.

e. Recap sheets (SAC Form 278-278A-278B) will be completed and forwarded to arrive 8AF Headquarters in two copies not later than 7 days subsequent to mission execution. (DOTO)

f. Five copies of the Wing ops order and one mission overlay transparency, size 12" by 15", will be forwarded to arrive 8AF Headquarters not later than 10 days prior to mission execution. (DOOO)

g. Photo scored navigation results, by crew, will be forwarded to arrive 8AF Headquarters not later than 7 days subsequent to mission. Cause for each celestial grid score of over 20NM will be included. (DOTO)

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COL MBUS 17, OHIO
15 NOVEMBER 1955

AMENDMENT #1

TO

OPERATIONS ORDER 140-55

Operations Order 140-55 will be amended as follows:

1. In reference to Par 3 a (2), Basic Order, "12 combat ready crews" should read "11 combat ready crews."

   In reference to Par 3 b (2), Basic Order, "11 combat ready crews" should read "10 combat ready crews."

   In reference to Par 3 c (2), Basic Order, "13 combat ready crews" should read "12 combat ready crews."

   In reference to Par 3 X (14), Basic Order, "Place Observation TDY" should be changed to read "Place observer on TDY"

2. In reference to Par 3 c (1), Annex A, Add: Offset Aiming Point is the center of a cluster of buildings.

   Coordinates: 33° 47' 32"N 84° 23' 53"W

   Offset components: 6975'N 10046W

   OAP Elevation: 1030'

   In reference to Par 3 c (2), Annex A, Add: Offset Aiming Point is southeast corner of a factory building.

   Coordinates: 35° 16' 31"N 80° 56' 38"W

   Offset components: 11929'N 23049'W

   OAP Elevation: 660'

   In reference to Par 3 c (3), Annex A, "This is a Radar Direct Run" should read, "This is a Radar Offset run."

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2. In reference to Par 3 c (3), Annex A, Add: Offset Aiming Point is Dupont Company Plant (Target "F")

   Coordinates: 37° 27' 06.3"N 77° 25' 59.8"W

   Offset components: 2050S 4255'E

   OAP Elevation: 110'

3. In reference to par 2 c, Annex B, "The day leg route from Cairo" should read "The dog route from Cairo." "time at the HHCP with 1 + 2 minutes" should read "time at the HHCP within ± 2 minutes."

4. In reference to Appendix I to Annex B (Flight Plan), ETA Column first departure time should read 1433.

5. In reference to Appendix II to Annex B (Timing Schedule) "Jolly Ironman" call sign should read "Jolly Pacesetter" call sign. Column 28 HHCP time "2034" should read "2030."

DISTRIBUTION

Comdr 8AF	5 cys
Comdr 801AD	2 cys
Comdr 26SRS	2 cys
Comdr 3SRS	15 cys
Comdr 4SRS	15 cys
Comdr 10SRS	15 cys
Comdr 26A&ES	2cys
Comdr 26FMS	2 cys
26CR	1 cy
26DO	8 cys
Historian	5 cys
19 Wa Det Sq	2cys
801st RTS	2 cys

MENG
Colonel, USAF
Commander

OFFICIAL:

HENRY W. HENINGTON
Lt. Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS, 17, OHIO
15 NOVEMBER 1955

CHANGE I ANNEX "B" 26SRW OPORD 140-55

1. Change so much of paragraph 1. b. which reads 33 aircraft to read 31 aircraft.

2. Change so much of paragraph 2. a. which reads 1934Z to read 0134Z. Change so much of paragraph 2. a. (Second sentence) which reads 0054Z to read 0654Z.

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Take off Order	AC	Tail No.	Jolly PACE-SETTER Call Sign	Pre Take-O Brief	Sta Time	Start Engine Time	Taxi Time	T/O Time	HHCP Time	DGZ Atlanta	DGZ Charlot	DGZ Rich
1.	MOORE			1730	1804	2004	2019	2034	2200	2222	2249	2317
2.	HOYT			1730	1814	2014	2029	2044	2210	2232	2259	2327
3.	LAPPO			1730	1824	2024	2039	2054	2220	2242	2309	2337
4.	HARRIS			1730	1834	2034	2049	2104	2230	2252	2319	2347
5.	BOLL			1730	1844	2044	2059	2114	2240	2302	2329	2357
6.	COMERFORD			1730	1854	2054	2109	2124	2250	2312	2339	0007
7.	ORLISKI			1730	1904	2104	2119	2134	2300	2322	2349	0017
8.	MAGEE			1830	1914	2114	2129	2144	2310	2332	2359	0027
9.	MUNDY			1830	1924	2124	2139	2154	2320	2342	0009	0037
10.	KOCH			1830	1934	2134	2149	2204	2330	2352	0019	0047
11.	STRANBERG			1830	1944	2144	2159	2214	2340	0002	0029	0057
12.	WILLIAMS			1830	1954	2154	2209	2224	2350	0012	0039	0107
13.	MELVILLE			1830	2004	2204	2219	2234	2400	0022	0049	0117
14.	WRONSKI			1830	2014	2214	2229	2244	0010	0032	0059	0127
15.	STONE			1950	2024	2224	2239	2254	0020	0042	0109	0137
16.	VICKERS			1950	2034	2234	2249	2304	0030	0052	0119	0147
17.	MCGRATH			1950	2044	2244	2259	2314	0040	0102	0129	0157
18.	RITCHASON			1950	2054	2254	2309	2324	0050	0112	0139	0207
19.	JONES, P.G.			1950	2104	2304	2319	2334	0100	0122	0149	0217
20.	DOLL			1950	2114	2314	2329	2344	0110	0132	0159	0227
21.	PFEFFER			1950	2124	2324	2339	2354	0120	0142	0209	0237
22.	WAHAB			2100	2134	2334	2349	0004	0130	0152	0219	0247
23.	BEHREND			2100	2144	2344	2359	0014	0140	0202	0229	0257
24.	BEETER			2100	2154	2354	0009	0024	0150	0212	0239	0307
25.	CATCHING			2100	2204	0004	0019	0034	0200	0222	0249	0317
26.	BAKER			2100	2214	0014	0029	0044	0210	0232	0259	0327
27.	O'NEIL			2100	2224	0024	0039	0054	0220	0242	0309	0337
28.	WYRTZEN			2100	2234	0034	0049	0104	0230	0252	0319	0347
29.	NAGY			2210	2244	0044	0059	0114	0240	0302	0329	0357
30.	TANNEHILL			2210	2254	0054	0109	0124	0250	0312	0339	0407
31.	JONES, J.J.			2210	2304	0104	0119	0134	0300	0322	0349	0417

CHANGE I TO
APP II ANNEX "B"
26SEP OPORD 140-55
15 NOV 55

1. TIMES ARE EASTERN STANDARD TIME

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS PLAN DECEMBER 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

OPERATIONS PLAN DECEMBER 55

TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" - Intelligence (Omitted)

ANNEX "B" - Operations

Appendix I - Airdrome Duties
Appendix II - Control Room Duty
Appendix III - Target Study
Appendix IV - RBS and Avon Park Schedule
Appendix V - Tanker Schedule
Appendix VI - SES Schedule

ANNEX "C" - Security (Omitted)

ANNEX "D" - Ground Training

ANNEX "E" - Staff Crews

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

OPERATIONS PLAN
NUMBER DEC 55

TASK ORGANIZATIONS

3d Strategic Reconnaissance Squadron	Major Kluender
4th Strategic Reconnaissance Squadron	Major Edwards
10th Strategic Reconnaissance Squadron	Major Fields
26th Armament & Electronics Squadron	Lt. Col. Gosling
26th Field Maintenance Squadron	Major Schroeder
26th Periodic Maintenance Squadron	Major Winslow
26th Headquarters Squadron Section	Captain Sharp

1. GENERAL SITUATION

a. Intelligence

(1) See ANNEX "A".

b. Friendly Forces

(1) 801st Air Division

(a) Provide Air Base facilities at Lockbourne Air Force Base.

(b) Provide security forces as required.

2. MISSION

a. To provide the necessary aircraft and crews to accomplish the scheduled training missions for the month of December.

b. To upgrade combat ready crews to lead status under provisions of current Wing Regulations.

c. To upgrade NCR crews and individual crew members to combat ready status as deemed necessary by the Wing Commander.

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d. To provide minimum of 6 hours flying training per each staff crew assigned.

e. To f[illegible]00 hours RB-47E and this time to be apportioned approximately as follows: 3SRS, 300 hours, 4SRS, 300 hours, 10SRS, 300 hours. No mission will be flown on Saturday or Sunday except as determined by Director of Operations.

f. All transition and field check missions will be of 6 hour duration, all normal missions will be of 8 hour duration, all air refueling missions will be of 10 hour duration.

g. Fuel loads will be either 85,000 lbs or maximum internal.

h. Current Operations Plans/Orders

(1) 10-55

(2) 40-56

(3) 50-56

(4) 140-55 "Pacesetter I "

(5) 306-55

(6) 143-55"Honest John"

(7) 305-55

(8) Fancy Runs, Springfield RBS

(9) 510-55 (Q-56)

i. Priority For Flying and Training:

(1) Flying Safety

(2) AFR 60-2

(3) Pace Setter I

(4) Fancy Runs, Springfield RBS

(5) APQ-56 Radar

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(6) Non Ready Crew Training.

(7) Ready Crew Training.

(8) Select and Lead Crew Training.

(9) Staff Crew Training.

j. Each task organization commander will, while fulfilling the flying time allocation, place increased emphasis on flying hour utilization. The maintenance team will exert every effort to provide all necessary equipment on each individual sortie. The operations team will strive to pack all training possible into each mission and where ever possible brief the crews on alternate missions.

k. On 10 December 1955 the monthly observers meeting will be held followed by the Wing Flying Safety Meeting. Exact time and place of meeting will be announced later.

3. TASKS FOR SUBORDINATE UNITS

a. 3rd Strategic Reconnaissance Squadron

(1) Provide officers for Base Duty as directed in Annex "B" Appendix I.

(2) Provide crews for Target Study as outlined in Annex "B" Appendix III.

(3) Provide a Wing Control Room Duty Officer on dates and times indicated in Annex "B" Appendix II.

(4) Train NCR crews and individual crew members to a combat ready status.

(5) Fly a minimum of 300 hours as outlined in the 26th SRW Quarterly Training Projection plus any additional makeup time as assigned by Director of Operations.

(6) Provide each staff crew assigned a minimum of 6 hours flying training.

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(7) Maintain crews on combat ready status to support the EWP.

(8) Provide personnel to meet ground training requirements as outlined in Annex "D".

(9) Support by crews and sorties, special projects as required by higher headquarters.

(10) Provide aircraft and crews to support 140-55, Pace Setter I.

(11) Provide aircraft and crews to support 26SRW Operations Order 305-55, 306-55 and 507-55, 143-55.

b. 4th Strategic Reconnaissance Squadron

(1) Provide aircraft and crews to support Wing Operations Order 306-55.

(2) Provide crews for target study as required in Annex "B" Appendix III.

(3) Provide a Wing Control Room Duty Officer on the dates indicated in Annex "B" Appendix II.

(4) Train NCR crews and individuals to a combat ready status.

(5) Fly a minimum of 300 hours as outlined in 26SRW Quarterly Training Projection plus any additional makeup time as assigned by the Director of Operations.

(6) Provide each staff crew assigned 6 hours flying training.

(7) Provide officers for Base Duty as outlined in Annex "B" Appendix I.

(8) Maintain crews in combat ready status to support the EWP.

(9) Provide personnel to meet the ground training requirements as outlined in Annex "D".

(10) Provide one (1) Wing Flight Test crew for the month of December. Crew will be primary flight test crew from 1-15 Dec 55, inclusive, and secondary flight test crew from 16-31 Dec 55, inclusive. The names of crew members on this crew will be in the hands of the Wing Director of Operations NLT 29 Nov 55 for the purpose of issuing competent orders.

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(11) Provide aircraft and crews to support 507-55 and Pace Setter I, 143-55.

c. 10th Strategic Reconnaissance Squadron

(1) Provide crews for target study as outlined in Annex "B" AppendixIII.

(2) Provide Control Room Duty Officers on dates indicated in Annex "B" Appendix II.

(3) Train NCR crews and individuals to a combat ready status.

(4) Fly a minimum of 300 hours RB-47E time plus any additional makeup time.

(5) Provide each staff crew assigned a minimum of 6 hours flying training.

(6) Maintain crews in combat ready status to support the EWP.

(7) Provide officers for base duties as outlined in Annex "B", App I.

(8) Provide personnel to meet ground training requirements as outlined in Annex "D".

(9) Provide aircraft and crews to support Operation "Pace Setter I".

(10) Provide aircraft and crews to support 26SRW OPord 306-55, 307-55, 143-55.

(11) Provide one (1) Wing Flight Test Crew for the month of December. Crew will be secondary flight test crew from 1-15 Dec 55, inclusive and primary flight test crew from 16-31 Dec 55, inclusive. The names of crew members on this crew will be in the hands of the Wing Director of Operations NLT 29 Nov 55 for the purpose of issuing competent orders.

d. 26th Armament and Electronics Squadron

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to meet ground training requirements as outlined in Annex "D".

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e. 26th Field Maintenance Squadron

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to meet ground training requirements as outlined in Annex "D".

f. 26th Periodic Maintenance Squadron

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to meet ground training requirements as outlined in Annex "D".

(3) Provide support for special missions as required by higher headquarters.

g. 26th Headquarters Squadron Section

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to support ground training requirements as outlined in Annex "D".

4. ADMINISTRATION AND LOGISTICS

a. This plan becomes effective 1 December 1955 and will continue in effect through 31 December 1955.

b. This plan supercedes 26SRW OPLAN Nov 55 dated 20 Oct 55.

c. Logistics

(1) Omitted.

5. COMMAND AND COMMUNICATIONS

a. Command

(1) 801st Air Division

(2) 26th Strategic Reconnaissance Wing (M)

b. Command Post

(1) 26th Strat Recon Wing will maintain a 24 hour schedule at the Wing Control Room

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c. Communications

(1) Omitted.

MENG
Colonel., USAF
Commander

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26FMC	2 cys		
26PMC	2 cys		
26HSC	1 cy		
26DOOT	10 cys		
26DOI	2 cys	26DS	1 cy
26DOS	1 cy	26DOC	2 cys
26DOA	1 cy	26DOTO	2 cys
ABTF	6 cys	26DOP	2 cys
801DO	2 cys	91Gnd Tng	2 cys

OFFICIAL:

HENRY M. HENINGTON
Lt.Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "A"

TO

OPERATIONS PLAN DECEMBER 55

INTELLIGENCE

1. INTELLIGENCE

a. Omitted

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS PLAN DEC 55

AIRDROME DUTIES

APPENDIX I
ANNEX "B"
26SRW OPlan Dec 55
20 Nov 55

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APPENDIX 1 ANNEX "B" OPLAN DEC 55 AIRDROME DUTIES

1. The following organizations will furnish personnel to serve as Airdrome Officer, Tower Officer and Officer of the Day on dates indicated:

DEC	SQDN	JAN	SQDN
9	3	4	10
10	4	5	3
11	10	6	4
12	3	7	10
13	4	8	3
14	10	9	4
15	3	10	10
16	4	11	3
17	10	12	4
18	3	13	10
19	4	14	3
20	10	15	4
24	3	28	10
25	4	29	3
		31	4

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS PLAN DEC 55

CONTROL ROOM DUTY OFFICER

APPENDIX II
ANNEX "B"
26SRW OPlan DEC 55
20 Nov 55

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APPENDIX II TO ANNEX "B" OF OPERATIONS PLAN DEC 55 CONTROL DUTY OFFICER

1. Squadron Commanders of units indicated below are responsible to [illegible] a qualified Ready, Lead or Select Aircraft Commander to act as Wing Control Room Officer during non-duty hours when this Wing has aircraft flying.

2. The unit charged with this responsibility will not be required [illegible] a qualified aircraft commander on duty in their Squadron Operations. [illegible] officer designated by the Squadron Commander will suffice.

3. Wing Control Room Officer will report to the Current Operations [illegible] at 1600 hours for briefing whenever Wing aircraft will be flying after 1600 [illegible].

4. When flying is to be conducted over the weekend, Wing Control Room Officers will be briefed at 1600 hours on the Friday before.

SCHEDULE

1200 EST	27 Nov	thru	1200 EST	4 Dec	[illegible]
1200 EST	4 Dec	thru	1200 EST	11 Dec	[illegible]
1200 EST	11 Dec	thru	1200 EST	18 Dec	[illegible]
1200 EST	18 Dec	thru	1200 EST	25 Dec	[illegible]
1200 EST	25 Dec	thru	1200 EST	1 Jan 56	[illegible]
1200 EST	1 Jan 56	thru	1200 EST	8 Jan 56	[illegible]
1200 EST	8 Jan 56	thru	1200 EST	15 Jan 56	[illegible]
1200 EST	15 Jan 56	thru	1200 EST	22 Jan 56	[illegible]
1200 EST	22 Jan 56	thru	1200 EST	29 Jan 56	[illegible]

APPENDIX II
ANNEX "B"
26SEW OPLAN DEC 55
20 NOV 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS PLAN Dec 55

EWP TARGET STUDY

APPENDIX III
ANNEX "B"
26SRW OPLAN Dec 55
20 NOV 55

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APPENDIX III ANNEX "B" OF OPERATION PLAN DEC 55, FWT TARGET STUDY [illegible]

1. Each squadron is allocated two (2) spaces per period per day [illegible] week.

2. The minimum monthly FWT target study requirement is as required by [illegible] Reg 50-4.

3. Minimum FWT T-2 trainer refil events are two (2) trainer runs per assigned target per month.

4. Available target study periods are as follows:

0800, 1000, 1230 and 1430 hours M-day thru Friday.

APPENDIX III
ANNEX "B"
26SRW OPLAN DEC 55
20 NOV 55

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HEADQUARTERS
26th STRATEGIC RECONNAISSANCE WING
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

APPENDIX VI

TO

ANNEX "B"

OPERATIONS PLAN ISC 55

SRS SCHEDULE

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KODAK SAFETY FILM

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

APPENDIX VI TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 55, SES SCHEDULE

1. The following crew is scheduled to report to SES on date indicated below:

CREW #	ACFT COMDR	DATE	ALTERNATE
309	WAHAB	5 Dec 55	CATCHING

2. Reference 26DO letter, dated 10 June 1955, Subject: OIC of SES Detachments, the 3SRS will be responsible for providing an OIC for the SES Detachment for the period of 4 through 19 December 1955.

App VI
ANNEX "B"
26SRW OPLan Dec 55
20 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "C"

TO

OPERATIONS PLAN DEC 55

SECURITY

1. Omitted

ANNEX "C"
26SRW OPlan Dec 55
20 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "D"

OPERATION PLAN DEC 55

GROUND TRAINING

ANNEX "D"
26SRW OPlan Dec 55
20 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE W
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "D"

OPERATION PLAN DECEMBER 55

TRAINING

1. OFF BASE SCHOOLS:

a. Advanced Survival: No quotas for December 1955.

b. GQ Gunnery: Duration 1 day - Camp Phillips GQ Gunnery Range, Smoky Hill AFB, Salina, Kansas. Bldg 935, Room 109. Class commencing 0700 hours. For transportation, call ext 2112.

(1) 4SRS: 2 students on 1 December 1955.

(2) 10SRS: 1 student on 1 December 1955.
1 student on 12 December 1955.

NOTE: Students will report NLT 1700 hours on day preceeding GQ Exercise to GQS Training Flight, 802nd Operations Squadron, Smoky Hill AFB, Salina, Kansas.

c. Physiological Training: Duration 2 days. Class commencing time 0800 hours on dates indicated.

(1) 3SRS: 3 Students on 1 December 1955.

3 Students on 15 December 1955.

(2) 4SRS: 3 Students on 1 December 1955.

3 Students on 15 December 1955.

(3) 10SRS: 2 Students on 1 December 1955

2 Students on 15 December 1955.

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NOTE #1: Changes to above listed quotas will be co-ordinated through the 26SRW Ground Training Officer.

NOTE #2: Orders must state the following: Date and type of last physical exam (must be within the last year). Explosive decompression [illegible] required.

NOTE #3: Place - Wright Patterson AFB, Building 104, Area B. Government Transportation will be made available if desired by contacting the Wing Ground Training Officer two (2) working days prior to class commencing date. Private conveyances may be used at no expense to the government. All squadrons are reminded that airmen on flying status must attend physiological training and that they must have experienced explosive decompression at least once.

2. ON BASE SCHOOLS:

a. Combat Crew Block Training: RB-47 Crews - 6 days duration. Phase III.

(1) 3SRS: 1 Crew at 0800 hours on 12 Dec and 19 Dec.

(2) 4SRS: Same as 3SRS.

(3) 10SRS: Same as 3SRS.

NOTE #1: Crews will receive their weekly schedule from the instructor at the first class on each Monday.

NOTE #2: Rosters due to Wing Ground Training Officer NLT 1300 hours on Wednesday prior to class commencing date.

NOTE #3: Survival Exercises will be conducted as part of phase III Combat Crew Block Training. Survival Exercise will not be held during the week of 19 December. No orders are necessary; TPA and per diem are not authorized.

b. Base Instrument School: Room 304, Base Operations, Duration (3 days).

Classes will commence 0800 hours on 5 and 12 December.

(1) 3SRS: 4 Students on 5 December.

(2) 4SRS: 5 Students on 5 December.

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(2) 16mm: 5 Students on 12 December.

NOTE #1: Additional students may be scheduled as required.

c. Survival Exercises: See par 2a. Note #3 above.

d. "K" System Inflight Maintenance: See synthetic trainer section.

e. Group Training Program: Non- crew personnel. Commencing 13 Dec thru 20 Dec at 0800 hours, Building 217.

(1) Squadrons will schedule students as required for completion of Ground Training requirements.

(2) Squadron Ground Training Officers will post the schedule and inform all personnel of dates, places, and time.

(3) Roster due NLT 1300 hours Friday of week preceeding class commencing date to Wing Ground Training Officer.

(4) The following squadron is responsible for furnishing a Range Officer on the following date. The officer nominated will report to the Base Firing Range at 1345 hours.

Hq Sq on 14 December 1955.

NOTE: All personnel attending Group Training will wear Class "A"s except on the day they are scheduled for weapons qualification. Personnel will bring their own weapons to the weapons class and to the firing range.

All officers not on combat crews are required to attend the classroom portion of Group Training (Tuesday) and are not required to attend Combat Crew Block Training. They must be rescheduled f weapons qualification as outlined in Par f below.

f. Basic Weapons: Cal. 45, applicable to all officers not on Combat Crews. Reporting time 1400 hours on date indicated:

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(1) Dates: 1 December.

(2) All Squadrons of the 26SRW: On "As required" basis in order to insure that all officers qualify.

(3) Personnel firing will report to the range on the day scheduled with their weapons.

NOTE: Personnel who are assigned Cal. 38 pistols will be scheduled for weapons qualification on "As required" basis on dates and times indicated: 12 Dec and 19 Dec at 1500 hours at Base Firing Range.

g. Physical Conditioning Unit Training:

(1) Make-up periods of PCU on the following days: Each working day 0800 - 0900 hours at Base Gymnasium.

(2) Squadrons will schedule students who are attending Combat Crew Block Training and are non/applicable for Survival Exercise on the following days and times indicated:

Each Thursday and Friday 1000 - 1100 at Base Gymnasium.

h. Judo - Basic 15 Lessons: Time 0900 - 1000 hours at Base Gymnasium as indicated:

(1) All individuals who require all or any part of the 15 basic judo lessons will be scheduled as follows:

Phase I - 1 and 15 December.

Phase II - 2 and 16 December.

Phase III - 5 December.

Phase IV - 6 December.

Phase V - 7 December.

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Phase VI - 8 December.

Phase VII - 9 December.

Phase VIII - 12 December.

Phase IX - 13 December.

Phase X - 14 December.

(2) Phases XI thru XV are conducted in Combat Crew Block Training Program Phase III. Reference Combat Crew Block Training Schedule.

i. Commander's Call: One hour per month.

j. Squadron Hours: One hour per month.

(1) Applicable to all personnel, Military Courtesy, Ground Safety, Leadership and Discipline, Security, Organization and Mission.

(2) This training to be conducted in the Squadron and appropriate records maintained.

k. CBR-Passive Defense Team Training: Not scheduled this month.

l. Pre SAC Gunnery Refresher Training: Not scheduled this month.

m. Organizational Supply: Duration 2 days, Academic Building Auditorium.

(1) Class commencing date: 5 December at 0830 hours.

(2) Applicable to: 1 - All Airmen in the "64" career field. 2 - All Company grade officers.

(3) Rosters due to Wing Ground Training Officer NLT 1300 hours on Wednesday preceeding class date.

NOTE: Company grade officers who are combat crew members are not exempt from this training. Squadron Commanders will make every effort to schedule applicable personnel for this training.

3. B-47 MTD:

NOTE: Rosters will be submitted to the Chief of Maintenance, Attention Maintenance Stand Team, NLT 29th of November and will include name, rank, serial number, and course individual will attend during Dec.

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a. Maintenance Familiarization: Room 220, Academic Bldg, Duration 124 hours, (31 days).

(1) 3SRS: 1 Student at 0800 hours on 1 December.

(2) 4SRS: Same as 3SRS.

(3) 26FMS: Same as 3SRS.

(4) 26FMS: Same as 3SRS.

b. Electrical Specialist: Room 219, Academic Bldg, Duration 40 hours (10 days).

(1) 26FMS: 2 Students at 1300 hours on 5 December.

c. Engine Specialist: Room 218, Academic Bldg, Duration 16 hours (4 days).

(1) 26FMS: 1 Student at 1300 hours on 5 December.

d. Engine Conditioning: Room 214, Academic Bldg, Duration 20 hours (5 days).

(1) 3SRS: 2 Students at 0800 hours on 5 December.

2 Students at 0800 hours on 12 December.

(2) 4SRS: 1 Student at 0800 hours on 5 December.

(3) 10SRS: Same as 4SRS.

(4) 26FMS: Same as 4SRS.

(5) 26FMS: 4 Students at 0800 hours on 5 December.

(6) 26 Hq.Sq: Same as 4SRS.

e. ATO Systems: Room 214, Academic Bldg, Duration 8 hours (2 days).

(1) 3SRS: 1 Student at 1300 hours on 12 December.

(2) 4SRS: Same as 3SRS.

(3) 26FMS: Same as 3SRS.

(4) 26A&ES: 2 Students at 1300 hours on 12 December.

(5) 26 Hq Sq: Same as 3SRS.

f. Seat Ejection Systems: Room 217, Academic Bldg, Duration 12 hours (3 days).

(1) 3SRS: 1 Student at 0800 hours on 5 December.

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(2) 4SRS: Same as 3SRS.

(3) 26FMS: Same as 3SRS.

(4) 26A&ES: 2 Students at 0800 hours on 5 December.

(5) 26 Hq Sq: Same as 3SRS.

g. Instrument Specialist: Room 216, Academic Bldg, Duration 40 hours (10 days).

(1) 26FMS: 3 Students at 0800 hours on 5 December.

h. SAC Samo 66-12: Room 221, Academic Bldg, Duration 40 hours (10 days).

(1) 3SRS: 1 Student at 0800 hours on 5 December.

(2) 4SRS: Same as 3SRS.

(3) 26PMS: Same as 3SRS.

(4) 26FMS: 2 Students at 0800 hours on 5 December.

(5) 26A&ES: 3 Students at 0800 hours on 5 December.

i. Flight Controls: Room 220, Academic Bldg, Duration 12 hours (3 days).

(1) 3SRS: 1 Student at 0800 hours on 5 December.

(2) 4SRS: Same as 3SRS.

(3) 10SNS: Same as 3SRS.

(4) 26FMS: Same as 3SRS.

(5) 26 Hq Sq: Same as 3SRS.

j. Air Frame (WEMP): Room 220, Academic Bldg, Duration 8 hours (2 days).

(1) 4SRS: 1 Student at 0800 hours on 1 December.

k. Ground Handling (WEMP): Room 220, Academic Bldg, Duration 8 hours (2 days).

(1) 4SRS: 1 Student at 0800 hours on 1 December.

(2) 26PMS: Same as 4SRS.

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l. Electrical (WEMP): Room 219, Academic Bldg, Duration 20 hours (5 days).

(1) 4SRS: 1 Student at 0800 hours on 5 December.

(2) 26FMS: Same as 4SRS.

m. Fuels and Oils (WEMP): Room 216, Academic Bldg, Duration 20 hours (5 days).

(1) 4SRS: 1 Student at 0800 hours on 12 December.

(2) 26FMS: Same as 4SRS.

n. Engines (WEMP): Room 214, Academic Bldg, Duration 20 hours (5 days).

(1) 26FMS: 3 Students at 0800 hours on 9 January 1956.

o. Pressurization and Heating (WEMP): Room 217, Academic Bldg, Duration 20 hours (5 days).

(1) 3SRS: 1 Student at 1300 hours on 12 December.

(2) 4SRS: 2 Students at 1300 hours on 12 December.

(3) 10SRS: Same as 3SRS.

(4) 26FMS: Same as 3SRS.

(5) 26 Hq Sq: Same as 3SRS.

p. Hydraulics (WEMP): Room 215, Academic Bldg, Duration 20 hours (5 days).

(1) 4SRS: 1 Student at 0800 hours on 5 December.

(2) 26FMS: Same as 4SRS.

4. SYNTHETIC TRAINERS:

a. C-11: (Serial No. 188)

(1) 3SRS: 1 Student at 1015 hours on following dates:
1, 2, 5, 6, 9, 12, 13, 14, 15, 16 December.

(2) 4SRS: 1 Student at 1215 hours on the following dates:
Dates same as 3SRS.

(3) 10SRS: 1 Student at 1415 hours on the following dates:
1, 2, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16 December.

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b. P-3 (Conventional Link): Air Base Training Flight will schedule Link Trainer for pilots assigned to this wing whose Form 5's are maintained in Base Operations.

c. T-1A:

(1) 3SRS: 1 Student at 1515 hours daily 1 thru 16 Dec. Except 8 Dec.

(2) 4SRS: 1 Student at 1315 hours daily 1 thru 16 Dec.

(3) 10SRS: 1 Student at 1215 hours daily 1 thru 16 Dec.

d. T-2: The following T-2 periods are to be used to make runs on EWP target plates IAW Para 5c(2), 8AF Reg 50-4, dated 23 June 1955.

(1) The daily T-2 roster will be submitted to Captain Cecil at extension 306 in accordance with instructions contained in Annex "B", Appendix III, Paragraph 1.

	1 Dec	2 Dec	5 Dec	6 Dec	19 Dec	20 Dec	21 Dec
0815	3rd	4th	10th	3rd	-	-	-
0945	4th	10th	3rd	4th	-	-	-
1115	10th	3rd	4th	10th	4th	3rd	10th
1245	3rd	4th	10th	3rd	10th	4th	3rd

	12 Dec	13 Dec	14 Dec	15 Dec	16 Dec
1415	4th	10th	3rd	4th	10th
1545	10th	3rd	4th	10th	3rd
1800	3rd	4th	10th	3rd	4th
1930	4th	10th	3rd	4th	10th

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e. T-3: Not scheduled this month.

f. "K" System Inflight Maintenance: South Wing of Bldg 262.

Class commencing 1000 hours every Monday, Wednesday and Thursday during December thru 21 December except on following dates: 7, 8 Dec.

(1) 3SRS: 1 Observer on the following dates: 5, 12, 14, 19 and 21 December.

2 Observers on the following dates: 1 and 15 December.

(2) 4SRS: 1 Observer on the following dates: 1, 14, 15 and 21.Dec.

2 Observers on the following dates: 5, 12 and 19 Dec.

(3) 10SRS: 1 Observer on the following dates: 1, 5, 12, 15 and 19 Dec.

2 Observers on the following dates: 14 and 21 December.

NOTE: Each Observer will accomplish a minimum of one (1) two (2) hour KIFM period per calendar month.

g. Flight Simulator: Standboard Periods.

(1) Periods commencing 0745 hours on the following dates: 2, 7, 9, 14 December.

(2) 0945 hours - 16 December.

h. Flight Simulator: Emergency Procedures Course (5 days).

(1) 3SRS: 1 crew 0745 hours on 12 December.

1 crew 0745 hours on 19 December.

(2) 4SRS: 1 crew 0745 hours on 5 December.

(3) 10SRS: 1 crew at 0745 hours on 5 December.

1 crew at 0745 hours on 19 December.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "E"

OPERATIONS PLAN DEC 55

STAFF CREWS

ANNEX "E"
26SRW OPLan Dec 55
20 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
20 November 1955

ANNEX "E" TO OPERATIONS PLAN DECEMBER 55, STAFF CREWS

1. The following 5X crews are assigned for flying with Squadrons indicated:

CREW #	ACFT COMDR	CO-PILOT	OBSR	SQDN
5X-1	COL. HORNER	CAPT POSPISIL	MAJ SCHERER	4
5X-2	MAJ BROWN	MAJ COTTON	MAJ SCHULTZ	3
5X-3	L/C BAUSSER	MAJ COLLINS	CAPT JOHNSON	10
5X-4	MAJ MASON	MAJ ROBINSON	CAPT GIRAUDO	4
5X-5	MAJ SUNDERLAND	CAPT ZOTTER	L/C HACKETT	10
5X-6	CAPT WHITE	MAJ MORGAN	CAPT CECIL	3

2. The following staff personnel are assigned for flying with squadrons indicated:

L/C HENINGTON, H.M.	3SRS	MAJ TUCKER, J.R.	10SRS
1/LT DURHAM, H.F.	10SRS	CAPT HIGGINS, K.	4SRS

3. Each staff crew should be scheduled for a minimum of twelve (12) hours per month for the purpose of completing the requirements of AF Reg 60-2, SAC Reg 51-19 and for maintaining aircrew proficiency. The following schedule will be adhered to by squadron concerned in programming and scheduling flying for staff crews during the month of December.

a. Crew 5X-1 — 1st Monday

b. Crew 5X-2 — 2nd Friday

c. Crew 5X-3 — 2nd Wednesday

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
20 NOVEMBER 1955

AMENDMENT I TO 26SRW OPERATIONS PLAN DECEMBER 1955

1. Par 2, i., 26SRW OPLAN DEC 55 is amended as follows:

Priority For Flying and Training:

(1) 60-2

(2) Photo Project 54-AF-64

(3) APQ-56 Radar Project

(4) Fancy Runs Springfield RBS

(5) 8AF Bomber Stream (PACE SETTER I)

(6) 8AF Commanders Competition "HONEST JOHN"

(7) 8AF Staff Indoctrination

(8) 8AF Photo Project 8AF-55-M5

(9) Non Combat Ready crew training

(10) 51-19 Checkout training for pilots and observers

(11) Combat Ready crew training

(12) Select and Lead crew training

(13) Staff crew proficiency

(14) Test Hops

2. Par 3, a., (5), b., (5), c., (4) is amended as follows:

Fly a minimum of 342 hours during December as outlined in the 26SRW Quarterly Training Projection plus any additional make up time as assigned by the Director of Operations.

AMENDMENT I
26SRW OPLAN DEC 55
20 NOV 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
20 NOVEMBER 1955

CHANGE I TO APPENDIX II TO ANNEX "B" OPERATIONS PLAN DEC 55 CONTROL ROOM DUTY OFF

1. Squadron Commanders of units indicated below are responsible to provide a qualified Ready, Lead or Select Aircraft Commander to act as Wing Control Room Officer during non-duty hours when this Wing has aircraft flying.

2. The unit charged with this responsibility will not be required to have a qualified aircraft commander on duty in their Squadron Operations. Any officer designated by the Squadron Commander will suffice.

3. Wing Control Room Officer will report to the Current Operations Officer at 1600 hours for briefing wherever Wing aircraft will be flying after 1600 hours.

4. When flying is to be conducted over the weekend, Wing Control Room Officers will be briefed at 1600 hours on the Friday before.

SCHEDULE

1200 EST	27 Nov	thru	1200 EST	4 Dec	4SRS
1200 EST	4 Dec	thru	1200 EST	11 Dec	10SRS
1200 EST	11 Dec	thru	1200 EST	18 Dec	3SRS
1200 EST	18 Dec	thru	1200 EST	25 Dec	4SRS
1200 EST	25 Dec	thru	1200 EST	1 Jan 56	10SRS
1200 EST	1 Jan 56	thru	1200 EST	8 Jan 56	3SRS
1200 EST	8 Jan 56	thru	1200 EST	15 Jan 56	4SRS
1200 EST	15 Jan 56	thru	1200 EST	22 Jan 56	10SRS
1200 EST	22 Jan 56	thru	1200 EST	29 Jan 56	3SRS

CHANGE I
APPENDIX II
ANNEX "B"
26SRW OPLAN DEC 55
20 NOV 55

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HEADQUARTERS
26th STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
20 NOVEMBER 1955

PART II APPENDIX IV ANNEX "B" 26SRW OPERATIONS PLAN DECEMBER 1955

1. Avon Park Bombing Range times for December 1955. All times are in Zulu. Times indicate the beginning and ending of each three (3) hour block period.

DATE	26TH SRW TIME
3	0500 - 0800
6	0200 - 0500
7	0500 - 0800
13	0200 - 0500
14	0500 - 0800
15	0200 - 0500
16	0500 - 0800
17	0200 - 0500
20	0500 - 0800
21	0200 - 0500
22	0200 - 0500

PART II
APPENDIX IV
ANNEX "B"
26SRW OPLAN DEC 55
20 NOV 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
20 NOVEMBER 1955

APPENDIX V TO ANNEX "B" 26SRW OPERATIONS PLAN DECEMBER 1955

Tanker schedule for remainder of December:

DATE	3SRS	4SRS	10SRS
12		1 Day 4060	1 Nite 4060
13	1 Dy Stdbd 4060	1 Nite 4060	1 Day Stdbd 4060
14	1 Nite 91	1 Day 91	1 Day & Nite 4060
15	1 Day 4060	2 Day 4060	1 Day 91
16	1 Nite 91 1 Day 4060	1 Nite 4060	1 Day 4060
19	1 Day 4060	1 Day Stdbd 4060	1 Day 91
20	1 Day 4060	1 Day 4060	1 Nite 91 1 Day 4060

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2

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

OPERATIONS ORDER

SERIAL NUMBER 510-55

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THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" - INTELLEGENCE: Omitted

ANNEX "B" - AIR OPERATIONS

APPENDIX I -MISSION FLIGHT PLAN

APPENDIX II-PHOTO REQUIREMENTS

ANNEX "C" - COMMUNCIATIONS

ANNEX "D" - AIR REFUELING

ANNEX "E"- Omitted

ANNEX "F"- WEATHER

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

OPERATIONS ORDER 510-55

MAPS OR CHART REFERENCES: JN series 19, 20 and 30. Other references as required.

TASK ORGANIZATIONS:

3rd Strat Recon Squadron	Major KLUENDER
4th Strat Recon Squadron	Major EDWARDS
10th Strat Recon Squadron	Major FIELDS
26th Field Maint Squadron	Major SCHROEDER
26th Armament & Electronics Squadron	Lt. Col GOSLING
SAC Radar Recon Project Section	Major SCHERER

1. GENERAL SITUATION: A requirement exists to establish specifications for HRR photography and aerial photography of snow covered Arctic air bases. Mission will be flown by two aircraft on 29 Nov 55 and 30 Nov 55. Suspense date for completion of required photography is 5 Dec 55. The nickname of this project, for ARTC reporting purposes only, is "Safe Cracker". This mission is directed by SAC TWX DOFLM 7610.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 4050th Air Refueling Wing will provide necessary air refueling support in the Montpelier, Vermont area.

(2) EADC and CADC will provide fighter interception, except in the refueling area.

(3) 801st Reconnaissance Technical Squadron will process and evaluate all radar and aerial film. Film disposal will be coordinated with SAC Radar Reconnaissance Project Office.

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(4) 26th Weather Squadron: Provide necessary enroute, alternate and terminal weather information for route and areas outlined in Annex "F". Provide necessary briefing teams for general and pre-takeoff briefings.

(5) NEAC: Provide search and rescue within applicable areas of aircraft movement. Provide necessary base facilities in support of this operation and for RB-47 aircraft that may abort at Goose AB or Harmon AFB.

2. MISSION: To accomplish Q-56 photography with aerial photography backup on designated targets outlined in Annex "B", Appendix I.

3. TASK FOR SUBORDINATE UNITS:

a. 3SRS, 4SRS, and 10SRS - Strat Recon Squadrons:

(1) Provide aircraft and Q-56 qualified crews to fly required sorties as follows:

29 November 1955:

Acft No.	Sqdn
701	10th
705	3rd

30 November 1955

Acft No.	Sqdn
704	10th
703	4th

(2) Additional aircraft and crews will be scheduled 2 Dec 55 if mission requirements are not completed on 29 or 30 Nov 55.

(3) Missions will be executed as outlined in Annex "B", Air Operations.

(4) Close coordination will be maintained with the SAC Radar Reconnaissance Project Office (Major Scherer, Ex 7138) to determine if accomplished photography meets the desired criteria.

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b. 26th A&ES, 26th Fld Maint Sq:

(1) Provide maintenance personnel and equipment necessary to accomplish the mission.

c. 801st Reconnaissance Technical Squadron:

(1) Process film and evaluate for training credit and critique of crews concerned.

d. SAC Radar Reconnaissance Project Officer:

(1) Brief scheduled crews on photography requirements and techniques involved.

(2) Determine acceptability of processed Q-56 film.

(3) Insure compliance with SAC Reg 95-7 (Conf).

x. General Instructions:

(1) Recall Word: Not Applicable.

(2) Air Refueling: See Annex "B"

(3) Press Release: None

(4) Air Operations: See Annex "B"

(5) Weather: See Annex "F"

(6) Intelligence: Omitted

(7) Communications: See Annex "C"

(8) Reports: (a) As required under SAC Reg 55-18. (b) As required by SAC TWX DOPLM 7610. (c) Combat reports not required, except R-17, M-12 and M-14 where applicable to aircraft commanders.

(9) Project photography which meets the requirements outlined in Suppl XI to SAC Reg 50-8 and SAC Reg 50-26 may be credited to the crew for record training.

(10) Air Traffic Control: The 26th Wing Operations Officer will obtain necessary route clearance.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

OPERATIONS ORDER

SERIAL NUMBER 510-55

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" - INTELLEGENCE: Omitted

ANNEX "B" - AIR OPERATIONS

APPENDIX I -MISSION FLIGHT PLAN

APPENDIX II-PHOTO REQUIREMENTS

ANNEX "C" - COMMUNCIATIONS

ANNEX "D" - AIR REFUELING

ANNEX "E"- Omitted

ANNEX "F"- WEATHER

THIS PAGE IS DECLASSIFIED IAW EO 13526

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

OPERATIONS ORDER 510-55

MAPS OR CHART REFERENCES: JN series 19, 20 and 30. Other references as required.

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b. 26th A&ES, 26th Fld Maint Sq:

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(1) Process film and evaluate for training credit and critique of crews concerned.

d. SAC Radar Reconnaissance Project Officer:

(1) Brief scheduled crews on photography requirements and techniques involved.

(2) Determine acceptability of processed Q-56 film.

(3) Insure compliance with SAC Reg 95-7 (Conf).

x. General Instructions:

(1) Recall Word: Not Applicable.

(2) Air Refueling: See Annex "B"

(3) Press Release: None

(4) Air Operations: See Annex "B"

(5) Weather: See Annex "F"

(6) Intelligence: Omitted

(7) Communications: See Annex "C"

(8) Reports: (a) As required under SAC Reg 55-18. (b) As required by SAC TWX DOPLM 7610. (c) Combat reports not required, except R-17, M-12 and M-14 where applicable to aircraft commanders.

(9) Project photography which meets the requirements outlined in Suppl XI to SAC Reg 50-8 and SAC Reg 50-26 may be credited to the crew for record training.

(10) Air Traffic Control: The 26th Wing Operations Officer will obtain necessary route clearance.

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(11) All danger areas will be avoided. Normal ADIZ penetration procedures will be observed.

(12) Weather Minimums: Published weather minimums will apply.

(13) Routes are unclassified for clearance purposes. Dissemination of this information will be held to a minimum. The use of the term military necessity is not authorized.

(14) Reconnaissance tactics, film and logs: See Appendix II, Annex B.

(15) Only crews which received the Arctic Survival Lectures presented 7 Nov 55 will participate. Arctic equipment requirements will be as prescribed for 26th SRW USCM flown in November 1955. Fourth crew members will not be scheduled on this mission.

(16) General briefing for all participating crews will be held at 0800 28 Nov 55 in the 26th SRW War Room.

(17) Time flown on this mission will be reported as "Q-56 Higher Headquarters Ordered Mission".

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

DISTRIBUTION:

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Comdr 26th Wx Sqdn	1cy

OFFICIAL:

HENRY M. HENINGTON
Lt.Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

INTELLIGENCE

1. Omitted.

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SAFETY FILM

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

AIR OPERATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "B" TO OPERATIONS ORDER 510-55

1. GENERAL:

a. This mission will be flown on 29 Nov 55, and again on 30 Nov 55 if successful Q-56 photography is not obtained on 29 Nov. Six targets must be covered with acceptable photography to complete the mission requirement. If necessary, the mission will be scheduled daily after 30 Nov to insure completion by 5 December 1955.

b. The entire mission will be flown as a formation of two aircraft. No spare aircraft will be scheduled. If one aircraft aborts at any stage of the mission, the remaining aircraft will continue the mission as scheduled.

c. Block altitudes will be obtained for the first portion of the mission, to end of refueling. From that point, aircraft will utilize 1000 on top clearance.

d. Aircraft will utilize cell formation tactics for refueling. Aircraft will maintain visual formation contact, or station-keeping throughout the mission.

2. TIMING:

a. Aircraft will take off at two minute intervals, and rendezvous on course during climb. Lead aircraft will climb 30K below normal climb speed schedule, and begin cruise 30K below normal cruise speed until the formation is joined.

b. Takeoff times daily are as follows: First Aircraft: 1300Z , Second Aircraft: 1302Z.

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c. Altitude block from level off to letdown for air refueling is 32-33,000 feet.

d. Air refueling will be conducted in the altitude block from 15-20,000 feet, dependent on weather conditions.

e. Aircraft will cruise and maintain Mach .74 (K-system TAS of 425K) except during refueling.

3. PERFORMANCE:

a. An initial fuel load of 92,000 lbs will be used in computing take-off data. No wing tanks will be carried.

b. Minimum fuel on-load will be 30,000 lbs in order to continue the mission, or all aircraft tanks will be full.

c. Mission as planned provides for fuel reserve of 20,000 lbs upon arrival at Columbus VOR.

d. Total distance: 4074 NM.

Time enroute: 9:27 (to High cone)

4. GUNNERY AND BOMBING:

a. No ammunition will be carried on this mission.

b. No photoflash bombs will be carried.

c. Maximum use of the A-5 gunnery system in obtaining training in search tracking and lock-on will be accomplished during fighter interception.

5. TRAINING:

a. Requirements of the mission.

(1) Each target will require Q-56, O-15 and tri-metrogon photography.

(2) One electronic rendezvous may be credited by the crew making the rendezvous.

(3) 50-8 refueling transfer credit cannot be claimed.

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(4) One long range cruise control mission will be flown.

6. SURVIVAL EQUIPMENT:

a. Each crew member will carry an A-1 survival kit attached to the parachute.

b. Additional K-type rations will be distributed to each crew member for emergency use.

c. It is recommended that exposure suits be worn by all crew members.

d. URC-4 radios will be distributed one per crew member for this mission.

e. One operative RS-6 radio per aircraft will be issued.

7. FLYING SAFETY:

a. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety considerations will take precedence over mission accomplishment.

b. All crews will thoroughly familiarize themselves with route alternates with priority given in the following sequence.

(1) SAC Bases

(2) AMC Bases

(3) Air Force Bases

(4) Military Bases

(5) Civilian Bases

c. Weather alternates and emergency landing fields for the mission are as follows:

Air Field	Runway	Facilities
Greater Pittsburgh AFB	7500	Fuel, JASU, Lim Maint
Westover AFB	11600	Fuel, JASU
Loring AFB	10000	Fuel, JASU
Goose AB	9600	All Facilities

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Air Field	Runway	Facilities
Fort Chimo	6000	Lim Facilities
Frobisher Bay	6000	No Facilities Av Gas
Coral Harbour	6000	No Facilities
Churchill	6100	Av Gas, JASU only
*Selfridge AFB	8200	Fuel, JASU, Lim Maint
*Hunter AFB	10500	All Facilities
*Smoky Hill AFB	10000	All Facilities

*Weather Alternates.

8. ABORT GROUND RULES:

a. Q-56: Both aircraft will continue mission as long as one side of Q-56 is operative on one aircraft.

b. Equipment failures should not compromise completion of the mission, unless safety of flight is involved. Aircraft should remain together for mutual communications and navigation support.

c. Aircraft aborting after completion of refueling will return direct to Lockbourne, obtaining necessary clearance and avoiding danger areas enroute.

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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)
		[illegible]	[illegible]				

I. PRE-FLIGHT PLAN

FROM Tucson / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
[illegible] Level							0									
T/O [illegible] Level	-	-	-	-	-	-	-	-	-	-	[illegible]	[illegible]			[illegible]	[illegible]
Pt climb to			280/70				0								[illegible]	[illegible]
Yuma [illegible]	71	180		180	+1	181	-	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
Level off	71	068		068	+1	069	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			280/70				0								[illegible]	[illegible]
Albany N.Y.	73	058	-	058	+9	063	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
							0								[illegible]	[illegible]
Pt Descent	73	025	-	023	+13	036	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
[illegible]	73	020	-	020	+14	034	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
[illegible]	73	015	-	016	+17	032	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0				-	-			[illegible]	[illegible]
[illegible]	-	-	-	-	-	-	-	-	-	-	-	-			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
Level off	71	019	-	019	+18	037	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
[illegible] -20W			280/70				0								[illegible]	[illegible]
[illegible] -19W	73	015	-	018	+20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
Trinity Bay	73	015	-	014	+23	037	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
[illegible] -19W							0								[illegible]	[illegible]
Fort Lewis	73	030	-	[illegible]	+3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
[illegible] -19W	73	043	-	041	+[illegible]	033	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			280/70				0								[illegible]	[illegible]
[illegible] -22W	73	035	-	050	+18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
[illegible] -22W	73	075	-	075	+50	125	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
Church Hill	73	22[illegible]	-	226	+20	246	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
[illegible] -23W			280/70				0								[illegible]	[illegible]
Washington	73	145	-	157	+10	167	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
			-				0								[illegible]	[illegible]
Mahnyman	73	245	+10	255	+7	215	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
							0								[illegible]	[illegible]
Dulum S. Ohio	73	171	+5	179	+3	182	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
Jet Penetration							- 0				-	[illegible]				
DM Tank/Tanks	[illegible]	-	-	-	-	-	-	-	-	-	-	[illegible]			[illegible]	[illegible]
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	[illegible]	
CREW WT	[illegible]	
OIL WT	[illegible]	
ATO BTL. WEIGHT (Engr)	[illegible] 171	
EXT. TANKS WT (Engr)		
OPERATING WT		[illegible]
FUEL WEIGHT: FWL		
CWL		
AWL		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		[illegible]
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		[illegible]
START END AND TAXI FUEL ALW		[illegible]
TAKE-OFF GROSS WT		[illegible]
RUNWAY: PRESS. ALT	LENGTH [illegible]	AIR TEMP. [illegible]
CRITICAL FIELD LENGTH [illegible]		
TAKE-OFF: DISTANCE [illegible]	SPEED [illegible]	
SPEED: [illegible]	[illegible]	[illegible]
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT		
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE		
ATO FIRING SPEED		

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

PHOTO REQUIREMENTS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

APPENDIX II TO ANNEX "B" TO OPERATIONS ORDER 510-55.

1. PHOTOGRAPHIC REQUIREMENTS:

a. Camera requirements and film loads:

(1) Q-56: Three (3) magazines

(2) O-15: Three (3) magazines

(3) Tri-cameras: Three (3) KA-3 cameras with 6" cone; 390 foot rolls of film required.

b. Time of photography: The mission is planned for maximum daylight operation. Sun angle in the northern portion of the route, however will not be conducive to optimum visual photography conditions.

c. Clouds: All cameras will be operated simultaneously regardless of cloud cover.

d. Q-56 photography will be the prime requirement for this mission. This photography will be accomplished with the track of the aircraft offset 5 miles to either side of the target, with the target centered on one frame. Q-56 photography will be accomplished throughout the entire mission.

e. O-15 photography: The O-15 camera will be operated in one to twelve scans during the entire mission, except in target areas, where a 20 mile range setting and one every four scans will be used.

f. Tri-metrogon photography will be accomplished on all targets.

(1) Turn-on point will be 20 NM prior to each target.

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(2) Turn-off point will be 10NM beyond each target.

g. Altitude:

(1) The flight will be planned at optimum altitude.

(2) A constant altitude will be maintained during each target run.

(3) All photography will be accomplished above 30,000 feet.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

COMMUNICATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

~~ANNEX~~ "C" TO OPERATIONS ORDER 510-55.

1. GENERAL:

a. The communications instructions contained herein are in accordance with existing regulations and directives. Strict compliance is advised to insure successful communications during the mission.

2. RECOGNITION:

a. In the event that aircraft are challenged by ADC fighters, switch to channel 12 (364.2 mcs) and utilize authentication tables in AFSAL 5104.

3. IDENTIFICATION:

a. IFF will be operated Mode I. When crossing a CADIZ, a call will be made to Radar Advisory requesting IFF operating instructions. Aircraft will monitor Radar Advisory frequency (364.2 mcs) while operating within the CADIZ.

4. AUTHENTICATION:

a. At any point along the route, aircraft may be challenged by a ground station. Personnel operating the radio equipment must be prepared to authenticate using AFSAL 5104.

5. EMERGENCY:

a. In the event of an emergency, switch IFF to emergency position.

b. Make "Mayday" call on last frequency on which contact was made or the frequency in use at the time of emergency. If no reply is received, call on the best HF frequency for distance and time of day. When reply is received, give all information as required in standard emergency communications.

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6. FREQUENCIES:

a. HF Channelization will be as presently installed.

b. UHF Channelization will be as presently installed with such changes as necessary to operational requirements during air refueling.

c. Interplane frequency will be 252.6 mcs (Channel 11).

d. HF back-up for UHF air-air communications:

(1) ZI -------4270 kcs

(2) All other areas -----4724.5 kcs

e. Frequencies for HF Control Stations:

(1) Primary -----LORING-----4724.5 kcs (Channel 7)
6738 kcs (Channel 14)
15016 kcs (Channel 19)
11228 kcs (Channel 18)

(2) Secondary ----THULE-----4724.5 kcs (Channel 7)
6730.5 kcs (Channel 13)
11228 kcs (Channel 18)

7. CALL SIGNS:

a. A/G (CAA & DOT)-----JOLLY (with two digits) "Safe Cracker".

b. CAA & DOT ----As listed in Radio Facility Charts.

c. HF Stations --Primary----LORING
Secondary--THULE

8. PROCEDURES:

a. Procedure ALFA applies which is CAA & DOT reporting only.

b. Advise penetration of all ADIZ's and CADIZ's.

c. When approximately 30 miles south of Knob Lake, aircraft will call Pine Tree Radar and submit a position report. Pine Tree Radar may request the aircraft to authenticate using AFSAL 5104. Also, aircraft may be requested to use IFF for identification. After the initial

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identification, aircraft will be passed through the radar system as a friendly track. Aircraft commanders may request weather information and navigational assistance from Pine Tree Radar. Communications with Pine Tree Radar will be conducted on 364.2 mcs. If unable to establish contact on 364.2 mcs aircraft may call on 243.0 mcs and switch to 364.2 mcs when contact has been made.

d. When operating in Canada, there will be occasions when cross band operation will be the only means of communications. Transmitting on HF and receiving on VHF. It will be necessary to advise the ground station on which frequency to make reply. If unable to establish contact using cross band operation, aircraft may call Radar Advisory on UHF Channel 12 (364.2 mcs) and request position reports be relayed to the appropriate facility.

e. In some areas, HF will be the only available medium of submitting required reports. Aircraft commanders will insure that their HF equipment is functioning properly prior to take-off.

f. HF frequencies for control stations as listed in paragraph 6e will be monitored to insure receipt of operational control information for aircraft.

g. The emergency (243.0 mcs) will be monitored at all times during the flight.

9. HF REPORTS:

a. Hot News Report (M-12).

b. Aircraft Distress Report (M-14).

10. AIRCRAFT COMMANDERS WILL INSURE THAT RS-6 SURVIVAL KITS ARE CARRIED ABOARD THE AIRCRAFT.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

AIR REFUELING

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HEADQUARTERS
26TH STRATEGIC RECONNIASSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "D" TO OPERATIONS ORDER 510-55.

1. RENDEZVOUS POINT: Montpelier Range, Vermont.

2. TIME: 1425Z

3. BASE ALTITUDE: Leader 15,000 feet, number two aircraft 15,500 feet. 29.92 altimeter setting.

4. TRUE COURSE: 015°

5. FUEL AVAILABLE: 35,000#, minimum on-load 30,000#.

6. COMMUNICATIONS:

   a. IAW SAC Manual 100-1 C/R plan Ann.

      (1) Apn 12: Transmit 8, Receive 6.

      (2) Apn 76: Transmit 6, Receive 8.

      (3) Apn 11: 1-2-1

      (4) Voice: 256.0 with 311.0 common alternate.

      (5) Air/air Homing 1734 kcs.

      (6) HF Backup: 5710.5 and 121.5 on OMNI.

      (7) Call Sign: Unit tactical call sign of Jolly with the two digit identifier.

7. TACTICS:

   a. IAW SAC Manual 55-10 and changes there to as outlined for pre-target procedures.

   b. Aircraft will refuel in a two ship formation with the number two aircraft 10° echeloned right, one mile to the rear and 500' above the leader.

   c. Receivers will assume this formation prior to descent for refueling.

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d. Descent will be made at 2500 ft/min.

e. Tankers will be orbiting 60NM. upstream on the receiver inbound course to the rendezvous point.

f. Contact with the tanker leader will be made as far out as possible, transmitting latest receiver ETA to rendezvous point.

g. Station keeping techniques will be employed from start descent to visual contact with tankers.

h. Radar set will be left in standby and Lat-Long dials driving during refueling.

i. On completion of refueling, receiver leader will reassemble formation and instruct tankers to clear the track. When tankers have cleared the refueling track by turning 45° left, the receivers formation will accelerate to climb speed and continue on course.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NUMBER 510-55

WEATHER

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
21 November 1955

ANNEX "F" TO OPERATIONS ORDER 510-55.

1. GENERAL:

a. This annex contains the procedures for preparation and coordination of forecasts for 26SRW OPord 510-55, to be executed 29 and 30 Nov 55.

2. PREPARATION:

a. The commander of the weather detachment will be responsible for the following:

(1) Local and alternate bases terminal forecasts for takeoffs and landings.

(2) Route forecasts from Lockbourne to end of Montpelier refueling area.

(3) Coordination with Offutt Weather Control to determine the route forecasts from end of Montpelier air refueling to Lockbourne via route contained in Appendix I to Annex "B".

3. CONTENTS OF FORECASTS:

a. Route forecasts:

(1) Wind components 30M, 35M, 40M.

(2) Temperatures 30M, 35M, 40M.

(3) Cloud layers and weather.

(4) "D" values at the end of each leg.

(5) Tropopause heights.

b. Terminal forecast for Lockbourne.

c. Weather alternate forecasts for:

(1) Hunter AFB

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(2) Selfridge AFB

(3) Smoky Hill AFB

d. Weather at emergency fields listed in Annex "B".

e. Target forecasts.

f. Air refueling area forecasts:

(1) Clouds by amounts, types, bases and tops 10M to 20M.

(2) Winds and temperature 15M.

(3) Air to air visibility outside clouds.

4. BRIEFINGS:

a. Provide forecaster to present synoptic situation at general briefing at 0800 hours 28 Nov 55 at the 26SRW War Room in basement of 801st RTS Building.

b. Provide forecaster to present weather briefing at pre-takeoff meeting in Room 304, Base Operations, at 0400 hours 29 and 30 Nov 55.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

OPERATIONS ORDER

SERIAL NUMBER

151-55

"BLACK MAGIC"

SECRET

260SL-360-11

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SECRET

HEADQUARTERS
26STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

TABLE OF CONTENTS

BASIC ORDER

ANNEX "B" - AIR OPERATIONS

ANNEX "C" - COMMUNICATIONS

SECRET

26SRW OPORD
151-55
28 NOV 55

260SL-360-11

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

OPERATIONS ORDER 151-55

MAPS OR CHART REFERENCES: As required.

TASK ORGANIZATIONS:

3rd Strat Recon Squadron	Major KLUENDER
4th Strat Recon Squadron	Major EDWARDS
10th Strat Recon Squadron	Major FIELDS
26th Field Maint Squadron	Major SCHROEDER
26th ARMAMENT & ELECTRONICS Squadron	Lt Col GOSLING

1. GENERAL SITUATION:

a. A requirement exists to test radar jamming equipment presently under development.

b. This test will provide experience to combat crews in making bomb runs against ground jamming, provide data with which jamming effectiveness may be analyzed to determine whether this type of jamming can force SAC crews using fixed frequency bomb radar to bomb by GPI alone.

(1) Intelligence: Omitted

(2) Friendly Forces:

A. ARDC will conduct Ground/Air radar jamming test against SAC operational aircraft.

B. 801st RTS

(a) Process and evaluate all radar and aerial film exposed on this operation.

(b) Forward all aerial film and photo logs to 8th RTS so as to arrive NLT 10 days subsequent to completion of this exercise.

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(c) Forward all radar film, ready for shipment to 26SRW NLT 3 days subsequent to completion of the mission (ATTN DOTO).

2. MISSION: To conduct RBS runs against Springfield Radar Bomb Site while site and portion of route are being jammed by ground/air radar jamming equipment.

3. TASK FOR SUBORDINATE UNITS:

a. 3SRS, 4SRS, and 10SRS - Strat Recon Squadrons:

(1) Provide aircraft and lead or select crews to fly missions as follows:

(2) 3rd Sq crew will utilize Springfield RBS from 2200Z thru 2400Z on 2 Dec 55.

(3) 4th Sq crew will utilize the site from 1800Z thru 2000Z 2 Dec 55.

(4) 10th Sq crew will utilize the site from 2000Z thru 2200Z 2 Dec 55.

b. 26th A&E Sq:

(1) Provide necessary maintenance support and specialists to insure successful completion of this mission.

(2) Magnetron frequency will be checked on each aircraft prior to take-off with a TS-147 frequency meter. The RT unit will be installed in the aircraft and the frequency checked with the radome installed. A change of RT unit will necessitate another frequency check.

(3) Jolly control (195) will be notified of the exact radar frequency of each aircraft by tail number when the aircraft has departed.

(4) Install cameras as required on CRO -

(5) Insure that flight crew has the exact radar frequency of their individual aircraft.

c. 26th FMS

(1) To provide necessary support to accomplish the mission.

X. GENERAL INSTRUCTIONS:

(1) Air Operations: See Annex B

(2) Intelligence: Omitted

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(3) Communications: See Annex C

(4) Reports:

a. Jolly control will telephone to 8AF the radar frequency of each aircraft by tail number, as soon as crew is airborne.

b. Radar film, logs, and questionaires will be processed and forwarded to 8AF Headquarters, ATTN: ODT so as to arrive NLT 5 days subsequent to execution of the mission. Subject items should be accompanied by a letter of transmittal referring to Operation Order number and unclassified Nickname (DOTO)

c. A TWX summary to 8AF ATTN: DDOI will be submitted within 24 hrs after the mission. This report will include sorties successful or reason for unsuccessful sortie. (DOTO DOOT)

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

DISTRIBUTION:

Comdr 26SRW	1 cy	26DM	1 cy
Comdr 3SRS	3 cys	26DO	5 cys
Comdr 4SRS	3 cys	26CR	1 cy
Comdr 10SRS	3 cys	Historian	5 cys
Comdr 26A&ES	2 cys	801 RTS	3 cys
Comdr 26FMS	1 cy		

OFFICIAL:

HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

SECRET

26SRW OPORD 151-55
28 NOV 55

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SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

ANNEX B

TO

OPERATIONS ORDER

NUMBER 151-55

"BLACK MAGIC"

ANNEX "B"
26SRW OPORD 151-55
28 NOV 55

SECRET

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SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

ANNEX "B" TO OPERATIONS ORDER 151-55

1. A sortie will consist of 3 consecutive RBS runs on target "B" of the Springfield RBS site.

2. RBS runs will be accomplished using direct or offset aiming points at the discretion of individual observers. Runs will be bombardment type with ballistics information obtained from Shack Bomb Tables.

3. All runs will be made from an IP of Rutland, Vermont (43-36N 72-58W) Minimum altitude will be 35000 ft with altimeter set at 29.92.

4. All crews departing the IP will effect a release regardless of the status of the radar equipment even though the release must be made using GPI technique, fixed angle technique, or drop on ETA. In case of tone malfunction, run will be scored on verbal "bombs away".

5. Crews will accomplish scope photography every other scan from the IP through crossover.

6. On initial radio contact with the RBS site, crews will use standard call in procedure as specified in SAC Reg 50-4 with the following exceptions.

   a. Type of run will be "FANCY RUN".

   b. Radar frequency will be transmitted to the RBS site using a code system, with 9360 megs as base number and a plus or minus factor to designate the exact frequency. I.E., if the frequency is 9375 megs the call in would be "Base frequency plus 15."

7. Radar frequency of each aircraft will be called in to 8AF control room by long line as soon as possible after aircraft departs Lockbourne.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

ANNEX C

TO

OPERATIONS ORDER

NUMBER 151-55

26SRW OPORD 151-55
28 NOV 55

SECRET

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SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
28 NOVEMBER 1955

ANNEX "C" TO OPERATIONS ORDER 151-55

1. GENERAL: The communications instructions contained herein are in conformance with existing regulations and directives.

2. IDENTIFICATION: IFF will be operated Mode II

3. RECOGNITION: Recognition with ADC fighters will be accomplished on UHF Channel 12 (364.2 mcs) utilizing authentication tables in AFSAL 5104.

4. CALL SIGNS:

a. Aircraft, A/G (with CAA) -- JOLLY (two digits) BLACK MAGIC.

b. CAA -- As listed in Radio Facility Charts.

c. RBS Site ------- SPRINGFIELD BOMB PLOT.

d. Navigational aids as listed in appropriate Radio Facility Charts.

5. FREQUENCIES:

a. HF Channelization will be as presently installed.

b. UHF Channelization will be as presently installed.

c. Springfield Bomb Plot --- UHF Primary --- 258.2 mcs
UHF Secondary - 240-6 mcs
HF Back up ---- 4270 kcs

6. PROCEDURES:

a. Normal CAA position reporting applies for this mission.

b. Channel selector switch will be left in the "BOTH" position to enable monitor of the emergency frequency as well as the frequency in use at the time.

c. Procedure to be used with the RBS Site will be as outlined in the Observers Annex.

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8. Bombardier debriefing form will be completed by each observer as soon as possible after the sorties is flown.

9. Photo logs will be accomplished in accordance with the provisions of SAC Reg 95-11.

10. Camera requirements will be vertical and oblique tri met cameras, and split and prime vertical cameras. Two C-1A magazines will be carried in each aircraft loaded with 100 feet class L film.

11. At bomb release point cell aerial cameras will be turned on with intervals set for 60 percent overlays.

12. Only one aircraft at a time will be making "Fancy Runs".

13. Routes to and from the RBS site will be at the discretion of the Squadron Commanders.

14. Squadrons will schedule maximum training in conjunction with this mission.

15. Schedule:

2 Dec Time at Springfield RBS

	1800Z
4th Sq	1900Z
	2000Z
10th Sq	2100Z
	2200Z
3rd Sq	2300Z
	2400Z

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
29 NOVEMBER 1955

OPERATIONS ORDER

NUMBER 511-55

29 NOV 55

26SRW OPORD
511-55
29 NOV 55

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THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

BASIC ORDER

ANNEX A AIR OPERATIONS

26SRW OPORD
511-55
29 NOV 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
29 NOVEMBER 1955

OPERATIONS ORDER 511-55

MAPS OR CHART REFERENCES: AS Required

TASK ORGANIZATION:

ORGANIZATION	COMMANDERS
4th SRS	Major EDWARDS
26th AGES	Lt Col GOSLING
26th FMS	Major SCHROEDER

1. GENERAL SITUATION: A requirement exists for one sortie to produce both visual and APQ-56 photography of the radar resolution range in the Eglin Test Area, located at 30-23N 86-07W.

   a. Intelligence: Omitted.

   b. Friendly Forces: 801st RTS

      (1) To process and evaluate all aerial and radar film in accordance with existing directives.

      (2) To notify 26SRW photo officer (587) when film is accepted.

2. MISSION: To accomplish simultaneous Q-56, O-15 and tri-camera coverage as outlined in Annex A

3. TASK FOR SUBORDINATE UNITS:

   a. 4th Strat Recon Squadron

      (1) To provide aircraft and crew to accomplish this mission on or before 15 December 1955.

   b. 26th Armament & Electronics Squadron - 26th Field Maint Squadron.

      (1) To provide necessary specialists and support to insure successful completion of this mission.

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X. GENERAL INSTRUCTIONS:

1. The following information applies to Eglin Radar resolution range.

   a. Prior to flying in the Eglin area, 4th Sq will 24 hours in advance of intended flight, notify the control room giving the following information.

      (1) Aircraft Type

      (2) Aircraft call sign

      (3) Approximate range time and duration

      (4) Altitude

      The control room will notify Mr W. O. Dodge or his representative at Eglin AFB, Ext 22232 or 7206 giving this information and check the weather on the range for the intended period.

   b. Restrictions

      (1) There are no restrictions on altitudes or hours of the day.

      (2) Avoid afternoon periods on range because of weather in that area.

      (3) Main runway at Eglin is closed one-half day each Sunday.

   c. Inflight procedures

      (1) Entry point is Crestview Radio

      (2) When over Crestview call Satan Control on UHF 257.0 mc as follows "Satan control this is Jolly - - clearing in on water ranges on project 8865 1L-1"

      (3) When leaving range clear with Satan control.

2. Weather minimum for take-off and landing will be as established by AFR 60-16 or local regulation whichever is higher.

3. Minimum fuel reserves over Lockbourne 20000 lbs over Columbus VOR.

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4. Administration and Logistics Matters:

a. Administration: Normal

b. Logistics: Normal

5. Command and Communications Matters:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

ANNEX'S
"A"

DISTRIBUTION:

Comdr 26SRW	1
Comdr 4SRS	5
Comdr 26 A&ES	2
Comdr 26 FMS	2
OIC Spe Radar Proj	2
Comdr 801st RTS	2
Historian	5
26CR	1
26DO	5

OFFICIAL:

HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
29 November 1955

ANNEX "A"

TO

OPERATIONS ORDER 511-55

ANNEX "A"
26SRW OPord 511-55
29 Nov 55

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
29 November 1955

ANNEX "A" TO OPERATIONS ORDER 511-55.

1. Photo specifications for Aerial and APQ-56 photography of the Radar resolution range in the Eglin Test Area, located at approximately 30°23'N, 86°07'W.

2. In addition to the normal requirement for simultaneous Q-56, O-15 and tri-camera coverage on each run, large scale Vertical Coverage is required to provide detailed analysis of the test installation and accurate scale photo runs.

a. A series of eight runs are required, and on each cardinal and inter cardinal heading. Tracks must be offset five (5) nautical miles to either side of the resolution range, with the target centered on a single Q-56 frame for each run.

b. Altitude: A constant 30,000' absolute will be maintained and wind run and altitude checks are mandatory prior to each run.

c. Cameras: 1-K-38 with 36" cone in prime vertical station, 3-KA-3 with 6" cones in the thru positions of the tri camera station, O-15 with two CIA magazines and APQ-56 camera.

d. Film: Three (3) 390' rolls of type 1B, class L, for tri cameras; 200' roll of type 1B class L, for prime vertical, two 100' rolls of type ? class L for O-15 and one (1) roll of film for Q-56 camera.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

OPERATIONS ORDER

SERIAL NO. 216-56

PIN WHEEL

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TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" Intelligence: Omitted

ANNEX "B" Air Operations

ANNEX "C" Communications

26SRW OPord 216-56
6 Jan 56

CONFIDENTIAL

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

OPERATIONS ORDER: 216-56

MAPS OR CHART REFERENCES: JN 30 and WAC series as required.

TASK ORGANIZATIONS:

ORGANIZATION	COMMANDER
3rd Strategic Reconnaissance Squadron	Major KLUENDER
4th Strategic Reconnaissance Squadron	Major EDWARDS
10th Strategic Reconnaissance Squadron	Major FIELDS
26th Armament and Electronics Squadron	Lt. Col. GOSLING
26th Field Maintenance Squadron	Major SCHROEDER

1. GENERAL SITUATION: A requirement exists for the 801st Air Division to support the Air Reserach and Development Command in flight testing the AN/FPS-19 Radar prior to its installation in the far North. The purpose of these initial tests is to determine capabilities of the FPS-19 Radar and automatic detection equipment. Unclassified nickname for this operation is "Pin Wheel".

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 91st AREFS: Will provide necessary air refueling support.

(2) ARDC: Will provide flight coordinators at DMS Station Streator, Illinois to provide timely information as to special requirements, supplementary instructions and conformation or cancellation of scheduled tests. Monitor each test mission from the initial check point until termination of exercise and issue such instructions to test aircraft as may be deemed appropriate to enhance mission success.

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From start of run on assigned flight lines, ARDC will assume the responsibility for position reports and will report to ARTC every 30 minutes.

(3) Western Electric and Bell Labratories: Will supervise and evaluate, along with ARDC, each daily mission. Coordination with the 26SRW Operations Section will be effected on completion of each days mission.

2. MISSION: To fly a series of flight lines at various altitudes in the Streator, Illinois area in support of ARDC to test the AN/FPS-19 Radar.

3. TASKS FOR SUBORDINATE UNITS:

a. 3SRS, 4SRS and 10SRS.

(1) Provide aircraft and well qualified crews to fly scheduled sorties as outlined in Annex "B".

(2) Provide a spare aircraft for each sortie assigned.

(3) Maintain daily coordination with Wing Operations to determine success of individual sorties and to determine requirements for next sortie.

(4) Maintain and transmit to Wing Operations detailed information to aid in compiling required daily report of hours scheduled, item scheduled, hours flown, percentage completed and reasons for aborts, if applicable.

X. GENERAL INSTRUCTIONS:

(1) Recall word: Not applicable.

(2) Air Refueling: Annex "B"

(3) Press Release: None

(4) Air Operations: Annex "B"

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(5) Communications: Annex "C"

(6) This order is effective upon receipt for planning purposes. Effective date for commencement of this exercise is 16 Jan 1956.

(7) All flight operations will be conducted in accordance with AF Reg 60-16.

(8) The use of "Military Necessity" is not authorized.

(9) Fighter interception will not be requested and any fighters noted in the area of test will be advised that fighter passes will prevent successful completion of the mission.

(10) Maximum 50-8 training will be accomplished whenever possible, however, completion of this project will have priority over training.

(11) Time flown on this mission will be reported as Higher Headquarters Ordered Missions.

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: Annex "C"

MENG
Colonel., USAF
Commander

ANNEXES

"A" Intelligence: Omitted
"B" Air Operations
"C" Communications

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DISTRIBUTION:

Comdr 8AF	2 cys
Comdr 801st ADiv	2 cys
Comdr 26th SRW	2 cys
Comdr 91st SRW	2 cys
Comdr 3SRS	10 cys
Comdr 4SRS	10 cys
Comdr 10SRS	10 cys
26 DO	4 cys
26 DM	2 cys
26CR	1 cy
Historian	5 cys
Comdr 26th Wx Sq	1 cy

OFFICIAL:

Henry M. Henington

HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 216-56

INTELLIGENCE

1. Omitted.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 216-56

AIR OPERATIONS

Annex "B"
26SRW OPord 216-56
6 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

ANNEX "B" TO OPERATIONS ORDER 216-56:

1. GENERAL:

a. Air Research and Development Command (ARDC), Western Electric and Bell Telephone Labratories Inc have combined to develop improved ground radar equipment. This equipment is scheduled to be installed in the far North to greatly improve our aircraft detection capabilities. The 801st Air Division will conduct the in flight testing phase of this equipment (AN/FPS-19).

b. This exercise will start on 16 Jan 1956 with two aircraft per day. The first aircraft will report to the radar site at Streator, Ill., at 1300Z; the second aircraft will report to the site at 1900Z It is desired that each aircraft spend 5 hours on the flight lines.

c. The 26SRW will fly the initial flight on 16 Jan 1956 and then each even numbered day thereafter, or in other words, every other day. Saturday and Sunday will not be used. Pacesetter II has priority over this mission.

d. This project will be scheduled and flown until completed. Every effort will be utilized to complete it by 2 Feb 1956.

e. It is anticipated that the greatest difficulity with ARTC clearance will be encountered at the low altitudes, therefore, priority will be given to these legs when day light VFR conditions exist.

2. 801st Air Division Mission Responsibility:

a. The following are the altitudes and number of times each flight line must be flown on the overall project:

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Altitude	Leg #1	Leg #2	Leg #3	Leg #4	Leg #5	Leg #6	Leg #7	Leg #8
43,000	12	2	3	2	3	-	-	-
35,000	12	2	3	2	3	-	-	-
25,000	12	2	3	2	3	-	-	-
12,000	12	2	3	2	3	-	-	-
2,000	-	-	-	-	-	3	2	3

b. An additional eight (8) round trips will be flown along the southern half of Leg #1 at 35,000 feet for the purpose of antenna pattern test.

3. 26th Strat Recon Wing (M) Mission Responsibilities:

a. Following are the mission requirements which will be flown and completed by the 26th SRW:

Altitudes	Leg #1
43,000	12 Times
35,000	12 Times
25,000	12 Times
12,000	12 Times

b. All other courses and altitudes will be completed by the 91st SRW:

4. For security reasons altitudes being flown will be identified, in any voice communications while on the site by using the following code:

Altitude	Code
43,000	ALFA
35,000	BRAVO
25,000	COCA
12,000	DELTA
2,000	ECHO

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5. Flight lines:

a. Legs will be a straight line between the following coordinates:

Leg #1 43-45N, 88-54W and 38-24N, 88-54W (26TH SRS RESPONSIBILITY)

Leg #2 43-04N, 89-28W and 39-03N, 89-28W (91ST SRS RESPONSIBILITY)

Leg #3 42-48N, 90-02W and 39-20N, 90-02W (91ST SRS RESPONSIBILITY)

Leg #4 42-34N, 90-35W and 39-33N, 90-35W (91ST SRS RESPONSIBILITY)

Leg #5 42-03N, 91-09W and 40-05N, 91-09W (91ST SRS RESPONSIBILITY)

Leg #6 43-04N, 88-54W and 39-04N, 88-54W (91ST SRS RESPONSIBILITY)

Leg #7 42-59N, 89-28W and 39-09N, 89-28W (91ST SRS RESPONSIBILITY)

Leg #8 41-29N, 90-02W and 40-39N, 90-02W (91ST SRS RESPONSIBILITY)

b. NOTE: Legs 6, 7 and 8 coincide with legs 1, 2 and 3 respectively but are shorter.

6. ROUTE:

a. Lockbourne AFB direct to York VOR, direct to Danville, Ill., direct Harrisburg, Ill., direct Marion, Ill. Direct to 38-24N, 88-54W which is the start of the first leg.

b. Aircraft will climb to and maintain 35,000 feet enroute to the site area. Initial flight line altitude will be 35,000 feet for each aircraft reporting to the site until that portion of the project is completed or aircraft is advised otherwise by the Radar Site Director.

c. It is anticipated that the most difficult portion of this project will be that which is flown at 43,000 feet therefore as each aircraft reaches a gross weight which will allow him to climb to that altitude (Not to exceed 5000 feet above optimum) he will complete the leg he is currently flying, advise the site, and proceed as directed.

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d. Maximum time will be spent on the site commensorate with fuel reserve.

7. AIR REFUELING:

a. Headquarters SAC has authorized 15 flights of 8 hours each for the total project. If flight conditions (High and low altitudes) prohibit aircraft remaining airborne for at least 8 hours with adequate fuel reserve, air refueling may be requested from the 91st AREFS through Wing Operations. Coordination will be completed as far in advance of the scheduled mission as possible.

b. Air refueling may be accomplished while flying 12,000 feet flight line, provided the tanker pilot is familiar with desired track over the ground and maintains same.

8. PERFORMANCE:

a. Maximum fuel load will be used in computing take off data.

b. A K-system TAS of 425 Kts will be flown at all altitudes except 12,000 feet when an indicated airspeed of 300 Kts will be used.

9. FLYING SAFETY:

a. Flying Safety will take precedence throughout the entire mission. In the event of any inflight emergency, flying safety considerations will take precedence over mission accomplishment.

10. SCHEDULE:

SQDN	DATE	SITE TIME	MISSION
10th	16 Jan	1300Z	1
4th	16 Jan	1900Z	2
3rd	18 Jan	1300Z	3
10th	18 Jan	1900Z	4

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SQDN	DATE	SITE TIME	MISSION
4th	20 Jan	1300Z	5
3rd	20 Jan	1900Z	6
10th	26 Jan	1300Z	7
4th	26 Jan	1900Z	8
3rd	30 Jan	1300Z	
10th	30 Jan	1900Z	
4th	2 Feb	1300Z	
3rd	2 Feb	1900Z	

11. CLEARANCES:

a. Form 175 will be delivered to wing Operations by 1500E the day prior to the scheduled mission.

b. Clearances will contain the call sign of "Pinwheel Jolly XX".

c. IFR routes will be filed by altitudes to be flown except that 1000 feet on top to and from the site area may be used if desired.

d. Remarks section will contain the nickname "Pinwheel" plus an estimate of time and altitude to be flown on the flight line. A statement that Streater DMS will make position reports while aircraft is on the site will also be included in this section.

12. MISSION PLANNING:

a. For initial planning purposes the following schedule will be effective

(1) Missions 1, 2, and 3 will fly:

(a) Leg #1, 4 times at 35000'.

(b) Leg #2, 2 times at 43000'.

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(2) Missions 4, 5, and 6 will fly:

(a) Leg #1, 4 times, at 25,000'.

(b) Leg #1, 2 times at 43000'.

(3) Missions 7 and 8 will fly:

(a) Leg #1, 6 times at 12,000'.

(b) This mission will require refueling.

(4) Additional missions will fly those portions of the above which have not been completed.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
6 January 1956

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 216-56

COMMUNICATIONS

ANNEX "C"
26SRW OPord 216-56
6 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCK BOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
6 January 1956

ANNEX "C" TO OPERATIONS ORDER: 216-56

1. GENERAL:

a. The Communications instructions contained here in are in accordance with existing regulations and special instructions. Strict compliance is advised to insure successful communications during the mission.

2. IDENTIFICATION: IFF will be operated on mode 2 to and from the site area. While on the site mode 3 will be utilized. It is imperative that each aircraft IFF be ground checked by 26 A&E with a UPM-8 prior to each mission.

3. AUTHENICATION:

a. Will be normal utilizing current AFSAL 5104.

4. FREQUENCIES:

a. Initial and primary contact with the Streator radar site will be on 235.0 MCS. Secondary will be 227.4 MCS. Also available for receiving on the omni equipment is 134.46 MCS.

5. CALL SIGN FOR THE ARDC SITE AT STREATOR, ILLINOIS IS AFIXPD: After initial contact the last three letters (XPD) may be used. Initial call will be made over Danville, Illinois or as soon before that as possible - i.e."AFIXPD this is Pinwheel Jolly 32 over Danville, Illinois at BRAVO altitude.

6. POSITION REPORTING WILL BE NORMAL TO AND FROM THE SITE: While on the site the Radar site will take over position reporting.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

OPERATIONS ORDER

SERIAL NO. 501-56

[redacted]

26SRW OPord 501-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

OPERATIONS ORDER 501-56

MAPS OR CHART REFERENCES: As Required

TASK ORGANIZATION:

ORGANIZATION	COMMANDERS
10th SRS	Maj. FIELDS
26th A&E	Lt Col. GOSLING
26th FM	Maj. SCHROEDER

1. GENERAL SITUATION: A requirement exists for one sortie to produce both visual and APQ-56 photography of the radar resolution range in the Eglin Test Area, located at 30-23 N, 86-07 W.

a. Intelligence: Omitted

b. Friendly Forces: 801st RTS.

(1) To process and evaluate all aerial and radar film in accordance with existing directives.

(2) To notify 26SRW photo officer (587) when film is accepted.

2. MISSION: To accomplish simultaneous Q-56, O-15 and tri-camera coverage as outlined in Annex A.

3. TASK FOR SUBORDINATE UNITS:

a. 10th SRS

(1) To provide aircraft and crew to accomplish this mission on or before 31 Jan 1956.

b. 26th A&E, 26th FM

(1) To provide necessary specialists and support to insure successful

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completion of this mission.

X. GENERAL INSTRUCTIONS:

(1) The following information applies to Eglin Radar resolution range.

(a) Prior to flying in the Eglin area, 10th Sq will 24 hours in advance of intended flight, notify the control room giving the following info:

1. Aircraft Type
2. Aircraft call sign
3. Approximate range time and duration
4. Altitude

The control room will notify W/O Dodge or his representative at Eglin AFB EXT 28258 giving this information and check the weather on the range for the intended period, also obtain clearance thru D-150 & D383.

(b) Restriction

1. There are no restrictions on altitudes or hours of the day.
2. Avoid afternoon periods on range because of weather in that area.

(c) In flight procedure

1. Entry point is Crestview Radio.
2. When over Crestview call Satan Control on UHF 257.0mcs as follows: "Satan control this is Jolly -- clearing in on water ranges on project 8865/L-1."
3. When leaving range clear with Satan Control.

(2) Weather minima for take off and landing will be as established

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by AFR-60-16 or local regulation whichever is higher.

(3) Minimum fuel reserves over Lockbourne 20000 lbs over Columbus VOR.

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal

b. Normal

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

ANNEX

"A"- Air Operations

DISTRIBUTION:

Comdr 26th SRW	1 cys
Comdr 10th SRS	5 cys
Comdr 26th A&ES	2 cys
Comdr 26th FMS	2 cys
OIC Special Radar Proj.	2 cys
Comdr 801st RTS	2 cys
26 CR	1 cys
26 DO	5 cys
801st Ad Historian	5 cys

OFFICIAL:

George A. Brown Maj USAF
for Henry M. Henington
Lt. Colonel., USAF
Director of Operations

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 501-56

AIR OPERATIONS

Annex "A"
26SRW OPord 501-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 JANUARY 1956

ANNEX "A" TO OPERATIONS ORDER 501-56

1. Photo specification for aerial and Q-56 photography at the Radar Resolution range in the Eglin Test Area located approximately 30-23 N, 86-07 W.

2. A radar mosaic of the Eglin Test Area is required for detailed study and correlation purposes. The following flight lines will be flown to provide APQ-56 coverage for this study.

a. From 30-22 N, 87-00 W to 30-22 N, 86-00 W.

b. From 30 -29 N, 86-00 W to 30-29 N, 87-00 W.

c. From 30-26 N, 87-00 W to 30-36 N, 86-00 W.

d. From 30-43 N, 86-00 W to 30-43 N, 87-00 W.

3. Photo requirements will be Q-56 with simultaneous O-15 and tri-camera coverage, tri-camera coverage is not essential.

4. ALTITUDE: Min alt for the flight lines is 30000 ft, absolute.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

OPERATIONS ORDER

SERIAL NO. 213-56

PACESETTER II

260SL-16

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TABLE OF CONTENTS

BASIC ORDER

ANNEX "A" Intelligence

ANNEX "B" Air Operations

APPENDIX I Flight Plan

APPENDIX II Schedule and Timing

ANNEX "C" Communications

ANNEX "D" Flying Safety

ANNEX "E" Weather

ANNEX "F" Reports

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

OPERATIONS ORDER: 213-56 26th Strat Recon Wing (M).

MAPS OR CHART REFERENCES: As required.

TASK ORGANIZATIONS:

ORGANIZATION	COMMANDERS
3rd Strategic Reconnaissance Squadron	Major KLUENDER
4th Strategic Reconnaissance Squadron	Major EDWARDS
10th Strategic Reconnaissance Squadron	Major FIELDS
26th Armament and Electronics Squadron	Lt. Col GOSLING
26th Field Maintenance Squadron	Major SCHROEDER
19th Weather Detachment	Lt. Col DINELY
801st Reconnaissance Tech Squadron	Major JOHOUTEK

1. GENERAL SITUATION: A requirement exists to periodically conduct an 8AF Bomber Stream Mission against Mt. Carmel, Springfield and Montreal. Unclassified nickname for this exercise is Pacesetter II.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) Mats: Provide normal AACS support.

(2) 1st RBS Group (through 10th RBS Squadron, Detachment 3 and 12th RBS Squadron, Detachments 1 and 9).

(a) Provide radar bomb scoring facilities at Mt Carmel, Springfield and Montreal Bomb Plots during the period of this operation.

(3) 19th Weather Detachment:

(a) Provide Weather briefing and information as required by Commander 26SRW and Annex "E".

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(4) 801st Air Base Group:

(a) Provide base facilities and support as required by Commander 26th Strat Recon Wing.

(5) 801st Recon Tech Squadron:

(a) Process evaluate and critique radar scope photography.

(b) All photography obtained on this mission with completed photo log will be forwarded to the 8th RTS, Westover AFB within 10 days after completion of the mission.

(c) Submit R-51+RT-52 reports as outlined in Annex "F".

2. MISSION: Conduct a simulated bombing mission against selected targets at Mt. Carmel, Ill., Springfield, Mass., and Montreal, Quebec. In addition fly one grid navigation leg after the last target. The 26SRW is required to launch 70% of assigned aircraft.

3. TASK FOR SUBORDINATE UNITS:

a. 3rd Strat Recon Squadron:

(1) To insure that each participating crew accomplishes the required target study, trainer runs and practice runs on each target.

(2) To provide 6 combat ready crews and aircraft to fly Pacesetter II.

(3) To provide personnel to police 3SRS Briefing Room after specialized briefing.

b. 4th Strat Recon Squadron:

(1) To insure that each participating crew accomplishes the required target study, trainer runs and practice runs on each target.

(2) To provide 7 combat ready crews and one non combat ready crew and aircraft to fly Pacesetter II.

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(3) To provide personnel to police 4th SRS Briefing Room upon completion of general and specialized briefing.

c. 10th Strat Recon Squadron:

(1) To insure that each participating crew accomplishes the required target study, trainer runs, and practice runs on each target.

(2) To provide 10 combat ready crews and one non combat ready crew to participate in Pacesetter II.

d. 26th Armament and Electronics:

(1) To provide necessary specialists and maintenance to support this operations order.

(2) Pre & Past mission reports on aircraft systems will be submitted in accordance with proposed regulation 8AF file MDM1 Subject "Evaluation and on Special Mission reports" dated 28 Nov 1955.

e. 26th Field Maintenance Squadron:

(1) To provide necessary maintenance support to implement this operations order.

X. GENERAL INSTRUCTIONS:

(1) Recall Word: Tall Corn

(2) Air Refueling: N/A

(3) Press Release: No press release will be made

(4) Schedule: See Annex B App II

(5) Air Operations: See Annex B

(6) Flying Safety: See Annex D

(7) Weather: See Annex E

(8) Intelligence: See Annex A

(9) Communications: See Annex C

(10) Reports: See Annex F

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(11) 26SRW will launch 70% of possessed aircraft in support of this operation.

(12) The mission will not be executed until receipt of an execution order from 8AF Headquarters.

(13) Wing Operations will coordinate mission plan and block altitude requirements with local ATC center, in accordance with SAC Reg 55-3 and 50-4 at least 7 days prior to mission execution date. (DOCO)

(14) 26SRW will provide a field grade officer at the local ARTC Center in accordance with Sac Reg 55-3, to aid in resolving traffic control problems prior to and during mission execution. (DOCO)

(15) Place observer TDY at RBS Detachments as specified in 8AF order of implementation for the purpose of monitoring RBS scoring activities . This period will normally be four days. (DOTO)

(16) 26SRW will present a detailed mission briefing at 8AF Headquarters at 1800Z 4 Jan 1956. (26DO)

(17) This operations plan is effective for planning purposes upon receipt and becomes an order upon receipt of 8AF order of implementation. (21 Dec 1955)

(18) Crew Qualifications: Participating aircraft will be manned by the best qualified crews available. Non-combat ready crews may be scheduled as necessary to fulfill the requirements of launching 70% of possessed aircraft.

(19) Weather minima for takeoff and landing will be as established by AFR 60-16 or local regulation, whichever is higher.

(20) Minimum fuel reserves (over Lockbourne):

(a) RB-47 aircraft: 12000 pounds plus fuel to selected alternate.

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(21) Commanders are responsible for assuring that adequate security is afforded all participating aircraft. Security Officer will monitor unit security procedures during this mission in accordance with SAC Reg 205-11.

(22) Danger Areas and ADIZ's: All danger areas will be avoided. There are no ADIZ penetrations on the route.

(23) Routes are unclassified for clearance purposes. The use of the term "Military Necessity" is not authorized.

(24) Briefing Schedule:

(a) Detailed Briefing

Time: 4 Jan 1956

Place: Westover AFB

For: Headquarters Staff 8AF

(b) General Briefing

Time: 1000E 20 Jan 1956

Place: 4SRS Briefing Room

For: All participating crews

(c) Specialized Briefing

Time: 1100E 20 Jan 1956

Place: 3SRS Briefing Room

For: Aircraft Commanders and Pilots

(d) Specialized Briefing

Time: 1100E 20 Jan 1956

Place: 4SRS Briefing Room

For: All Observers

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4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal Logistical support and facilities will be provided by task organizations.

b. Funding: Local P 458 Funds will be utilized as required.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: See Annex C

MENG
Colonel., USAF
Commander

ANNEXES

A. Intelligence
B. Air Operations
C. Communications
D. Flying Safety
E. Weather
F. Reports

DISTRIBUTION:

Comdr 8AF	5 cys
Comdr 801AD	2 cys
Comdr 26SRW	2 cys
Comdr 3SRS	15 cys
Comdr 4SRS	15 cys
Comdr 10SRS	15 cys
Comdr 26A&ES	2 cys
Comdr 26FMS	2 cys
Comdr 19WxDet	2 cys
Comdr 801RTS	2 cys
26 CRSC	1 cys
26 DO	8 cys
Historian	5 cys

OFFICIAL:

Henry M. Henington

HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

ANNEX "A"

TO

OPERATIONS ORDER

PACESETTER II

INTELLIGENCE

Annex "A"
26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

ANNEX "A" TO 26TH SRW OPORD 213-56 "PACESETTER II".

1. INTELLIGENCE SUMMARY:

a. GENERAL SITUATION:

(1) Significence of the mission is as stated in paragraph 2 of the Operations Order.

(2) Political, Economic and Psychological.

b. Enemy Order of Battle: Omitted.

c. Capabilities of Enemy Forces: Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force ICP, 1 Jul 55.

(2) Specific:

(a) Was any jamming encountered along the route?

(b) Where were initial interceptions accomplished?

(c) What tactics did the enemy fighters employ?

(d) Did the fighters show any evidence of after burners?

(e) How effective were the fighter interceptions?

(f) What was the type and number of fighters making interceptions?

b. MEANS OF OBTAINING INFORMATION:

(1) Interrogation of combat crews immediately after the mission by Intelligence officers and staff specialists.

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(2) Instructions contained in Eighth Air Force ICP, 1 Jul 55, will be followed.

c. MEANS OF REPORTING EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible, on Air Force Form 112.

3. INTELLIGENCE ACTIVITIES:

a. NAVIGATIONAL MATERIALS: Maps and charts as required to accomplish the mission will be furnished upon request by the Air Targets Branch.

b. TARGET MATERIALS:

(1) Latest available Domestic Graphic Target Materials will be furnished by the Air Targets Branch.

(2) Best available radar scope photography will be furnished by the Air Targets Branch.

(3) Best available visual photography (vertical and/or oblique) of all targets will be furnished by the Air Targets Branch.

(4) The foregoing materials will be selected in advance of implementation order to provide adequate time for planning, study and briefing purposes.

c. TARGETS:

(1) Springfield, Massachusetts

Call Sign: Springfield Bomb Plot

Geographic: 42° 11' 55.744" N

Coordinates: 72° 33' 40.471" W

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2. c. (1) Cont'd:

Magnetic Variation: 13° 45' W (+)

Primary Frequency: VHF 132.84 UHF 258.2

Secondary Frequency: VHF 138.42 UHF 240.6

Target: B

Ludlow Mfg & Sales Co.,
Ludlow, Massachusetts

Radar Classification: IIA

Geographic Coordinates: 42° 09' 22.730" N
72° 28' 52.660" W

Aiming Point Center of tower on NW corner of building.

Elevation 248' (Top Elev.)

Special Note: Method of aiming is optional.

(2) Mt Carmel, Indiana

Call Sign: Mt Carmel Bomb Plot

Geographic: 38° 25' N

Coordinates: 87° 45' W

Magnetic Variation: 3° 00' E (-)

Primary Frequency: VHF 142.20 UHF 258.2

Secondary Frequency: VHF 138.42 UHF 356.8

Target: E

Georgaphic position as listed below.
No show area.

Radar Classification: IIIA

Geographic Coordinates: 38° 37' 00" N
87° 36' 00" W

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Aiming Point: 38° 37' 00" N
87° 36' 00" W

Elevation: 400' (Ground Elev)

Special Note: This is a radar offset run.

(3) Montreal, Canada

Call Sign: Montreal Bomb Plot

Geographic: 45° 30' 45.3" N

Coordinates: 73° 25' 52.9" W

Magnetic Variation: 16° 00' W (✓)

Primary Frequency: VHF 138.42 UHF 384.6

Secondary Frequency: VHF 142.20 UHF ----

Target: G

Canadian Pacific Railway
Montreal Roundhouse, Montreal, Canada

Radar Classification: IIB

Geographic Coordinates: 45° 31' 34.1" N
73° 37' 04.5" W

Aiming Point: Top Corner of the most northerly part of the roundhouse building.

Elevation: 219' (Top Elev.)

Special Note: Method of aiming is optional.

(4) Simulated or prediction materials will be utilized to maximum extent.

d. Photographic Requirements:

(1) Visual strike photography will be obtained where possible.

(2) Maximum radar photography will be obtained on all targets.

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(3) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable Observer Publications.

(4) Observers photo logs will be accomplished on all photography in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for preparation of special reports (i.e., IBDA, etc.) is made available to recipients of the logs and corresponding photography.

(5) The 801st RTS will forward all radar and visual photography obtained on this mission, with completed photo logs, to the 8th RTS, Westover Air Force Base, Mass., within ten days after completion of the mission. This film will be incorporated in the 8th RTS film library in accordance with existing regulations. Destruction of poor or duplicated film will be made only upon the approval of the RTS production control officer of Headquarters, 8AF.

e. Cameras:

(1) Type and number of cameras will be installed to meet the requirements of the mission.

(2) Camera operation will be in accordance with the Reconnaissance Tactical Doctrine and current applicable directives.

f. Survival Intelligence: Omitted.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 213-56

PACESETTER II

AIR OPERATIONS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "B" TO OPERATIONS ORDER: 213-56

1. General:

a. This annex contains the route and flight plans, timing schedule, photo requirements and general flight information.

b. This mission will be flown in two increments; first increment of 14 acft will be on 23 Jan 56. Second increment of 11 acft will be flown on 24 Jan 56. Aircraft will T/O at 10 minute intervals.

c. Aircraft will start engines 30 min prior to scheduled T/O time and taxi 15 min prior to T/O time. T/O time will be the start of roll.

d. Three spares will be provided each day, and will be considered Wing spares, they will be preflighted up to start engines with a crew in the aircraft standing by on tower frequency.

e. App I this annex is the flight plan and was computed utilizing wind/temperature planning factors. Pre takeoff adjustments to flight plans will be made from latest meteorological data to make good control time at HHCP.

f. The HHCP is at Springfield, Ill.

2. TACTICS:

a. First acft will T/O at 1837Z on 23 & 24 Jan. Acft will follow at 10 min intervals. Last acft on 23 Jan will T/O at 2047Z and last acft on 24 Jan will T/O at 2017Z.

b. Aircraft designated as primary or spare on first days increment will

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not be rescheduled on the second increment.

c. First acft will T/O climb to 28000 ft maintaining 28000 ft until passing Green 4 Airway then climb to 34000 ft maintain 34000 ft until reaching Ashland, Ky then climb to 36000 ft maintaining 36000 ft until passing Montreal then climb to 39000 ft maintaining 39000 ft to end grid at Clarksburg W. Va. At Clarksburg acft will contact Columbus approach control for letdown instructions. Second aircraft will T/O climb to and maintain 28000 ft until passing Green 4 airway then climb to and maintain 31000 ft until passing Ashland, Ky then climb to and maintain 33000 ft until passing Montreal then climb to and maintain 36000 ft until Clarksburg, West Virginia. At Clarksburg all acft will contact Columbus approach control for letdown instructions. This procedure will apply throughout the rest of the increment. Aircraft will alternate by take off order the high and low altitude. (i.e. 1 - 3 - 5 etc. will take high altitudes, 2-4-6 etc. will take low altitudes) This will provide 20 min separation between acft at the same altitude.

d. The dog leg between Chicago, Rockford and Davenport will be adjusted to make good the control time at the HHCP within ± 2 minutes. Bomber stream integrity will be maintained at all times. A second control point has been designated at Frederick, Md. Individual aircraft will announce ATA's at Frederick: succeeding acft will control arrival time at Frederick to insure 10 min spacing by dog legging (if necessary) to the left.

e. A simulated grid navigation leg, utilizing celestial fixing will be started at Ottawa and terminated at Clarksburg W. Va. with a

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turning point at 45°-15 N, 86-00 W

f. Three radar practice RBS runs will be accomplished against targets as follows:

Mt Carmel RBS - Echo

Springfield RBS - Bravo

Montreal - Golf

g. Offset aiming is authorized utilizing OAPs as prescribed in observers flimsy.

h. Bomb load (simulated):

Bomb GP, 1000 lb, AN - M65A1 SAC Technical pamphlet 50-7, Shack Bombing Tables, will be used for ballistics computations

i. Altitude measurements will be completed at the Pre- IP and bombing altitude computed as prescribed in SAC Manual 50-38.

J. On each bomb run a wind run will be completed using the IP as a wind determination tgt. Final wind determination will be made on the OAP

k. Exact bombs away time and scope photo frame number will be recorded.

l. Abbreviated RBS call, contained in the communications and observers flimsy will be utilized.

m. Individual coded scores will be provided to crews at RBS site.

n. Malfunction runs will be considered Radar Aborts.

o. Radar scope photography (1-4 scans) will commence at each pre-IP and continue through each target complex to include pictures of the target complex after crossover. The "K" system computer will be left in "track" function with crosshairs displayed until final pictures are obtained.

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p. After the final bomb run scope photos are obtained, the O-15 camera scan selector will be placed in 1-12 scans and left in that position until termination of the simulated grid navigation leg. Scope photos 1-4 scans will be obtained at expiration of individual navigation ETA for scoring of the grid nav leg. SAC form 285, photo log, will be completed.

3. DETDOWN AND LANDING INSTRUCTIONS: All acft will contact Columbus approach after termination of grid leg. Acft will arrive over Columbus VOR on a True course of 293° make a procedure turn arriving back over the VOR at 20000 ft on the penetration heading.

4. PERFORMANCE:

a. An initial fuel load of 92,600 lbs JP-4 will be used in computing take off data.

b. Fuel reserve over Columbus VOR will be 21,500 lbs.

5. CAMERAS AND FILM: Two C-1A magazines loaded with 100 ft each of Class L film.

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TAKE OFF ORDER	A/C	TAIL NO	JOLLY PACE SETTER CALL SIGN	STA TIME	START ENG TIME	TAXI TIME	T/O TIME	HHCP TIME	DGZ MT CARMEL	CONT PT	DGZ SPG	DGZ MONTREAL	END GRID	COLUMBUS VOR	ALT
1	O' Neil	689		1050	1307	1322	1337	1520	1534	1633	1710	1740	2008	2028	H
2	Behrend	852		1100	1317	1332	1347	1530	1544	1643	1720	1750	2018	2038	L
3	Tannehill	379		1110	1327	1342	1357	1540	1554	1653	1730	1800	2028	2048	H
4	Williams	374		1120	1337	1352	1407	1550	1604	1703	1740	1810	2038	2058	L
5	Melville	713		1130	1347	1402	1417	1600	1614	1713	1750	1820	2048	2108	H
6	Vickers	703		1140	1357	1412	1427	1610	1624	1723	1800	1830	2058	2118	L
7	McGrath	710		1150	1407	1422	1437	1620	1634	1733	1810	1840	2108	2128	H
8	Hulsey	714		1200	1417	1432	1447	1630	1644	1743	1820	1850	2118	2138	L
9	Harris	717		1210	1427	1442	1457	1640	1654	1753	1830	1900	2128	2148	H
10	Mundy	723		1220	1437	1452	1507	1650	1704	1803	1840	1910	2138	2158	L
11	Koch	688		1230	1447	1502	1517	1700	1714	1813	1850	1920	2148	2208	H
12	Lappo	821		1240	1457	1512	1527	1710	1724	1823	1900	1930	2158	2218	L
13	Brown	708		1250	1507	1522	1537	1720	1734	1833	1910	1940	2208	2220	H
14	Comerford	720		1300	1517	1532	1547	1730	1744	1843	1920	1950	2218	2238	L

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All times eastern

1ST INCREMENT

App II, Annex "B"
26SRW OPord 213-56
9 Jan 56

26SRW PACESETTER II

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	TAKE OFF ORDER	A/C	TAIL NO	JOLLY PACE SETTER CALL SIGN	STA TIME	START ENG TIME	TAXI TIME	T/O TIME	HHCP TIME	DGZ MT CARMEL	CONT PT	DGZ SPG	DGZ MONT-TREAL	END GRID	COL-UMBUS VOR	ALT
	1	Baker	853		1050	1307	1322	1337	1520	1534	1633	1710	1740	2008	2028	Hi
	2	Nagy	782		1100	1317	1332	1347	1530	1544	1643	1720	1750	2018	2038	Low
	3	Reeter	822		1110	1327	1342	1357	1540	1554	1653	1730	1800	2028	2048	Hi
	4	Stone	819		1120	1337	1352	1407	1550	1604	1703	1740	1810	2038	2058	Low
	5	Doll	706		1130	1347	1402	1417	1600	1614	1713	1750	1820	2048	2108	Hi
	6	Pfeffer	789		1140	1357	1412	1427	1610	1624	1723	1800	1830	2058	2118	Low
	7	Magee	718		1150	1407	1422	1437	1620	1634	1733	1810	1840	2108	2128	Hi
	8	Stipzel	715		1200	1417	1432	1447	1630	1644	1743	1820	1850	2118	2138	Low
	9	Stranberg	721		1210	1427	1442	1457	1640	1654	1753	1830	1900	2128	2148	Hi
	10	Orliski	716		1220	1437	1452	1507	1650	1704	1803	1840	1910	2138	2158	Low
	11	Roll	791		1230	1447	1502	1517	1700	1714	1813	1850	1920	2148	2208	Hi

App II, Annex "B"
26SRW OPord 213-56
9 Jan 56

2ND INCREMENT

26SRW PACESETTER II

All Times Eastern

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"PAGE SPITTER II"

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)
		26th SRW	RB-47E				

1. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT LVL	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
	Lockbourne															52300	178100
	St Taxi T/O			-				NACA °				-	:03			1800	1800
	Acceleration	-	-	-	-	-	-	-	-	-	-	-	:03			53800	173300
	38-38 82-56			270/60				- °				70	:10½			4300	4300
	York VOR	CL	180	+3	178	+1	179	- °	VAR	400	405	70	:13½			48500	169000
	39-08½, 84-31½	CL						- °				77	:13½			3000	3000
	Cincinnati, O	CL	291	-3	288	0	288	30.0M	VAR	400	345	147	:27			80500	166000
	41-05½, 85-06½	CL						- °				121	:19			3400	3400
	Ft Wayne, Ind.	CR	345	-8	337	0	337	34.0M	74	425	403	268	:45			77100	162300
	42-16, 89-06							- °				191	:31			5700	5700
	Rockford, Ill	CR	292	-3	289	-2	287	34.0M	74	425	388	459	1:16			71400	156600
	41-30, 90-30							- °				79	:12½			2100	2100
	Davenport, Iowa	CR	234	+5	239	-4	235	34.0M	74	425	375	538	1:28½			69300	154300
HOT	39-47, 89-37							- °				110	:14½			2500	2500
FIP	Springfield, Ill	CR	158	+7	165	-4	161	34.0M	74	425	445	648	1:43			66800	152300
	39-07, 88-33			270/75				- °				64	:08			1600	1600
IP	Effingham, Ill	CR	126	+5½	131½	-4	127½	34.0M	74	425	485	712	1:51			65200	150700
	Mt. Carmel, Ohio							- °				53	:06½			1100	1100
TOT	38-37, 81-26W	CR	126	+5½	131½	-3	128½	34.0M	74	425	483	765	1:57½			64200	149600
	38-29, 82-39							- °				235	:28			4400	4400
	Ashland, Ky.	CR	092²	0	092	-½	091½	36.0M	74	425	500	1000	2:25½			59700	145200
	39-24, 77-24							- °				253	:30½			5300	5300
CP	Frederick, Md.	CR	078	-2	076	+4	080	36.0M	74	425	500	1253	2:56			54400	139900
FIP	40-16, 14-00			265/70				- °				166	:20			3400	3400
	Freehold, N.J.	CR	071	-2	069	+9	078	36.0M	74	425	495	1419	3:16			51100	134500
IP	41-20, 73-05							- °				80	:10½			1700	1700
	Kerby, Jam.	CR	030	-8	022	+12	034	36.0M	74	425	460	1499	3:26½			49300	131800
	Tgt-E 42-09, 72-29							- °				52	:07			1000	1000
TOT	Springfield, Mass	CR	030	-8	022	+13	035	36.0M	74	425	460	1551	3:33½			48300	133800
FIP	43-32, 72-56							- °				96	:12½			2000	2000
	Rutland, Vt	CR	346	-10	336	+14	350	36.0M	74	425	405	1636	3:46			46300	131300
IP	44-29, 73-12							- °				59	:08½			1300	1300
	Burlington, Vt.	CR	348	-10	338	+15	353	36.0M	74	425	410	1695	3:54½			45000	130500
TOT	Tgt-, 45-32, 73-77							- °				63	:09			1700	1200
	Montreal, Can.	CR	348	-10	338	+15½	353	36.0M	74	425	410	1758	4:03½			43800	129300
	48-26, 75-42							- °				89	:15			2200	2200
	Ottawa, Canada	CR	262	0	262	+15	277	39.0M	74	425	355	1847	4:18½			41600	127100
								- °				140	1:14			10100	10100
	45-15½, 84-00W	CR	270	-1	269	+8	277	39.0M	74	425	355	2287	5:32½			31500	117000
								- °				442	1:02			7600	7600
	39-14, 80-17							- °									
	Clarksburg, W.Va	CR	145	+8	153	+3	156	39.0M	74	425	453	2729	6:31			23900	109400
								- °				124	:20½			2400	2400
	Columbus, VOR	CR	293	-5	288	+3	291	30.0M	74	425	360	2853	6:51½			21500	107000
	Jet Penetration							- °				-	:20			3700	3700
	GCA, Land, taxi	L/T	-	-	-	-	-	-	-	-	-	-	7:11			18000	103500
								°									
								°									
								°									
								°									
								°									

DATE OF TAKE-OFF: 23 Jan 1956

ENGINE START		TAKE-OFF TIME
LANDING TIME		DURATION OF FLT
AIRCRAFT BASIC WT	83850	
CREW WT	1056	
OIL WT	423	
AYD BYD HEIGHT (Engine)	misc271	
EXT TANKS WT (Engine)		
OPERATING WT		85500
FUEL WEIGHT: FWD	As	required
FUEL WEIGHT: AUX	Rear	
FUEL WEIGHT: B.R.	Rear	
FUEL WEIGHT: ATO	Take	
FUEL WEIGHT: EXT.	Off	
FUEL WEIGHT: TOTAL		92600
BOMBS WT		-
AMMO WT		-
ADD FLUID WT		-
INITIAL GROSS WT		178100
START ENG AND TAXI FUEL USE		2560
TAKE-OFF GROSS WT		175540

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744'	11,900	40°F

CRITICAL FIELD LENGTH: 8700'

TAKE-OFF

DISTANCE	SPEED
7500'	153K

Refusal	SPEED	2500'
MINIMUM CONTROL	ENGINE BEST FLARE	LINE
139K	168K	98K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

ANNEX "C"

TO

OPERATIONS ORDER

PACESETTER II

COMMUNICATIONS

Annex "C"
26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

ANNEX "C" TO 26SRW OPORD "PACESETTER II".

1. GENERAL:

The communications procedures established herein are in accordance with JANAP's, ACP's, SACCEI, 8th AF Operations Plan 213-56 and Radio Facility Charts.

2. RECOGNITION:

Recognition with ADC fighters will be accomplished on UHF Channel 10 (364.2 mcs) utilizing authentication tables in AFSAL 5104.

3. IDENTIFICATION:

IFF will be operated Mode II as prescribed in SAC Reg 55-23.

4. AUTHENTICATION:

AFSAL 5104 will be used to accomplish authentication.

5. EMERGENCY:

a. In the event of an emergency, IFF will be switched to emergency position.

b. "Mayday" call will be transmitted on the frequency in use at the time or the last frequency on which contact was made. When contact is established, information required in standard emergency communications will be given. The aircraft distress report (M-14) will be submitted if time permits.

6. FREQUENCIES:

a. HF Channelization will be as presently installed.

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b. UHF Channelization will be as presently installed.

c. Interplane frequency will be channel 11, (252.6 mcs).

d. HF back-up for UHF interplane will be 4270 kcs.

e. RBS Frequencies: Will be set up in channel of choice.

(1) Mt Carmel Bomb Plot ---- Primary -- 258.2 mcs
Secondary -356.8 mcs

(2) Springfield Bomb Plot ---- Primary -- 258.2 mcs
Secondary -240.6 mcs

(3) Montreal Bomb Plot ---- Primary -- 384.6 mcs

(4) HF Back-up ---------- 4270 kcs.

f. Frequencies for HF stations will be as listed in Radio Facility Charts.

7. CALL SIGNS:

a. Aircraft, A/G (with CAA) -- JOLLY (2 digits) PACESETTER II

b. Aircraft, A/G (with AACS) -- JOLLY (2 digits)

c. CAA ---- As listed in Radio Facility Charts.

d. RBS Sites -- "Mt Carmel Bomb Plot"
"Springfield Bomb Plot"
"Montreal Bomb Plot"

e. Recall Word -- "Tall Corn"

f. HF Control Stations for Tactical Reports:

(1) Primary ---------- ANDREWS
Secondary ---------- LORING

g. HF Stations for Strike Reports:

(1) Primary ---------- CARSWELL
Secondary ---------- RAMEY

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h. Navigational aids will be as listed in appropriate Radio Facility Charts.

8. PROCEDURES:

a. Position reporting will be accomplished in accordance with procedure COCA.

b. Normal CAA reporting applies. The first and last aircraft in the stream will make position reports and will open and close the block and report as such.

c. Channel selector switch will be left in the "BOTH" position to enable monitor of the emergency frequency as well as the frequency in use at the time.

d. Hourly tactical position reports will be required. The first and last aircraft will be responsible for making these reports. The stations designated to receive and relay the tactical reports are:

(1) Primary --- ANDREWS

(2) Secondary - LORING

e. HF position reports will be accomplished according to the following schedule:

(1) Check in with the Control Station on Climb out.

(2) Chicago

(3) North of Louisville

(4) Fredrick

(5) South of North Bay

(6) West of Akron

f. The HF Tactical reports will include instructions to relay to "CURFEW" and "BURGLAR ALFA".

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g. Strict radio discipline must be observed at all times. Radio operating personnel will positively determine that the frequency is clear before transmitting.

h. Individual aircraft will announce ATA's at Fredrick on 301.4 mcs to Washington Center, and will call Indianapolis Center at Clarksburg and Parkersburg VOR for letdown instructions.

i. RBS Reporting:

When calling the RBS site, an abbreviated format will be used as outlined in the observers and communications flimsy.

9. REPORTS:

a. The following stations are designated for Strike Reports (B-11).

(1) Primary ----------Carswell

(2) Secondary --------Ramey

(3) Alternate --------Any AACS station more that 1500 miles distant from reporting point.

b. The Strike Report (B-11) will be submitted by individual aircraft immediately after leaving the last target (Montreal). The report will be sent to the primary, secondary or alternate HF station for relay to "CURFEW" and "BURGLAR ALFA". If contact has not been established after 30 minutes, the report may be sent to any AACS station. All three targets will be reported in a single message identified by the following numbers: Mt Carmel -- 222, Springfield -- 333, Montreal -- 444. Authentication will be accomplished using AFSAL 5104. In the event of HF radio failure or failure to make contact, the report will be relayed through another aircraft.

c. The Hot News Report (M-12) will be submitted when and if unusual activity is observed such as unidentified flying objects etc. The

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report is submitted to any AACS HF station with instruction to relay to "STORMTROOPER" and "BURGLAR ALFA".

d. The Aircraft Distress Report (M-14) will be submitted when crash landing, ditching or abandoning the aircraft is eminent. The report will be sent to any AACS HF station for relay to "STORMTROOPER" and "BURGLAR ALFA".

e. The Aircraft Commander's Report (B-17) will be submitted when not landing at operating base or briefed destination. If more than one aircraft lands at the same base, a consolidated report may be submitted by the senior aircraft commander. This report will be addressed to Headquarters 8AF and Headquarters 26SRW.

f. Formats for B-11, M-12, M-14 and B-17 will be included in the Intelligence flimsy.

10. SECURITY:

a. Communications security will be observed at all times and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission.

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ORGANIZATION: 3 RD STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: NOVEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
851		F	PF					F						F	PF		F					F	PF						F			6
852			F	PF					F						F	PF		F					F					PF		F		6
853	F			F			PF			F						F	PF				F							F	PF			6
686	F	PF		F						F					PF	F		TOC				F	PF						F			6
687	F						S	F	PF						F	TOC					F	PF						F				5
696							T	SP						F			F	PF			F IRAN											2 IRAN
697							A			F								F			PF	F IRAN										2 IRAN
698		F	PF				N	F						F	PF						F		F IRAN									4 IRAN
699			F				D		F	PF								F										F IRAN				3 IRAN
702	F			F			PF								F						F	PF						F				5
705	PF		F	W&B			TOC		SP								F	PF				F							F			4
711		F		TOC			D			SP						F	SPECIAL PROJECT											8 DEC			2
784			F				O		F	PF						F	W&B					F	PF						F			5
822				F			W			F				PF			F	TOC					F					PF		F		5
3379		F	PF				N	F						F	TOC	PF		F					F					PF				5
782															F						TOC							F	PF			2
785																							F							F		2
	4	4	4	4			0	4	3	4				4	4	4	4	4			4	4	4					4	4	3		70
								1	1	1										IRN	IRN	IRN						IRN			3	SPARE

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
15 November 1955

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 213-56

FLYING SAFETY

Annex "D"
26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
9 January 1956

ANNEX "D" TO OPERATIONS ORDER 213-56

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over Mission accomplishment.

2. All crews will select adequate alternates over entire route depending upon the nature of the emergency. Priority will be given in the following sequence:

a. SAC Bases

b. AMC Bases

c. Air Force Bases

d. Military Bases

e. Civilian Bases

3. All pilots will familiarize themselves with ledown procedures for destination, selected emergency alternates and weather alternates prior to departure.

4. The provisions of SAC Regulation 62-19 and 8th AF Regulation 62-2 Crew Rest will be fully complied with.

5. The provisions of SAC Regulation 62-9, Reporting of Aircraft of Aircraft Incidents, are directive in nature and will be complied with.

6. Pilots will monitor the position of the aircraft with all available radio Navigational Aids to assure compliance with ARTC instructions and AFR 60-22 on ADIZ tolerances.

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7. In the event of deviation from planned route the Aircraft Commander will contact immediately by radio the appropriate GCI, CAA or Air Force facility. Immediately upon landing a deviation report will be prepared if required.

8. Pilots will determine the Weather conditions at the base of intended landing before penetration and if the weather is at or near minimums for the type of instrument approach to be used, will request specific information from the tower officer or the appropriate operations control room.

9. In the event diversion to an alternate is necessary Jolly Control will contact the alternate base with information that an RB-47 aircraft with a low fuel reserve is enroute, and request information of any condition precluding landing upon arrival.

10. Pilots will have in their possession dash one technical orders with latest revisions.

11. Pilots will determine, prior to penetration, back-up frequencies used by GCA and tower facilities in the event of UHF radio failure.

12. Radar Observers will monitor all approaches and landings in accordance with 8th Air Force Regulation 51-3

13. In the event of damage to the aircraft at other than a SAC Base, the Aircraft Commander will contact Jolly Control immediately by the most expeditious electrical means with all possible information of the mishap.

14. Crews will thoroughly familiarize themselves with RB-47E emergency procedures with special emphasis on procedures for landing on wet or icy runways.

Annex "D"
26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 213-56

WEATHER

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "E" TO OPERATIONS ORDER: 213-56

1. GENERAL: This annex contains procedures for preparation and coordination of forecasts for this operation.

2. PREPARATION OF FORECASTS: The Commanders of the Weather Detachments supporting the units participating in this operation will be responsible for providing planning and operational forecasts to those units.

3. COORDINATION OF FORECASTS: The Commanders of the weather detachments involved, utilizing the SOCS lines, will coordinate mission forecasts with the Duty Forecaster, 8AF Control Room, (SOCS Drop 35) 24 hrs and 12 hours prior to departure time for planning and operation forecasts respectively. Specific information required is as follows:

a. Route Forecasts.

(1) Wind 30M, 35M, 40M.

(2) Clouds and weather above 30M.

b. Terminals: Alternate and target forecasts, The duty forecaster 8AF Control Room will be kept fully advised of significant changes or amendments made subsequent to the routine coordination set out above.

4. REPORTS: Weather Liason Officers will assist in collection and transmission of B-21 and R-21 reports in accordance with 1st Weather group Reg 55-86.

Annex "E"
26SRW OPord 213-56
9 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 Jan 56

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 213-56

REPORTS

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
9 January 1956

ANNEX "F" TO OPERATIONS ORDER: 213-56

1. REPORTS:

a. Provide ADC, EADF, JEADF (attn Army Deputy) and appropriate interceptor units with date route altitudes and estimated times of arrival at significant points along the route, not later than 7 days prior to mission execution. Specific reference will be made to estimated overflight times at Philidelphia, New York City, Detroit, and Chicago, as applicable. (DOCO)

b. Comply with provisions of SAC Reg 55-18 in clearing and operating over Canadian territory. (DOCO)

c. Dispatch a zippo Twx to appropriate RBS detachment and 8AF headquarters not later than 48 hrs preceeding the visit as to name, rank, organization and security status of observer selected to monitor RBS scoring activities. (DOTO)

d. Dispatch an unclassified Zippo Twx not later than 48 hours preceeding first scheduled T/O to each RBS site being utilized, the parent RBS Sq, and to 8AF Hdqts listing.

(1) Unit Tactical Call Sign.

(2) First and last IP time for each RBS site.

(3) Type aircraft (encoded).

(4) Type bombing equipment (encoded).

(5) For each crew scheduled to participate.

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(a) Crew number.

(b) Aircraft Commanders name.

(c) Observers Name.

(d) Observers rank.

(e) Observers Serial number.

e. Five copies of the wing operations order andone mission overlay transparency, size 12 X 15 will be forewarded to arrive, 8AF Hqs not later than 10 days prior to mission execution. DOTO

f. Final mission summary will be submitted to 8AF Headquarters within 10 days after mission execution. Attn ODT, in accordance with 8AF message ODT 52555, subject, "Interim Reporting Procedures for 8AF Bomber Stream Missions" dated 7 Dec 1955. (DOTO)

g. Photo scored navigation results by crew will be forwarded to arrive 8AF Hdqts not later than 7 days subsequent to mission execution. Cause for each score over 20NM will be included. (DOTO)

2. 55-8 REPORTS:

a. All reports will be distribution B.

b. Reports without special instructions.

(1) B-2, B-10, B-15, B-17, B-21, B-27, M-36.

(2) M-14, M-12, M-20.

c. Reports with special instructions.

(1) B-11, Targets will be identified in strike reports by following numbers:

(a) Mt Carmel 222

(b) Springfield 333

(c) Montreal 444

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(2) B-25, Negative report will be submitted.

(3) B-30, Negative reports will be submitted.

(4) B-81, Reference paragraph 2F of report format prescribed by SAC Manual 55-8B, an effective aircraft is one that is effective on all scheduled targets.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
16 January 1956

AMMEND #1 TO 26TH STRAT RECON WING (M) OPERATIONS ORDER 213-56 "PACESETTER II"

1. Basic Order Paragraph 1-(5)-c change to read as follows:

   (c) Submit B-51 report as outlined in Annex "F".

   Add paragraph 1-(5)-d

   (d) B-51 reports will be prepared and submitted by the 801st RTS supplemented by photo interpreters of the 26SRW on OJT with the 801st RTS during the execution of this mission. The 815RTS, Forbes AFB, Kansas will be an additional addressee on all B-51 reports.

2. Annex "A" Paragraph 3-c-1 & 3

   Delete "method of aiming is optional" and add "This is a radar offset run".

3. Annex "B" Appendix II 1st Increment

   Number 5 position delete "Melville 713" Substitute "Stone 819".

   Annex "B" Appendix II 2nd Increment

   Number 4 delete "Stone 819" Substitute "Melville 691".

   Number 6 delete 789 and substitute 713.

4. Annex "B" Appendix I Flight Plan

   Change coordinates on Freehold, N.J. to read 40-15N, 74-00W.

   Change coordinates on Montreal to read 45-32N, 73-37W.

MENG
Colonel., USAF
Commander

OFFICIAL:

HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

Page 1 of 2 Pages

Ammend #1 26SRW OPord 213-56
9 Jan 56

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DISTRIBUTION:

Comdr 8AF	5 cys
Comdr 801AD	2 cys
Comdr 26SRW	2 cys
Comdr 3SRS	15 cys
Comdr 4SRS	15 cys
Comdr 10SRS	15 cys
Comdr 26A&ES	2 cys
Comdr 26FMS	2 cys
Comdr 19WxDet	2 cys
Comdr 801RTS	2 cys
26 CRSC	1 cy
26 DO	8 cys
Historian	5 cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
10 January 1956

OPERATIONS ORDER

SERIAL NO. 502-56

26SRW OPord 502-56
10 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
10 January 1956

OPERATIONS ORDER)
NUMBER 502-56)

MAPS AND CHARTS: As Required.

TASK ORGANIZATIONS:

3rd Strategic Reconnaissance Squadron	Major KLUENDER
26th Armament and Electronics Squadron	Lt. Col GOSLING
26th Field Maintenance Squadron	Major SCHROEDER
801st Reconnaissance Technical Squadron	Major KOHOUTEK

1. GENERAL SITUATION: A requirement exists for the accomplishment of aerial photography of Portsmouth Air Force Base, N.H.

2. MISSION: Accomplish aerial photography as directed in Annex "A".

3. TASKS FOR SUBORDINATE UNITS:

a. 4th Strat Recon Sqdn:

(1) Accomplish aerial photography of Portsmouth Air Force Base, N.H. to meet specifications as outlined in Annex "A".

b. 26th Armament and Electronics Sqdn:

(1) Provide maintenance personnel and facilities to accomplish the mission.

c. 26th Field Maintenance Sqdn:

(1) Provide maintenance personnel and equipment necessary to accomplish the mission.

d. 801st Recon Tech Sqdn:

(1) Process film, evaluate for training credit and critique crews concerned.

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(2) Notify Squadron concerned (7442) and 26SRW Photo Officer (587).

(3) Handle all negatives on this project as stated in AFR 95-17.

X. GENERAL INSTRUCTIONS:

(1) Project photography which meets the requirements as outlined in Supplement XI to SAC Reg 50-8 and the applicable specifications in SAC Reg 50-26, may be credited to the crew for record training.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: Normal

MENG
Colonel., USAF
Commander

ANNEX:
"A" - Photo Requirements

OFFICIAL:

for George A. Brown Maj USAF
HENRY M. HENINGTON
Lt. Colonel., USAF
Director of Operations

DISTRIBUTION:

Comdr 801AD	1cy
Comdr 26SRW	1cy
Comdr 801ABGp	1cy
Comdr 801RTS	3cys
26DO	5cys
26DM	3cys
Comdr 3SRS	5cys
Comdr 26A&ES	1cy
Comdr 26FMS	1cy
26SRW Historian	5cys

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
10 January 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 502-56

PHOTO REQUIREMENTS

Annex "A"
26SRW OPord 502-56
10 Jan 56

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
10 January 1956

ANNEX "A" TO OPERATIONS ORDER 502-56, PHOTO REQUIREMENTS:

1. PURPOSE:

To establish specifications for Aerial Photography of Portsmouth Air Force Base.

2. CAMERA REQUIREMENTS:

Vertical Tri-Metrogon Camera (six (6) inch cone).

3. ALTITUDE:

31,250 Absolute, Scale of Photography; 1: 62,500.

4. OVERLAP:

60% Desired.

5. FLIGHT PATH:

One Flight line parallel to and on the center line of the runway. Photography must include the area ten (10) nautical miles before thru ten (10) nautical miles after the runway approaches. This project may be accomplished in conjunction with monthly Photo Project, 8AF-55-M-5.

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio
13 January 1956

AMENDMENT NUMBER 1 TO 26SRW OPORD 502-56.

1. Reference paragraph 3a basic order, change paragraph a to read

3rd Strat Recon Squadron.

HEWG
Colonel., USAF
Commander

OFFICIAL:

HENRY A. HEMINGTON
Lt. Colonel., USAF
Director of Operations

DISTRIBUTION:

Com'r 801AD	1cy
Com'r 26SRW	1cy
Com'r 801BGp	1cy
Com'r 801MTS	3cys
26DO	5cys
26DI	3cys
Com'r 3SRS	5cys
Com'r 26A&FS	1cy
Com'r 26FMS	1cy
26SRW Historian	5cys

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MONTHLY MAINTENANCE ORDER FOR OCTOBER 1955

1. General.

a. This maintenance order presents the flying schedule for October 1955 and reflects all requirements known to the wing at this time.

b. The sorties schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. The requirements according to Operational Plan lead to 250 sorties averaging 6.2 hours each are scheduled.

d. Monday sorties are normally scheduled for take-off after 1200 hours.

e. The normal work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Supervisors will report 30 Minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

f. Quality maintenance will be a primary objective and at no time will safety rules of flying safety or ground safety be compromised.

OFFICIAL
W. T. WENG
Colonel, USAF
Commander

Distribution:

1 WG Comdr	2 ABGp
10 D/Ops	2 ADIV D/Mat
5 3rd SRS	2 Wg D/Mat
5 4th SRS	10 Wg Cn Of Maint
5 10th SRS	2 FSv Sq
7 PMS	5 ABGp D/M
18 FMS	2 Base Ht
18 AEMS	4 Wg Historian
5 ESO	2 APSq
5 POL	2 MVS
1 Base Machine Room	2 Base Operations Officer.

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ANNEX "A")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 84 RB-47 sorties for a total of 521 flying hours. The schedule is attached as Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally schedule for take-off after 1200 hours.

3. The schedule leads to requirements for 84 preflights and 35 postflight Inspections to be accomplished as indicated on the schedule.

4. The following aircraft will undergo periodic inspection on dates indicated.

52-784	DOCK # 1	17 Oct Thru 25 Oct.

5. Aircraft Gains.

a. Three Aircraft were gained from Iran in Sept but were not reported on the Maintenance Order.

51-15851	22 Sept 1955
51-15852	19 Sept 1955
51-15853	21 Sept 1955

b. One Aircraft will be gained from Forbes AFB, Kansas during the month of October.

52-784	6 Oct 1955

6. Aircraft Losses.

a. The following A/C will be lost to Iran on the dates indicated.

52-694	24 Oct 1955
52-695	26 Oct 1955

b. The following A/C will revert to the 70th SRW as Indicated.

52-804	By 5 Oct 1955
52-820	By 5 Oct 1955

7. Special Projects.

a. The following A/C will be in the WESTINGHOUSE PROJECT as Indicated.

52-705	7 Oct Thru 28 Oct 55.

b. One Aircraft will be TDY to Smokey Hill, for Modification as Indicated.

52-3379	28 Sept Thru 7 Oct.

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ANNEX "A")
To Monthly Maintenance Order)
October 1955)

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

(CONT'D)

7. Special Projects.

c. One Aircraft will be TDY to SES.

52-696 3 Oct Thru 6 Oct 55.

d. One Aircraft will be on extended Cross Country.

51-15852 3 Oct To 13 Oct 55.

8. The TOC schedules shown on inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

9. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

10. Quality Control Inspectors will be as directed by the Maintenance Control Unit.

W. J. Meng
W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
Same as basic maintenance order.

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

3RD SRS — FOR October 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2694																																5
2695																																6
2696																																4
2697																																4
2698																																7
2699																																7
2702																																7
2705																																1
2711																																7
3379																																5
2822																																7
2891																																5
2852																																6
2853																																4
2784																																1
2804																																1
2820																																
Total																																84

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A+E																																
AOCP																																
ANFE																																
OPNS																																
Fuel Leak																																
APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
A+E																																
AOCP																																
ANFE																																
OPNS																																
PMI																																
MAINT CONT																																
MAINT CONSOL																																
OTHER																																
TOTAL																																
Scheduled																																
Available																																
Flown																																

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ANNEX "B")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 83 RB-47 sorties for a total of 515 flying hours. The schedule is attached as inclosure 1.

2. Take-off time will vary due to crew requirements. Monday's sorties will normally be scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 83 preflight and 35 postflight inspections to accomplished as indicated on the schedule.

4. The following aircraft will undergo Periodic inspection on dates indicated:

52-706	5 Oct Through 13 Oct
52-713	20 Oct Through 28 Oct
52-714	31 Oct Through 7 Nov

5. Aircraft Gains.

a. One A/C was gained from Iran, in Sept but were not reported on the Maintenance Order.

b. One A/C will be gained from Forbes AFB, during the month of Oct.

52-786	6 Oct 1955.

6. Aircraft Losses.

a. Three aircraft will revert to the 70th SRW as indicated.

52-803	By 5 Oct 55.
52-809	By 5 Oct 55.
52-810	By 5 Oct 55.

7. Special Projects.

a. One A/C will be in the WESTINGHOUSE PROJECT as indicated.

52-706	20 Oct Thru 10 Nov 55.

b. One A/C will be TDY to Smokey Hill AFB, for Modification as indicated.

52-823	29 Sept Thru 6 Oct.

8. The TOC schedules shown on inclosure 1 have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

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CONT'D

ANNEX " B "
To Monthly Maintenance Order
October 1955

MAINTENANCE PLAN AND SCHEDULE
4TH STRAT RECON SQUADRON

CONT' D

9. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 Aircraft flying the following Monday or as required to accomplish the wing mission.

10. Quality Control Inspectors will be as directed by the Maintenance Control Unit.

W.J. MENG
Colonel, USAF.
Commander.

1 Incl
1. Monthly Schedule

Distribution:
Same as basic maintenance order.

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

4TH SRS — FOR October 1955

ACFT NO	1 (S)	2	3	4	5	6	7	8 (S)	9	10	11	12	13	14	15 (S)	16	17	18	19	20	21	22 (S)	23	24	25	26	27	28	29	30 (S)	31	TOTAL
2700			F	PF		F						F	PF					F			F			PF		F					F	7
2703				F	PF					F			F	PF				F			F			PF		F					F	7
2706		PDM DUE		D	D	D				PD	PD	PD	TF					F			<	PDC		FPD	TF	ACT						1
2707		F	PF		F						F	PF		F						F	PF						F			PF		7
2709		D	PD	PD	PD	TF				F				F			PF		F					F	PF		F					5
2710				F	PF					F			F	PF					F					F	PF		F					6
2712		F				F	PF				F			F			PF			F					F	PF		F				7
2713		F	PF		F						F	PF		PDC D.N.			F			D	D			D	PD	PD	PD	TF				4
2714			F	PF		F						F	PF				F				F			F	PF						D	6
2786						HAPF					F			F			PF		F					F	PF		F					5
2819			F	PF		F						F	PF				F			F	F				F			F		PF		7
2823	TDY			>		F					PF			F					F	PF				F			F	PF				5
2849			F	PF	F							F	PF				F			F	PF				F			F		PF		7
3379	TDY			F	PF					F				F	PF			F			F			PF		F					F	7
2142				F						PF							TF											TF				1
2803				TRANSFERR																												
2809		F		TRANSFERR																												1
2810				TRANSFERR																												
Total			4	4	4	4	4			4	4	4	4	4			4	4	4	4	4			4	4	4	4	4			3	
																															TOTAL	83

GROUND ABORTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A+E																																
AOCP																																
ANFE																																
OPNS																																
PMI/LEAK																																
APG																																
OTHER																																

CANCELLATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
A+E																																
AOCP																																
ANFE																																
OPNS																																
PMI																																
Maint Cont.																																
Maint/Cancel																																
OTHER																																
TOTAL																																
SCHEDULED																																
AVAILABLE																																
FLOWN																																

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ANNEX "C")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 83 RB-47 sorties for a total of 515 flying hours. The schedule is attached as inclosure 1.

2. Take-off times will vary due to crew requirements. Monday's sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 83 preflight and 35 postflight inspections to be accomplished as indicated on the schedule.

4. The following aircraft will undergo periodic inspections on dates indicated:

52-720	11 Oct Thru 19 Oct 55.
52-721	25 Oct Thru 2 Nov 55.

5. Aircraft Gains.

a. One A/C will be gained from Forbes AFB,

52-791	10 Oct 1955

6. Aircraft Losses.

a. None Scheduled.

7. Special Projects.

a. The following A/C will be in the WESTINGHOUSE PROJECT, as indicated.

52-704	26 Sept Thru 17 Oct 55.

b. One A/C will be TDY to Smokey Hill AFB, for modification as indicated.

52-821	27 Sept Thru 4 Oct 55.

8. The TOC schedule shown on inclosure 1 has been coordinated with all concerned. Kits, parts and specialists will be positoned or delivered in compliance with this schedule. SAC Forms 85 will be completed for each TOC.

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ANNEX "C")
To Monthly Maintenance Order)
October 1955)

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

(Cont'd)

9. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

10. Quality Control Inspectors will be as directed by the Maintenance Control Unit.

W. J. Meng
W. J. MENG
Colonel, USAF
Commander.

1 Incl
1. Monthly Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26TH STRATEGIC RECONNAISSANCE WING

10TH SRS — FOR October 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2701					F					F	PF		F					F	PE							F					F	6
2704	SPPE		PAF		FEK		T							PF				F			F			PF		F					F	4
2707				F			F			PF		F		Bal				PF		F					F	PF		F				6
2715				F			F			PF		F					F	PF		F								F			PF	6
2716					F					F	PF		F					F	PF		F					F	PF				F	7
2717			PD	TA		F					F	PF		F					F	PF				F			F	PF				6
2718				F			F			PF		F					F	PF		F					F		PF					6
2719			F			F	PF				F			F			PF		F		Bal						F	PF				6
2720				Bal	F						D	D	D	PD			PD	PD	TA					F			F	PF				3
2721					F					F	PF		F	D						Bal	F				D	D	D	PD			PD	4
2723		F				F	PF				F			F			PF		F					F	D		PF					6
2725		F				F	PF				F			F			PF		F					F			F					7
2744				F			F			PF		F					F	Bal		PF					F	PF		F				6
2791										PF							F			F	PF				F			F			PF	4
2821	TDY									F			F	PF				F			F			PF		F					F	6
TOTAL			3	4	4	4	4			4	4	4	4	4			4	4	4	4	4			4	4	4	4	4					
																																TOTAL 83

GROUND ABORTS

A & E	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
NOCP																																
NUFB																																
OPNS																																
Seek																																
NPG																																
Other																																

CANCELLATIONS

NPG	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
A&E																																
NOCP																																
NUFB																																
OPNS																																
Seek																																
Other																																
Total																																
Wind																																
Avail																																
Flown																																

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ANNEX "D")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates indicated:

Aircraft	Pre-Dock	Dock # 1	Post-Dock	Return Sq
52-701	3 Oct	5 Oct	10 Oct	14 Oct
52-720	4 Oct	11 Oct	14 Oct	20 Oct
52-784	12 Oct	17 Oct	20 Oct	26 Oct
52-713	14 Oct	20 Oct	25 Oct	31 Oct
52-721	20 Oct	25 Oct	28 Oct	3 Nov
52-714	25 Oct	31 Oct	3 Nov	9 Nov

2. TOC's to be accomplished during periodic inspection will be scheduled during theinspection planning mettings per SAC Manual 66-15.

3. In accordance with the above schedule each aircraft undergoing periodic inspection (dock) will be scheduled for a period of eight (8) working days in the following sequence: 1st, 2nd and 3rd day in dock (scheduled inspection): 4th day Retraction test and N-1 Compass swing: 5th day unscheduled maintenance; 6th day Engine Conditioning: 7th day test flight (weather permitting): 8th day after clearing Test Flight write ups, return to squadron.

4. The work schedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

W. J. Meng
W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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Same as basic maintenance order.

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ANNEX "E")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 250 preflights and 105 postflight inspections on RB-47 aircraft.

2. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

3. Workload and maintenance capability for each system is as follows:

Shop	Capability	Workload
Flt Auto Pilot	420	930
Flt Bomb Nav	2268	2929
Flt Comm Nav	1411	942
Flt Camera	2536	2883
Flt Fire Control	1528	2027
Flt Release System	117	170
Field Auto Pilot	134	186
Field Bomb Nav	1008	1649
Field Camera	420	669
Field Fire Control	168	235
Field Com Nav	436	748
Field Release System	453	559
Field Test Equipment	50	297
Periodic Bomb Nav	705	645
Periodic Fire Control	621	503
Periodic Com Nav	184	177

4. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

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ANNEX "E")
To Monthly Maintenance Order)
October 1955)

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

5. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

W. J. MENG
Colonel, USAF
Commander

Distribution:
Same as basic maintenance order

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ANNEX "F")
To Monthly Maintenance Order)
October 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 105 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 6 RB-47 Periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-701	5 Oct through 14 Oct
52-720	11 Oct through 20 Oct
52-784	17 Oct through 26 Oct
52-713	20 Oct through 31 Oct
52-721	25 Oct through 3 Nov
52-714	31 Oct through 9 Nov

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The maintenance capability and workload for each shop is as follows:

Shop	Capability	Workload
Aircraft Repair	386	875
Electric	1495	3010
Engine Build-Up (Jet)	3007	2618
Fuel Cell	386	4184
Ground Power	504	914
Hydraulic	756	894
Instrument	1041	1751
Dope, Fabric and Paint	487	885
Parachute, Leather & Rubber	1041	2216
Machine	369	557
Sheet Metal	1898	3162
Welding	218	478
Woodmill	151	155

5. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

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ANNEX "F")
To Monthly Maintenance Order)
October 1955)

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

(Cont'd)

6. Night Shift or standby will be scheduled as necessary to accomplish the squadron mission.

W. J. MENG
Colonel, USAF
Commander

Distribution:
Same as basic maintenance ord

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ANNEX "G"
To Monthly Maintenance Order
October 1955

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
0800Z 28 Sept 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for Oct 55 presents 250 RB-47 sorties.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hour for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the follwoing Monday or as required to accomplish the wing mission.

3. Monday sorties are schedule for take-off after 1200 hours. Routine flying schedule take-off time vary due to crew requirements.

4. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday, except as noted in Paragraph 2, above.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Effective 3 Oct 55, 0800-0200, all pits will be available for servicing.

(2) Maintenance Control will coordinate with POL as to pump station and pit will be available for servicing from 0200 to 0800 hours.

(3) One truck will be available for water alcohol servicing.

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ANNEX "G")
To Monthly Maintenance Order)
October 1955)

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

(Cont'd)

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police

(1) Normal support at all times. Supplemental instruction later if necessary.

W. J. MENG
Colonel, USAF
Commander.

Distribution:
Same as basic maintenance order.

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MONTHLY MAINTENANCE ORDER FOR NOVEMBER 1955

1. General.

a. This maintenance order presents the flying schedule for November 1955 and reflects all requirements known to the wing at this time.

b. The sorties schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. 213 RB-47 sorties are scheduled, of which 10% or 21 sorties are included to accommodate the anticipated Maintenance Ground Abort Rate.

d. Monday sorties are normally scheduled for take-off after 1200 hours.

e. The normal work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

f. Flying Safety, Ground Safety and Quality Maintenance will be primary objectives, and will be given the full attention and support of all Commanders and Supervisors.

g. Fire alert crews for month of November will be provided by the 3rd Strat Recon Squadron.

h. Each squadron will provide a suitable night crew with qualified supervisors to park and refuel returning aircraft. Crew duty hours will be from 1630 hours until last aircraft is refueled.

i. Unit Simulated Combat Missions will be flown on the 8th, 9th and 10th November 1955. 33 Sorties will be flown, each mission will be approximately 12 hours in duration.

j. No flying scheduled for one duty day prior to USCM with exception of one Special Project sortie.

k. Thanksgiving holidays will be observed the 24th and 25th of November 1955.

l. No routine flying or maintenance scheduled for Friday 11 November 1955.

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m. TOC and weighing of aircraft will be as indicated on master schedule.

n. Each squadron will support the Maintenance Training Program with the number of personnel indicated on the Monthly Training Schedule.

o. No aircraft are scheduled for SES this month.

OFFICAL

W. J. Meng

W. J. MENG
Colonel, USAF
Commander

Distribution:

1	Wg Comdr	2	ABGp
10	D/Ops	2	ADIV D/Mat
5	3rd SRS	2	WG D/Mat
5	4th SRS	10	Wg Ch of Maint
5	10th SRS	2	FSv Sq
7	PMS	5	AFBp D/M
18	FMS	2	Base Ht
18	AEMS	4	Wg Historian
5	BSO	2	APSq
5	POL	2	MVS
1	Base Machine Room	2	Base Operations Officer

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ANNEX "A")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 Oct 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 70 RB-47 sorties for a total of 450 flying hours. The schedule is shown in inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 70 preflights and 30 postflight inspections to be accomplished.

4. Aircraft Gains.

a. Two aircraft will be gained from Forbes Air Force Base, during the month of November. Approximate dates are 4 November 1955.

52-782 52-785

b. One aircraft will be gained from IRAN during the month of November aircraft serial number and date unknown.

5. Aircraft Losses.

a. The following aircraft will be lost to IRAN on dates indicated.

A/C	DATE
52-696	21 NOV 1955
52-697	22 NOV 1955
52-698	23 NOV 1955
52-699	28 NOV 1955

6. Special Projects.

a. One aircraft 52-711, will be in the Westinghouse Project from 17 Nov thru 8 Dec 55.

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ANNEX "A")
To Monthly Maintenance Order)
November 1955)

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

(CONT'D)

7. The TOC schedules shown on inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

8. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 Minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by the Chief of Maintenance.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
Same as basic maintenance order.

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ANNEX "B")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 70 RB-47 sorties for a total of 450 flying hours. The schedule is shown in inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 70 preflights and 30 postflight inspections to be accomplished.

4. The following aircraft will undergo periodic inspection on dates indicated.

52-714	28 OCT	7 NOV 55
52-819	23 NOV	5 DEC 55

5. Aircraft Gains.

a. One aircraft was gained from IRAN in Oct but was not reported on the Maintenance Order. Aircraft 52-685 gained on 13 Oct.

b. One aircraft 52-789 will be gained from FORBES AFB, approximately 4 November 1955.

c. One aircraft will be gained from IRAN during the month of November aircraft serial number and date unknown

6. Aircraft Losses.

a. One aircraft 51-2142 will be lost to EBBTIDE, WICHITA, KANSAS on 10 Nov 55.

7. Special Projects.

a. One aircraft 52-706 will be in the Westinghouse Project from 20 Oct through 10 Nov 55.

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ANNEX "B")
To Monthly Maintenance Order)
November 1955)

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

(CONT'D)

8. The TOC schedules shown on inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

9. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

10. Quality Control Inspections will be as directed by the Chief of Maintenance.

W. S. MENG
Colonel, USAF.
Commander

1 Incl
1. Monthly Schedule

Distribution:
Same as basic maintenance order.

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ORGANIZATION: 4 TH STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: NOVEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2142							↑			F	HBBTI	DE																				
849			F						F	PF					F			F			PF		F						TOC			5
700				F			PF		F						TOC			F				PF	F							F		5
703			F	PF			START		SP						F			F				W&B	TOC							F		4
706	SPECIAL PROJECT						AND			→				PF		F					F	TOC	PF									2
707		F						F	PF						TOC		F					F	PF						F			5
709	F			F			PF			F						TOC					F	PF						F				5
710	F	W&B	TOC				DOWN		F	PF					F			F			PF		F							F		6
712		F	W&B						F	PF					F			TOC					F					PF		F		5
713		F								F				PF		F												F	PF			4
714	D	PD	PD	PD			TF							F			TOC					F						PF	F			3
786	F			F			PF			SP					F						F	PF						F				5
819		F						F	PF					F		PRED	F				TOC	W	D					D	D	PD		4
823	F	PF		F						F				PF		F					F	PF						F	TOC			6
3374	PF		F					F	PF					F			F	PF				F							F	PF		6
685			F				↓	SP						F	PF		F					F	PF						F			5
	4	4	4	4			0	3	4	3				4	4	4	4	4			4	4	4					4	4	4		70
								1	1	1																					3	SPARE

REMARKS: FORM 4-0027-55 ADC

Incl 1

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ANNEX "C")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 73 RB-47 sorties for a total of 450 flying hours. The schedule is shown in inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 73 preflights and 30 postflight inspections to be accomplished.

4. The following aircraft will undergo periodic inspection on dates indicated.

52-716	15 Nov	23 Nov 55
52-718	18 Nov	30 Nov 55

5. Aircraft Gains.

a. One aircraft will be gained from IRAN during the month of November, aircraft serial number and date unknown.

6. Aircraft Losses.

a. None Scheduled.

7. Special Projects.

a. One aircraft 52-708 will be in the Westinghouse Project from 3 November through 24 November 1955.

8. The TOC schedules shown on inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

9. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

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ANNEX "C")
To Monthly Maintenance Order)
November 1955)

MAINTENANCE PLAN AND SCHEDULE
10TH Strat Recon Squadron
(Cont'd)

10. Quality Control Inspection will be as directed by the Chief of Maintenance.

11. Included in the sorties scheduled is one Special Project mission on 7 Nov.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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Same as basic maintenance order.

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ORGANIZATION: 10th STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: NOVEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
701			F					F	PF					F			F	PF				F							F	PF		6
704	TO			F			↑		F	PF					F		F				PF		F							F		6
708		F	SPECIAL PROJECT																										PF			1
715		F					F	PF		F						F	PF				F							F	PF			6
716			F				SP		PRE D	F				W	D	D	D	PD			PD	PD	TF							F		3
717	F	TOC						F	PF					F			F	PF				F	TOC						F	W&B		6
718		F						F	PF	PRE D				F			W	D			D	D	PD					PD	PD	TF		3
719	F			F			PF		SP						F			F			W&B		F					PF		F		6
720	F			F			PF			F						F	PF				F							F	TOC			6
721	PD	TF		TOC			S T			F				W&B		F	PF				F							F	PF			4
723			F				A		F	PF					TDC		F					F	PF						F			5
725	F		TOC				W D	F	PF					F			F	PF				F	W&B						F	PF		6
749		F							F	PF					F			F			PF		F						TOC			5
791			F				D O	SP	PF	SP						F	PF				F							F	PF			4
821	TOC			F			W N		F	PF					F			F			PF		F							F		6
	4	4	4	4			1	4	4	4				4	4	4	4	4			4	4	4					4	4	4		73
							1	1	1	1																						

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ANNEX "D")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates indicated:

Aircraft	Pre-Dock	Dock #1	Post-Dock	Return Squadron
52-716	9 Nov	15 Nov	18 Nov	24 Nov
52-718	10 Nov	18 Nov	23 Nov	1 Dec
52-819	15 Nov	23 Nov	30 Nov	6 Dec

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. In accordance with the above schedule each aircraft undergoing periodic inspection (dock) will be scheduled for a period of eight (8) working days in the following sequences: 1st, 2nd and 3rd day in dock (scheduled inspection): 4th day retraction test and N-1 Compass swing: 5th day unscheduled maintenance; 6th day Engine Conditioning: 7th day test flight (weather permitting): 8th day after clearing Test Flight write ups, return to squadron.

4. The work schedule for the 26th Periodic Maintenance Squadron is establised at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the Wing mission.

5. PMS will provide two (2) crews with supervisors to erect multi level inspection platforms in Luria hangers 841 and 842.

W. J. MENG
Colonel, USAF
Commander

1. Incl
1. Monthly Schedule

Distribution:
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ANNEX "E"
To Monthly Maintenance Order
November 1955

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 Oct 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish 213 preflights and 90 postflight inspections on RB-47 aircraft.

2. In addition, the squadron will provide personnel, tools, and equipment to support 3 RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-716	15 Nov through 23 Nov
52-718	18 Nov through 30 Nov
52-819	23 Nov through 5 Dec

3. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during the daily meetings.

4. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

5. Night shift or standby will be scheduled as necessary to accomplish Squadron mission. In cases of early morning take off, specialists support will be provided three (3) hours prior to first scheduled take off.

W.O. MING
Colonel, USAF
Commander

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ANNEX "F")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools, and equipment to support 90 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools, and equipment to support 3 RB-47 Periodic Inspections in compliance with SAC Manual 66-15, as outlined below:

52-716	15 Nov through 23 Nov
52-718	18 Nov through 30 Nov
52-819	23 Nov through 5 Dec

3. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

5. Night Shift or standby will be scheduled as necessary to accomplish the squadron mission. In cases of early morning take off Specialist support will be provided three (3) hours prior to first scheduled take off.

W. J. MENG
Colonel, USAF
Commander

Distribution:
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ANNEX "G")
To Monthly Maintenance Order)
November 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 28 OCT 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for Nov 55 presents 213 RB-47 sorties.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

3. Monday sorties are schedule for take-off after 1200 hours. Routine flying schedule take-off time vary due to crew requirements.

4. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the Base Material Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron

(1) Normal supply support 0730-1630, Monday through Friday, except as noted in Paragraph 2, above.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

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ANNEX "G")
To Monthly Maintenance Order)
November 1955)

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

(cont'd)

c. Refueling.

(1) Effective 1 Nov 55, 0800-0200, all pits will be available for servicing.

(2) Maintenance Control will coordinate with POL as to pump station and pits that will be available for servicing from 0200-0800 hours.

(3) One truck will be available for water alcohol servicing.

(4) Refueling of aircraft engaged in USCM will be accomplished between 0100 and 0730 hours on the day following each mission.

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instructions later if necessary.

W. J. MENG
Colonel, USAF
Commander

Distribution:
Same as basic maintenance order.

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
080QZ 30 NOV 1955

MONTHLY MAINTENANCE ORDER FOR DECEMBER 1955

1. General.

a. This maintenance order presents the maintenance and flying schedule for December 1955 and reflects all requirements known to the wing at this time.

b. The sorties schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. There are 188 RB-47 sorties scheduled for a program of 1026 flying hours.

d. Monday sorties are normally scheduled for take-off after 1200 hours.

e. The normal work schedule for maintenance personnel is established at 0730-1630 hours, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

f. Flying Safety, Ground Safety, and Quality Maintenance will be primary objectives, and, they will be given the full attention and support of all Commanders and Supervisors.

g. Fire Alert Crews for December will be provided by the 4th Strat Recon Squadron.

h. Each squadron will provide a suitable night crew with qualified supervisors to park and refuel returning aircraft. Crew duty hours will be from 1630 until the last aircraft is refueled.

i. Christmas Holiday will be celebrated 26th December 1955.

j. No flying is scheduled after 21 December 1955.

k. Twenty one (21) aircraft will be scheduled into the Boeing Contract facilities for modification during the period 8 to 22 December, and all will be completed by 24 December. The 3rd, 4th and 10th SRS will provide for preservation, transportation and parking of their own aircraft.

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l. Three aircraft are scheduled to be gained from IRAN.

m. Two aircraft are scheduled TDY to Tulsa, IRAN project for Drag Angle modification.

n. Three aircraft are scheduled to be lost to IRAN.

OFFICAL:

W.J. MENG
Colonel, USAF
Commander

Distribution:

1	Wg Comdr	2	ABGp
10	D/Ops	2	ADIV D/Mat
5	3rd SRS	10	WG Ch of Maint
5	4th SRS	2	WG D/Mat
5	10th SRS	2	FSv Sq
18	FMS	5	AFBp D/M
7	PMS	2	Base Ht
18	AEMS	4	Wg Historian
5	BSO	2	APSq
5	POL	2	MVS
1	Base Machine Room	2	Base Operations Officer

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ANNEX "A")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 62 RB-47 sorties for a total of 342 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 62 preflights and 30 postflight inspections to be accomplished.

4. Special Projects.

a. Aircraft 52-711 will be in the Westinghouse Project from 1 December through 8 December 55.

5. The TOC schedules shown on Inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

6. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

7. Quality Control Inspections will be as directed by the Chief of Maintenance.

8. Weighing of aircraft will be accomplished as indicated on the squadron schedule.

9. Eleven (11) aircraft will be scheduled into Wing Tank modification between 24 and 31 December 55.

10 Two (2) Refueling Officers will be on duty on 8 December 1955.

W. O. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
Same as basic Maintenance order.

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ORGANIZATION: 3rd STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: DECEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
851		F			TOC	PF		F					F	PF		F					F	<	TOC	>								5
852					F	PF		F				F	PF		F		<			TOC		>										4
853							F		F	<			TOC	PF	F					F												4
686		F			PF			F					TOC	F	PF				F	<	TOC		>									4
687		F			PF			F					F	PF		F			<	TOC	F											5
689	F				TOC	F	PF	F				F	PF		F	<		TOC		>	PF											5
702	F	PF				F		F	PF			TOC		F					F	PF	W&B											5
705					F			F	PF				F	W&B		TOC			F	PF												4
711	SPECIAL PROJECT						>	F				F	PF	>		F				W&B	F	PF										4
782		F					TOC	F	PF			F			F	PF				F	<	TOC		>								5
784	F	PF				F		<	TOC	>			F	PF		F				WB	F	PF										5
785					F	PF		F						F	< TOC	PF	>		F													4
822					F	PF		F						F	<	TOC	>		PF	F												4
3379	F					F	PF	F				<		TOC	>					F	PF											4
	4	4			4	4	1	12	1			4	4	4	4	4			4	4	4											62

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ANNEX "B")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 64 B-47 sorties for a total of 342 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 64 preflights and 32 postflight Inspections to be accomplished.

4. Aircraft Gains.

a. Three aircraft will be gained from IRAN approximately 20 December 1955.

5. Aircraft Losses.

a. 52-700, 52-707 and 52-709 are scheduled into IRAN 20 December 55.

6. Special Projects.

a. 52-712 will be scheduled into Westinghouse Project from 9 December through 22 December 55.

7. The TOC schedules shown on Inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

8. The work schecule for the 4th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by the Chief of Maintenance.

10. Weighing of aircraft will be accomplished as indicated on the squadron schedule.

11. Ten aircraft will be scheduled into Wing Tank Modification between 8 and 22 December 55.

12. Two Refueling Officers will be on duty on 8 December 55.

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ANNEX "B")
To Monthly Maintenance Order)
December 1955)

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

(CONT'D)

W. J. MENG
Colonel, USAF.
Commander

1 Incl
1. Monthly Schedule

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ORGANIZATION: 1400 STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: DECEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
849						F	PF	F							F	PF				F	<	TOC	>									4
685		F			SF	TOC		Fs					F	PF		F	<	TOC	>		F	PF										5
700	PF				F			F	PF	<	TOC	>		F						<	IRAN	-	-	-	-	-	-	-	-	-	-	4
703					F	PF		F						F	PF						F											4
706	F							F	PF			F			F	PF				F												5
707		F			PF			F					<	TOC	>	F			PF	<	IRAN		-	-	-	-	-	-	-	-	-	4
709	F	PF						F					F	PF	<	TOC	>			<	IRAN		-	-	-	-	-	-	-	-	-	4
710	PF				F			F	PF					F					F	TOC	PF											4
712					F	PF		F	<	SPECIAL PROJECT					-	-	-	-	-	-	-	>										2
713	F					F	PF		TOC			F			F	PF																4
714						F	PF	Fs				F	PF		F					F	PF											5
786	F	PF				F		<	TOC	>		F	PF						F													4
789		F						<	TOC	>			WB	F	PF				F													3
819	D	D			F*			F					F	PF		F			<	TOC	>	F	PF									4
823					F	PF		F											F	<	TOC	>	PF									3
3374		F						Fs	PF				F	W&B		F			<	TOC	F											5
IRAN																				ARE												
IRAN-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ARE								-	-	-	-	-
IRAN																				ARE												
	4	4			5	4		13				4	4	4	4	4			4	6	4											64

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ANNEX "C")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 62 RB-47 sorties for a total of 342 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 62 preflights and 31 postflight Inspections to be accomplished.

4. The following aircraft will undergo periodic inspection on dates indicated.

52-708	12 December	20 December.

5. Aircraft Losses.

a. 52-719 and 52-749 will be at TULSA, "IRAN" Project for Drag Chute Angle modification from 1 through 31 December 55.

6. Special Projects.

a. 52-715 will be scheduled into Westinghouse Project from 22 December through 5 January 1956.

7. The TOC schedules shown on Inclosure 1, have been coordinated with all concerned. Kits, parts and specialists will be positioned or delivered in compliance with the schedule. SAC Forms 85 will be completed for each TOC.

8. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by the Chief of Maintenance.

10. Weighing of aircraft will be accomplished as indicated on the squadron schedule.

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ANNEX "C")
To Monthly Maintenance Order)
December 1955)

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

(cont'd)

11. Three (3) aircraft will be scheduled into Wing Tank Modification between 8 and 22 December 55.

12. Two (2) Refueling Officers will be on duty on 8 December 55.

W. D. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

Distribution:
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ORGANIZATION: 1048 STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

DECEMBER 1955

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
686	F					F	PF	F					F	PF		F	< TOC >				F	PF										6
701		F			TOC			F	PF					F					F	PF												4
704	PF	TOC				F		F	PF					F					F	PF	-											4
708	TOC				F	WB	PD	F	W			D	D	D	PD	PD			PD	F												2
715		F				TOC		F	PF				F			F			PF		F	<	- -	SPECIAL PROJECT 5 JAN.								5
716					F	PF		F				F	PF	TOC	F																	4
717	PF				TOC		W&B	Fs				F	PF		F					F	PF											4
718					F			F	PF				TOC		F					F	PF											4
719	-	—	—	—	—	—	—	—	—	—	—	—	—	T—	—D—	—Y	—	—	—	—	—	—	—	—	—	—	—	—	—	—		0
720	F					F	PF	F						F	PF				F													5
721	F					W&B		F	PF			F			F	PF				F												5
723		F			PF		TOC	F					F	PF		F					F	PF										5
725		F			TOC			F	PF				F			F			PF		F											5
749	-	—	—	—	—	—	—	—	—	—	—	—	—	T—	—D—	—Y	—	—	—	—	—	—	—	—	—	—	—	—	—	—		0
791	F					F	PF	F		<	<TOC>			F	PF				F													5
821	PF				F			F	PF			F	< TOC >							F	PF											4
	4	4			4	4		14				4	4	4	4	4			4	4	4											62

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ANNEX "D")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the date indicated:

Aircraft	Pre-Dock	Dock # 1	Post-Dock	Return Sq
52-708	7 Dec.	12 Dec.	15 Dec.	21 Dec.

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. In accordance with the above schedule each aircraft undergoing periodic inspection (dock) will be scheduled for a period of eight (8) working days in the following sequences: 1st, 2nd and 3rd day in dock (scheduled inspection); 4th day Retraction test and N-1 Compass swing; 5th day unscheduled maintenance; 6th day Engine Conditioning; 7th day Test Flight (weather permitting); 8th day after clearing Test Flight write-ups, return to squadron.

4. The work schedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

W. J. MENG
Colonel, USAF
Commander

1. Incl
1. Monthly Schedule

Distribution:
Same as basic maintanance order.

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ANNEX "E")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
26TH Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish 188 preflights and 93 postflight inspections on RB-47 aircraft.

2. In addition, the squadron will provide personnel, tools and equipment to support 1 B-47 periodic inspection in compliance with SAC Manual 66-15, as outlined below:

52-708	12 December	20 December

3. All aircraft will be completely combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

4. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

5. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

W. O. MENG
Colonel, USAF
Commander

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ANNEX "F"
To Monthly Maintenance Order
December 1955

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools and equipment to support 93 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools and equipment to support 1 RB-47 Periodic Inspection in compliance with SAC Manual 66-15, as outlined below:

52-708	12 December	20 December

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The work schedule for the Field Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing Mission.

5. Night Shift or standby will be scheduled as necessary to accomplish the squadron mission.

W. J. MENG
Colonel, USAF
Commander

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ANNEX "G")
To Monthly Maintenance Order)
December 1955)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
0800Z 30 NOV 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for Dec 55 presents 188 RB-47 sorties.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for priority 1 aircraft flying the following Monday or as required to accomplish the Wing Mission.

3. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

4. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday, except as noted in Paragraph 2, above.

(2) Limited standby support 1630-0730, daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Effective 1 Dec 55, 0800-0200, all pits will be available for servicing.

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ANNEX " G "
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE
8081st Air Base Group

(CONT'D)

(2) Maintenance Control will coordinate with POL as to pump station and pit will be available for servicing from 0200-0800 hours.

(3) One truck will be available for water alcohol servicing.

(4) Pump station # 2 and # 3 and refueling personnel will be available 8 December 55.

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

W. S. MENG
Colonel, USAF
Commander

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MONTHLY MAINTENANCE ORDER FOR JANUARY 1956

1. General.

a. This maintenance order presents the flying schedule for January 1956 and reflects all requirements known to the wing at this time.

b. The sortie schedules contained in the annexes implement the flying requirements approved by the flight scheduling committee, 26th Strat Recon Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. There are 222 RB-47 sorties scheduled for a program of 1350 flying hours.

d. Monday sorties are normally scheduled for take-off after 1200 hours.

e. The normal work schedule for maintenance personnel is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

f. Flying Safety, Ground Safety and Quality Maintenance will be primary objectives, and, they will not be compromised.

g. Fire Alert Crews will be provided by the 10th Strat Recon Squadron.

h. Each squadron will provide a suitable night crew with qualified supervisors to park and refuel returning aircraft. Crew duty will be from 1630 until the last aircraft is refueled.

i. New Year holiday will be celebrated 2 January 1956.

j. Two (2) aircraft are scheduled to be lost to IRAN.

k. Two (2) aircraft are scheduled to be gained from IRAN.

l. Three (3) aircraft are scheduled to be gained from Forbes AFB.

OFFICIAL:

W. J. MING
Colonel, USAF
Commander

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1	Wg Comdr	2	ABGp
10	D/Ops	2	Div D/Mat
5	3rd SRS	10	Wg Ch of Maint
5	4th SRS	2	Wg D/Mat
5	10th SRS	2	FSV Sq
18	FMS	5	AFBo D/M
7	PMS	2	Base Ht
18	AEMS	4	Wg Historian
5	BSO	2	APSq
5	POL	2	MWS
1	Base Machine Room	2	Base Operations Officer
1	CINSAC, ATTN: DM4E		

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ANNEX "A")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
3rd Strat Recon Squadron

1. The 3rd Strat Recon Squadron will provide 74 RB-47 sorties for a total of 450 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will normally be scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 74 preflights and 26 postflight inspections to be accomplished.

4. No aircraft will undergo periodic inspection.

5. Aircraft Gains.

a. Aircraft 52-787 gained from Forbes Air Force Base. Date of gain is unknown.

b. Two (2) aircraft gained from IRAN. Date of gain and serial numbers are unknown.

6. Aircraft Losses.

a. Aircraft 52-686 is scheduled for SES from 9 January 1956 through 24 January 1956.

b. Aircraft 52-702 is scheduled to be lost to IRAN 26 January 1956.

7. No Special Projects are scheduled for January.

8. The work schedule for the 3rd SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by Chief of Maintenance.

W. T. Meng
W. T. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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3rd

FLYING & PERIODIC MAINTENANCE SCHEDULE

January 1956

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
686				F					F	SES																F						
822					F					F			F						F					F			F					
852						F					F					F							F							F		
379									F			F					F						F			F					F	
784				F						F			F					F						F			F					
689					F						F					F							F							F		
687						F						F					F							F							F	
851				F					F				F					F					F				F					
853					F					F						F			F					F						F		
711						F					F						F			F					F						F	
705				F					F			F						F					Fs			F						
782					F					F			F						F					F			F					
702						F					F					F								Fs						F		
690																																

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ANNEX "B")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
4th Strat Recon Squadron

1. The 4th Strat Recon Squadron will provide 74 RB-47 sorties for a total of 450 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 74 preflights and 26 postflight inspections to be accomplished.

4. The listed aircraft will undergo periodic inspection on dates indicated.

a. 52-823 18 January 26 January

5. Aircraft Gains.

a. Aircraft 52-783 is scheduled to be gained from Forbes Air Force Base. Date is unknown.

6. Aircraft Losses.

a. Aircraft 52-685 is scheduled for SES from 16 January through 31 January.
b. Aircraft 51-5849 is scheduled for SES from 16 January through 31 January.

7. No Special Projects are scheduled for January.

8. The work schedule for the 4th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by Chief of Maintenance.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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FLYING & PERIODIC MAINTENANCE SCHEDULE

January 1956

AC TYPE NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
691				F					F			F						F					F			F						
706					F					F			F						F					F			F					
708						F					F					F							F							F		
710									F			F					F						F			F					F	
789				F						F			F					F						F			F					
849					F						F					F	STS															
819						F						F					F							F							F	
714				F					F				F					F					F				F					
685					F					F						F																
713						F					F						F						F								F	
374				F					F			F						F					F			F						
823					F					F			F			D	D	D	D	PD			PD	PD	TE		F					
786						F					F					F								F						F		
712																D	D	D	D	PD			PD	PD	TE							

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ANNEX "C")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
10th Strat Recon Squadron

1. The 10th Strat Recon Squadron will provide 74 RB-47 sorties for a total of 450 flying hours. The schedule is shown in Inclosure 1.

2. Take-off times will vary due to requirements of crews. Monday sorties will be normally scheduled for take-off after 1200 hours.

3. The schedule leads to requirements for 74 preflights and 26 postflight inspections to be accomplished.

4. The following aircraft will undergo periodic inspection on dates indicated.

52-821	4 January	12 January
52-785	10 January	18 January
52-719	13 January	23 January

5. Aircraft Gains.

a. Aircraft 52-788 is scheduled to be gained from Forbes Air Force Base. Date is unknown.

6. Aircraft Losses.

a. Aircraft 52-701 is scheduled to be lost to TRAN 24 January 1956.
b. Aircraft 52-716 is scheduled for SES from 9 January thru 24 January.

7. Special Projects.

a. Aircraft 52-715 is scheduled for Westinghouse Project 3 through 5 January 1956.

8. The work schedule for the 10th SRS is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

9. Quality Control Inspections will be as directed by Chief of Maintenance.

W. J. MENG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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ORGANIZATION: 55th STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: January 1956

AIRCRAFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
702				F					F			F						F						DRAW								
704					F					F			F						F						F			F					
720						F					F					F														F		
749									F			F					F							F			F				F	
771				F						F			F					F							F			F					
723					F						F					F								F						F		
792						F						F					F								F						F	
688				F					F				F					F						F				F					
716					F				SES																					F		
708						F					F						F			F					F						F	
727				F					F			F						F						F		F						
718					F					F			F						F						F			F					
725						F					F					F								TF						F		
719												PDS D	D			D	D	PD	PD	PD			TF									
725									PDS D	D	D	D	PD			PD	PD	TF														
821				D	D	D			PD	PD	PD	TF																				

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ANNEX "D")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
26th Periodic Maintenance Squadron

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 aircraft through the docks for periodic inspection on the dates indicated.

Aircraft	Pre-Dock	Dock 1	Post Dock	Return Squadron
52-821	4 Jan	9 Jan	12 Jan	13 Jan
52-725	10 Jan	13 Jan	17 Jan	19 Jan
52-719	13 Jan	18 Jan	23 Jan	24 Jan
52-823	18 Jan	23 Jan	26 Jan	27 Jan

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

3. In accordance with the above schedule, each aircraft undergoing periodic inspection (dock) will be scheduled for a period of eight (8) working days in the following sequences: 1st, 2nd and 3rd day in dock (scheduled inspection), 4th day retraction test and N-1 compass swing, 5th day unscheduled maintenance, 6th day Engine Conditioning, 7th day test flight (weather permitting), 8th day after clearing Test Flight write ups, return to squadron.

4. The work schedule for the 26th Periodic Maintenance Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

W. J. MEANG
Colonel, USAF
Commander

1 Incl
1. Monthly Schedule

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ANNEX "E")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
26th Armament-Electronics Maintenance Squadron

1. The 26th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish 222 preflights and 78 postflight inspections on RB-47 aircraft.

2. In addition, the squadron will provide personnel, tools and equipment to support four (4) B-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-321	4 January	12 January
52-725	10 January	18 January
52-719	13 January	23 January
52-323	18 January	26 January

3. All aircraft will be completly combat ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during daily meetings.

4. The work schedule for the Armament-Electronics Squadron is established at 0730-1630, Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Will provide flight line support as required.

5. Night shift or standby will be scheduled as necessary to accomplish squadron mission.

W. J. Meng
W. J. MENG
Colonel, USAF
Commander

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ANNEX "F")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
26th Field Maintenance Squadron

1. The 26th Field Maintenance Squadron will provide necessary personnel, tools and equipment to support 78 RB-47 postflight inspections.

2. The 26th Field Maintenance Squadron will provide personnel, tools and equipment to support four (4) RB-47 periodic inspections in compliance with SAC Manual 66-15, as outlined below:

52-821	4 January	12 January
52-725	18 January	18 January
52-719	13 January	23 January
52-823	18 January	26 January

3. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Forms 85 have been issued.

4. The work schedule for the Field Maintenance Squadron is established at 0730-1630 Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission. Will provide flight line support as required.

5. Night Shift or standby will be scheduled as necessary to accomplish the squadron mission.

W. J. MENG
Colonel, USAF
Commander

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ANNEX "G")
To Monthly Maintenance Order)
January 1956)

HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
21 December 1955

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

1. The schedule for the 26th Strat Recon Wing for Jan 56 presents 222 RB-47 sorties.

2. The work schedule for the 26th Strat Recon Wing is established at 0730-1630, Monday through Friday. Weekend work will be scheduled only for Priority 1 aircraft flying the following Monday or as required to accomplish the wing mission.

3. Monday sorties are scheduled for take-off after 1200 hours. Routine flying schedule take-off times vary due to crew requirements.

4. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional vehicle support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and Commander 801st Motor Vehicle Squadron.

b. Supply Squadron.

(1) Normal supply support 0730-1630, Monday through Friday, except as noted in Paragraph 2, above.

(2) Limited standby support 1630-0730 daily.

(3) Immediate delivery of all items requested via supply expediter network.

(4) Load and off-load air munitions and provide ordinance support, in accordance with the established schedule.

c. Refueling.

(1) Effective 3 Jan 56, 0800-0200, all pits will be available for servicing.

(2) Maintenance Control will coordinate with POL as to pump station and pit will be available for servicing from 0200-0800 hours.

(3) One truck will be available for water alcohol servicing.

(4) Pump station #2 and #3 and refueling personnel will be available 23 and 24 January 1956.

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ANNEX "G")
To Monthly Maintenance Order)
January 1956)

MAINTENANCE PLAN AND SCHEDULE
801st Air Base Group

(cont'd)

d. Defueling.

(1) POL is requested to maintain at all times 2 JP-4 trucks for defueling.

e. Food Service.

(1) Normal support at all times.

f. Air Police.

(1) Normal support at all times. Supplemental instruction later if necessary.

W. J. MENG
Colonel, USAF
Commander

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HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
5 January 1956

AMENDMENT 1, MONTHLY MAINTENANCE ORDER FOR JANUARY 1956

The Monthly Maintenance Order for January 1956 is amended as follows:

Item 1: General. Paragraph 1.c. Delete and substitute the following: "There are 214 RB-47 sorties scheduled for a total of 1451 flying hours."

Item 2: Annex "A". Paragraph 1. Delete and substitute the following: "The 3rd Strat Recon Squadron will provide 71 sorties for a total of 481 flying hours." Paragraph 6.a. Delete and substitute the following: "Aircraft 52-686 is scheduled for SES from 23 January through 31 January 1956."
Withdraw Incl 1 and add new Incl 1.

Item 3: Annex "B". Paragraph 1. Delete and substitute the following: "The 4th Strat Recon Squadron will provide 71 RB-47 sorties for a total of 481 flying hours." Paragraph 4. Delete and substitute the following: "The listed aircraft will undergo periodic inspection on dates indicated. a. 52-823, 23 January, 31 January." Paragraph 6. Delete and substitute the following: "Aircraft Losses. a. Aircraft 52-685 is scheduled for SES from 23 January through 31 January. b. Aircraft 51-15849 is scheduled for SES from 9 January through 24 January."
Withdraw Incl 1 and add new Incl 1.

Item 4: Annex "C". Paragraph 1. Delete and substitute the following: "The 10th Strat Recon Squadron will provide 72 RB-47 sorties for a total of 489 flying hours." Paragraph 4. Delete and substitute the following: "The following aircraft will undergo periodic inspection on the dates indicated. a. 52-821 6 Jan 16 Jan. b. 52-725 12 Jan 20 Jan. c. 52-719 17 Jan 25 Jan." Paragraph 6. Delete and substitute the following: "Aircraft Losses. a. Aircraft 52-701 is scheduled to be lost to IRAN 24 Jan 56. b. Aircraft 52-749 is scheduled for SES from 9 through 24 Jan."
Withdraw Incl 1 and add new Incl 1.

Item 5: Annex "D" Paragraph 1 (Schedule). Annex "E" Paragraph 2 (Schedule). Annex "F" Paragraph 2 (Schedule). Delete and substitute the following:

Aircraft	Pre-Dock	Dock 1	Post Dock	Return Squadron
52-821	4 Jan	6 Jan	11 Jan	16 Jan
52-725	5 Jan	12 Jan	17 Jan	20 Jan
52-719	10 Jan	17 Jan	20 Jan	25 Jan
52-823	18 Jan	23 Jan	26 Jan	31 Jan

OFFICIAL:

W. J. Meng

W. J. MENG
Colonel, USAF
Commander

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ORGANIZATION: 3 STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: January 1956

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
686				F					F			F						F					F		S	ES						
822					F					F			F						F					F			F					
690						F					F					F							F							F		
379									F			F					F						F			F					F	
784				F						F			F					F						F			F					
689					F						F					F							F							F		
687						F						F					F							F							F	
851				F					F				F					F					F				F					
853					F					F						F			F					F						F		
711						F					F						F						F								F	
705				F					F			F						F					Fsp			F						
782					F					F			F						F					F			F					
702						F					F					F								Fsp						F		
852																																
787																																

TRANS

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ORGANIZATION: STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: January 1956

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
712				F					F			F						F					Fsp			F						
706					F					F			F						F					F			F					
703						F					F					F							F							F		
710									F			F					F						F			F					F	
789				F						F			F					F						F			F					
849					F				F							S	E															
819						F						F					F							F							F	
714				F					F				F					F					F				F					
685					F					F						F							F	SE	S							
713			F			F					F						F						F								F	
374				F					F									F					F			F						
823					F					F			F					Pred						F			F					
786						F					F					F								Fsp						F		
691																																
783																																
																				Row			D	D	D	PD	PD	PD	T2			

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ORGANIZATION: 10 STRAT RECON SQ

FLYING & PERIODIC MAINTENANCE SCHEDULE

MONTH OF: January 1956

ACFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
705				F					F			F						F					F			F						
706					F					F			F						F					F			F						
720						F					F					F							F							F		
749																										F					F	
722				F						F			F					F						F			F						
723					F						F					F								F							F	
792			F			F						F					F							F							F	
788				F					F				F					F					F				F						
716					F					F						F			F					F						F		
708						F					F						F						F								F	
717				F					F			F						F					F			F						
718					F					F			F						F					F				F					
725					Pres	F					F					F								F						F		
715	SPEC PROJ.																															
719																W	D	D	D	PD			PD	PD	TF							
822				W	D	D			D		PD	PD	PD			TF																
788																																
										SCW	W	D	D		D		PD	PD	PD	TF												
																								DIRAM								

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301 SQUADRON — WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE	ACFT NO.	CALL SIGN Jolly	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: ARN	GUNO	AUTO	RBS	OTC	MUL	SVP	FO	[illegible]	CAT	ECM	[illegible]	FUEL LOAD	FORM 190	REMARKS
1 Oct	852	19		7500	Gen. Sweeney, Simon	0200		8			Spec Proj			X		X		X	X	X	X	X				19		Confidential TDY Simon, Wagner, Stinchfield
3 Oct	696	65		7501	Hunter	1305		3			[illegible]					X		X								66		Run Re[illegible]
3 Oct	702	16		7502	Rue	1305		10			51-19			X		X		X	X	X	X					Full		Proj 106-[illegible] Cultivert, Brown, McJ[illegible]
3 Oct	806	28		7503	Bakewell	1805		8			50-8			X	X	X		X	X	X	X	X	X	X		Full		[illegible] GRANFIELD low level
3 Oct	820	30		7504	Tannehill	1735		10			50-8			X	X	X		X		X	X					Full		Avon Park-2300 Sarasota-2300
4 Oct	697	61		7505	Hugg	0835		8			50-8					X		X	X	X	X					Full		
4 Oct	698	57		7506	Mahab	0905		8			51-16				X	X		X		X	X					Full		Run Off Coast
4 Oct	711	26		7507	Baker	2005		8			2-56				X	X		X		X						Full		Avon Park-2100-3000 Sarasota-2200
4 Oct	851	20		7508	Hartman	1635		10			50-8			X		X		X		X	X					Full		Avon Park-2110-3010
5 Oct	695	31		7509	Tannehill	0705		8			50-8				X	X	X	X	X	X	X					Full		Charleston-1400-1430
5 Oct	699	29		7510	Graham, R. T.	0905		8			51-19				X	X		X	X	X	X					Full		Run Proj 106-[illegible] Cultivert, Green, JPO Trafer
5 Oct	822	83		7511	Catching	0835		8			51-15					X	X	X	X	X	X					Full		
6 Oct	795	66		7512	Hugg	1735		10			50-8			X	X	X		X		X						Full		Avon Park-2230-2700 Sarasota-2300
6 Oct	702	16		7513	Mahab	1305		8			2-56			X	X	X	X	X		X	X					Full		
6 Oct	853	13		7514	Baker	1805		10			51-15			X		X	X	X								Full		Natural [illegible]
6 Oct	804	36		7515	Hartman	1735		8			50-8			X		X	X	X	X	X	X					Full		Lake Marion-1114
7 Oct	697	61		7516	Tannehill	0835		10			50-8			X		X	X	X		X	X	X				Full		
7 Oct	852	20		7517	Bakewell	1335		8			50-8			X	X	X	X	X		X						Full		Dr[illegible]
7 Oct	698	57		7518	White	1905		8			50-7					X	X	X		X	X					Full		
7 Oct	711	26		7519	Blumber	2005		8			50-7					X	X	X								Full		Run Proj [illegible]

REQUIRED

[illegible] 30/30

[illegible]

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

____ SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AUTO	RADAR	RBS	OTC	MUL	SV	PVO	FO	[illegible]	ECM	[illegible]	FUEL LOAD	FORM 190	REMARKS
17	711	[illegible]		7547	TINGLING	1955		8			51-26						X	X	X									FULL	TAMPA RNW 2100 - 2200
17	379	84		7548	WANAT	1935		8			51-26				X		X		X					9		X 37	FULL	AFOR PAPE 2100 - 2200X SARASOTA 2200X
17	630	17		7550	BRAHAM, T	1205		7			51-19																FULL	12 2200X BUCKNELL - 6042 - LOCAL AREA
17	851	24	NOR TIE LEMAT	7551	O'NEILL	1710		10			51-26	40,000 25,000			X	X		X		X				9		X 37	FULL	1ST TANK RNDV 1910, 2ND TANK RNDV 1930, RNX 1ST & 2ND SARASOTA 2250, AFOR PK 2200 - 2300
17	646	66		7552	MELVILLE	1145		5			51-19																2A	SAF STAFF OFFICERS TRANS
18	852	19	LEMAT	7553	JONES	1935		9			50-8	25,000			X			X		X				9		X 37	FULL	TANG RNDV 2010 AFOR PAPE 2300 - 2400
18	695	31		7554	WANT	0935		8			50-8					X		X		X	X		X				FULL	GUNNERY
18	822	83		7555	BERWIND	1005		8			51-4							X	X	X	X		X	X	X		85,000 -50 Fuel	RBS STAND BOARD, CAPT RAFFIE
18	699	29		7556	BRAHAM, R.	0835		8			51-19							X		X	X		X	X	X		FULL	IFO STINCHFIELD
18	687	68		7557	MELVILLE	1435		5			51-19																75,000 2A	SAF STAFF OFFICERS TRANS
19	702	14		7558	CATOKING	1035		8			8-56					X		X		X							FULL	GUNNERY
19	853	13		7559	WANAT	1005		8			51-26							X		X	X		X	X	X		FULL	SPECIAL INST WEEKEND & PERSONNEL
19	697	41		7560	BRAHAM, T.	0935		7			51-19																FULL	IP DROP INSTRUMENT CHECK FOR MAJ SZOSZ
19	694	34		7561	WORTHEN	1935		8			50-8							X		X					9	X 37	FULL	AFOR PAPE 2300 - 2300, 1 B/BEL, 1 GRID/GEL
20	711	26		7562	TINGLING	1935		8			8-56					X		X		X					9	X 37	FULL	[illegible] 2200 - 2250 AFOR PAPE 2300 - [illegible]
20	379	84		7563	WANT	2035		8			50-8							X		X					6	X 37	FULL	AFOR PAPE 2300 - [illegible]
20	851	24	LEMAT LEMAT	7564	TANNEHILL	1855		10			50-8	25,000 25,000			X	X		X	X	X		X	X	X			FULL	[illegible] 1ST TANK 1800, [illegible] 2ND TANK 1230(LSD) [illegible], REFUELED 2ND 1400 - 1600
20	698	57		7565	BERWIND	1005		8			51-4	[illegible]			X	X		X		X	X		X	X				85,000 [illegible]	[illegible] STAND BOARD, [illegible], [illegible]
20	686	66		7566	LOVE AND GREEN	0935		8																			FULL	
21	852	19		7567	JONES	0935		8			50-8					X		X		X			X	X	X			FULL	GUNNERY
21	695	31		7568	BRAHAM, R.	0935		8			51-19							X	X	X	X		X	X				FULL	IFO STINCHFIELD
21	822	83		7569	WORTHEN	1005		8			50-8					X		X		X	X		X	X	X			FULL	GUNNERY
21	699	29		7570	WEETS	1035		6			50-8							X	X	X	X		X	X	X			[illegible]	[illegible] STAND BOARD [illegible] [illegible] 1ST [illegible], [illegible] 2ND [illegible]
21	687	68		7571	MELVILLE	1135		8			51-19				X			X	X	X	X		X	X	X			FULL	

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

DATE GMT	ACFT NO.	CALL SIGN FOLLX	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT AR	GUN	AUTO	RBS	RBS	OIS	TC	MUL	SV	PV	FO	[redacted]	CAST	ECM	[redacted]	FUEL LOAD	FORM 190	REMARKS
24	853	13		7572	[redacted]	1005		10			[redacted]	4GN		X			X		X	X		X	X	X					FULL		GRASS FIELD
24	702	14		7573	[redacted]	1805		10			50-8	4GN		X			X		X										FULL		
24	696	65		7574	[redacted]	1935		8			50-8			X			X		X					6				X 37	FULL		AFOR PARK 2200 - 2330
24	686	66		7575	O'NEILL	1735		10			51-25	4GN		X	X		X	X	X					10				X 37	FULL		TAMPA RBR 0100 - 0230, AFOR PARK 2100 - 0030 GROUND SPARE FOR BRAINFIELD, SARASOTA 0100-0130
24	694	36		7576	[redacted]	1105		4			[redacted]			X			X		X	X				X					28		TO IRAN
25	698	57		7577	GRAHAM, R.	0905		8			51-19			X	X		X		A	X		X	X	X					FULL		TO BENITT, IFO BROWN, ENROUTE OVER OCEAN
25	711	26		7578	GRAHAM, T.	[redacted] 0835		8			51-19			X			X		X	X		X	X	X					FULL		TO DAVIDSON, IFO HILLSBORO
25	851	24		7579	JONES	1805		10			50-8	4GN		X			X		X										FULL		
25	379	84		7580	ADKOX	1226		12			50-8	4GN 4GN		X			X		X	X		X	X	X					FULL		USOM ROUTE. FLT LEAD
26	697	61		7581	TIMOLINS	0600		8			50-8			X			X		X	X		X	X	X					FULL		TAMPA 0600 - 0730
26	822	83		7582	[redacted]	2030		8			50-8			X			X		X						10			X 37	FULL		AFOR PARK 2100 - 0030
26	699	29		7583	[redacted]	0835		8			50-8			X			X		X	X		X	X						FULL		
26	852	19		7584	[redacted]	1805		8			50-8			X			X		X										FULL		
26	695	31		7585	[redacted]	0905		4			[redacted]			X			X		X										28		TO IRAN
27	702	14		7586	[redacted]	0905		8			4-56			X			X		X	X				X					FULL		
27	784	67		7587	TANNEHILL	0835		8			50-8			X	X		X		X	X		X	X	X					FULL		ENROUTE OVER OCEAN
27	853	13		7588	TIMOLINS	12284		12			50-8	4GN 4GN		X			X		X	X		X	X	X					FULL		USOM ROUTE
27	696	65		7589	GRAHAM, T.	1805		8			51-19			X			X		X						10			X 37	FULL		AFOR PARK 2100 - 2330 TO DAVIDSON, IFO HILLSBORO
28	379	84		7590	O'NEILL	0605		8			50-8			X			X		X	X		X	X						FULL		
28	698	57		7591	GRAHAM, R.	0905		8			60-7			X			X		X	X				X					FULL		OP TINKER TO BENITT, IFO BELL
28	711	26		7592	[redacted]	0835		8			4-56			X			X		X										FULL		
28	851	24		7593	[redacted]	0935		8			50-8			X			X		X	X		X	X						FULL		

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

_____ SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUH	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: ARN	GUNO	AUTO	RADAR	ROBS	OTC	MUL	SVV	FVO	BOT	CAT	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
31 Oct	374	Jolly 51		7905	Dobson Steffer and crew	1005		[illegible]			[illegible]	4[illegible]		X	X		X	X	X	X	X	X					17		[illegible] Summary
•	700	18		7906	Colville and crew	1005		[illegible]			31-26	4[illegible]		X	X		X	X	X	X	X	X					17		[illegible]
1 Nov	709	75	[illegible]	[illegible]	[illegible] and crew	1745		7:00			31-26	4[illegible]			X		X		X				6			X 17	11		[illegible]
•	891	81		7915	[illegible] and crew	1015		6:00			30-8				X		X		X	X	X	X				X	13		[illegible]
•	721	72	[illegible]	7917	[illegible] and crew	1745		7:00			30-8	4[illegible]			X		X		X				10			X 17	11		[illegible]
•	776	16		7918	[illegible] and crew	0915		7:00			31-19				X		X		X	X	X	X					13		[illegible]
2 Nov	777	77		7919	[illegible] and crew	0915		7:00			31-26				X	X	X		X	X	X	X					14		Summary
•	717	77		[illegible]	[illegible] and crew	0845		7:00			31-19				X		X		X	X	X	X					14		
•	717	77		7921	Steffer and crew	0915		7:00			30-8				X	X	X		X	X	X	X					14		
•	719	79		7919	[illegible] Gavin, Wolff, Tendler	1015		6:00			[illegible]				X		X		X	X	X	X					13		TWO MT TO [illegible]
3 Nov	759	74		7917	[illegible] and crew	1845		7:00			4-54				X		X		X							X	11		[illegible]
•	774	71	[illegible]	7915	[illegible]	1815		7:00			30-8	4[illegible]			X		X		X				6			X 17	13		[illegible]
•	675	71		7917	[illegible] and crew	0945		7:00			31-19				X		X										13		[illegible]
•	849	87		7918	[illegible] and crew	1015		6:00			30-8	3[illegible]			X		X		X	X	X	X					13		[illegible]
4 Nov	759	75		7917	[illegible] and crew	1845		7:00			30-8				X		X		X					10		X 17	11		[illegible]
•	772	81		7918	[illegible] and crew	0845		7:00			31-26				X	X	X	X	X	X	X	X					13		[illegible]
•	786	16		7919	[illegible] and crew	0845		6:00			31-19				X		X		X	X	X	X					13		[illegible]
•	700	18		7921	[illegible]	0845		6:00			[illegible]				X		X	X	X	X	X	X					14		[illegible]

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

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DATE	ACFT NO.	CALL SIGN	TNKR CALL	SORTIE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	GUN	ATO	[redacted]	RBS	OIS	TCC	MUL	SVV	PVO	[redacted]	CAV	ECM	[redacted]	FUEL LOAD	FORM 180	REMARKS
		Jelly			CE							Max Ext																	Around 1945 ALS WSR T.C. 080°
3 Oct	713	72		0817	Jones and Crew	1815		10:05			51-06	40,000		X		X		X					9			X 37	Max Int		Camp Phillips 2300-0100E
					IP Brown Maj																								Argud Albany WSR T.C. 080° 14,30E
•	809	22		0818	Stone-Jacobs-Melville	1315		6:00			52-19	40,000		X													1-8		Rec 2 Hrs with Tanker A/R Ex-Tank
					CE																					X 37			Sarasota Gunnery Range 2230-2400E
•	797	77		0819	Hull and Crew	1915		8:00			50-8				X		X						9				Max Int		Avon Park 2100-2200E
•	712	23		0820	Williams and Crew	1205		8:00			51-26					X	X	X	X		X	X	X				Max Int		Richmond R.S 1230-1400E
																X		X	X	X	X	X	X				Max Int		S-E
4 Oct	799	18		0821	Harper and Crew	0815		8:00			2-56																		Lake Huron Range 1000-1100E
					IP 97 SQ										X		X		X	X		X	X	X			1-8		Standboard
•	819	73		0822	Haley and Crew	0845		6:00			51-19																		(54-47-44 Loring)
																X	X	X	X		X	X	X				Max Int		Dowling RAF Montreal
•	848	27		0823	Wrenski and Crew	0915		8:00			50-8																		Around ALS 1130E T.C. 080°
					IP Beaulieu							Max Int																	
•	714	64		0824	Rumble and Crew	0945		10:00			51-19	40,000		X	X		X		X		X	X	X				Max Int		Gunnery Lake Huron 1300-1400E
																													54-47-44 (RAF)
															X		X		X		X	X					Max Int		Lake Huron Range 1000-1100E
5 Oct	771	81		0825	Quintanar and Crew	0845		8:00			51-26															X			Camp Phillips 1100-1300E
																X	X	X					9			37	Max Int		R.S Dowling Bomber Site
•	721	54		0826	Hull and Crew	1825		8:00			50-8																		
																X	X	X									Max Int		RAF Montreal 2000-2100E
•	718	75		0827	Stone and Crew	1815		8:00			50-8																		
					IP 97 SQ																						Log		Field GE 66-2 Check
•	342	73		0828	Jacobs-Melville-Conrad	1845		6:00			51-19																		
																										X			Around Albany 1645E T.C. 080°
6 Oct	797	77		0829	IP Pedigo-Conrad-Hanson	1515		10:00			51-19	Max Int 40,000		X			X		X	X		X		9		37	Max Int		Camp Phillips 2100-2300E
																	X		X	X		X	X				Log		Standboard
					IP 97 SQ																					X			Avon Park 2200-2300E
•	732	23		0830	Haley and Crew	1815		6:00			51-19																		
												Max Int														37	Max Int		Around ALS WSR 1845E T.C. 080° (Over-night)
•	713	72		0831	Wrenskland Crew	1845		10:00			50-8	40,000		X	X		X		X					9		X			Avon Park 2200-2300E
					IP										X		X		X					9		37	Max Int		Sarasota Range 2230-0000E
•	848	27		0832	Rumble and Crew	1845		8:00			51-19																		
																													Richmond RAS 1300-1400E
																											Max Int		Gunnery Lake Huron (Alpena)
7 Oct	716	73		0833	Jones and Crew	0645		8:00			51-06				X		X	X	X	X	X	X	X						Gunnery Fort Ord
																	X										1-8		Pilot Brief
•	823	22		0834	Stone and Crew	0645		6:00			50-8																		
																	X	X	X	X	X	X	X				Max Int		Richmond RAS 1300-1400E
•	734	64		0835	Williams and Crew	0635		8:00			51-06																		
																	X										1-8		Pilot Brief
•	798	18		0836	Hodd and Crew	0645		6:00			50-8																		

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| DATE | AFFT NO | CALL SIGN | TAKE OFF CALL NO | PILOT | | |

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

[illegible] SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	ATO	RADAR	RBS	OIB	TCC	MUL	SVV	PVO	RCT	CART	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
												Max Ext	40,000#	I	I		I		I					9			X 37	Max Int		AR Elmira FGR 1900E 15000 TC 090 Avon Park 22-2500E Sarasota Gun 0030-0100E
17 OCT	52-713	Jelly 72	Subsol Tie	8859	Tiemann and Crew	1745		10:00			50-8	Max Ext	40,000#	I	I		X		I					9			X 37	Max Int		AR Elmira FGR 1800E 13000 TC 090 Avon Park 21-2200E Sarasota Gun 2330-0030E
•	52-819	79	Subsol Tie	8860	McGrath and Crew	1445		10:00			50-8						X		I					9			X 37	Max Int		Avon Park 2100-2200E
•	52-714	44		8861	Hitchcock and Crew	1915		8:00			50-8						X	I	I	I		I	I	I				Max Int		Charlottee MRS 14-1500E
•	51-15849	27		8862	Pfeffer and Crew	1315		[illegible]			50-8						X	I	I	I		I	I	I						8th Air Force Staff Officers Familiarization
•	52-684	(3rd Sq)		7632	Melville and 8th AF Gole	1145					5-E													4					2h	
18 OCT	52-706	40		8864	IP Stid Stone and Crew	1015		8:00			50-8							I	I	I		I	I	I				May Int		Standboard
•	52-703	54		8865	Nurney and Crew	0945		8:00			2-56							I	I	I		I	I	I				Max Int		Special Project
•	52-3374	51		8866	IP Stid Williams and Crew	1045		8:00			51-2h							I	I	I		I	I	I				May IP Int		Standboard
•	52-700	18	Levsey	8867	Dill and Crew	1515		10:00			50-8	Max Int			I			I		I					9		X 37	Max Int		AR Montpelier Reg 1400E 15000 TC 065 Avon Park 23-2300E Sarasota Gun 0000-0100E
•	52-677	(3rd Sq)		7637	Melville and 8th AF Gole	1415					51																		2h	8th Air Force Staff Officers Familiarization
19 OCT	52-710	75		8869	IP Gub, Brown Leal Walts Twigg	1135		6:00			51																		1h	Field Chorse and IP Chorse
•	52-709	78		8870	Tiemann and Crew	0945		6:00			50-8																		1h	Pilot Proficiency
•	52-821	80		8871	McGrath and Crew	0915		8:00			50-8				I		I		I	I		I	I	I				Max Int		Spcl Prj 54-AF-46(Dow) Gub Marks 1015-1100E
•	52-786	16		8872	Pfeffer and Crew	1845		8:00			50-8				I		I		I						9		X 37	Max Int		Avon Park 21-2300E Sarasota Gun Fhd 2230-0030
20 OCT	51-15849	27	Levsey	8873	IP Stid Stone and Crew	1045		8:00			50-8				I			I		I								AR Montpelier Reg 1400E 15000 TC 065 Standboard		
•	52-707	77	Levsey	8874	IP Stid Williams and Crew	1015		8:00			51-76				I			I		I								AR May Int Standboard		
•	52-713	25		8875	Melville and 8th AF Gole	1045		5:00			51																		2h	8th Air Force Staff Officers Familiarization
•	52-819	79		8876	Dill and Crew	0915		8:00			50-8							I		I	I		I	I	I			Max Int		Special Project 54-AF-46 (Dow)
21 OCT	52-701	19		8877	Edwards and Crew	0915		8:00			2-56							I		I	I		I	I	I			Max Int		Special Project
•	52-703	54		8878	McGrath and Crew	0715		8:00			2-56							I		I	I		I	I	I			Max Int		Special Project
•	52-714	44		8879	Hitchcock and Crew	0915		8:00			50-8							I		I	I		I	I	I			1h		Special Project 54-AF-46(Lewis-Marks)
•	52-3374	51		8880	Pfeffer and Crew	0745		8:00			50-8							I		I	I		I	I	I			Max Int		Special Project 54-AF-46(Lewis)
•	52-677	(3rd Sq)		7271	Melville and 8th AF Gole	1135					51				I				I	I	I		I	I	I			Max Int		AR Elmira FGR 1100E TC 090 MRS Bowling 8th Air Force Staff Officers Familiarization

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

4TH SQUADRON

DATE	ACFT NO	CALL SIGN	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	AUTO	RADAR	RBS	OIS	TCC	MUL	SV	PV	FO	BOT	CAT	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
																															AF Montpelier Reg 1515X 154 TC 065 Charlotte R.S 2130-2300
24 Oct	52-718	75		8881	Melville and crew	1745		10:00			51-26	40K		X	X		X	X	X										Max Int		Sarasota Dummy
•	52-623	80		8882	IP Bell Kronski-Kelts-Jones	1315		5:00			60-7			X			X		X	X		X	X	X							Standboard 60-7 for Jones
•	52-756	16		8883	IP Hitchason Kaul-Roloff-Bolton	1415		6:00			51-19			X			X												15		FLD Check
•	52-709	78		8884	Stone and crew	1845		10:00			50-8	Max Int		X			X		X							10		X 77	Max Int		AF Montpelier Reg 2015X 154 TC 065 Avon Park 21-1100X
25 Oct	51-15849	27		8885	IP Purdy Mason-Hutchason-Giraudo	1945		8:00			52			X			X		X	X		X	X	X					Max Int		
•	52-685	69		8886	Williams and crew	1445		12:00			51-26	40K		X	X		X		X							10		X 77	Max Int		AF Montpelier 1815X 154 TC 065 Avon Park 21-2300X Dummy Sarasota
•	52-819	79		8887	IP Weir Dell and crew	1015		5:00			50-8			X			X		X	X		X	X	X					Max Int		Stand board
•	52-707	77		8888	Jones and crew	1231		12:00			51-26	Max Int		X			X		X	X		X	X	X					Max Int		15X4 Practice Run
•	52-712	23		8889																											Spare for 15X4 Practice Run
26 Oct	52-700	18		8890	Edwards-McEff-Jones	0915		5:00			4-56			X				X	X	X		X	X	X					14		Special Project
•	52-1374	81		8891	IP Melville Kaul-Kelts-Roloff	0845		6:00			51-19	2400		X				X											15		AF 1115X Two Ers wit T.Dam FLD Check (Refueling)
•	52-714	64		8892	IP Harold Ruehle and crew	0845		8:00			51-19			X				X	X	X		X	X	X					Max Int		Special Project 54-AF-64
•	52-703	54		8893	Tour Ops Stone and Crew	1015		8:00			4-56			X				X	X	X		X	X	X					Max Int		
27 Oct	52-833	80		8894	Hitchason and crew	1726		12:00			50-8			X				X		X	X		X	X	X				Max Int		15X4 Practice Run
•	52-710	75		8895	IP Jones Patessano-Sonnts-Conrad	0915		6:00			51-19			X				X											14		FLD Check Inst Check
•	52-756	16		8896	Tickers and crew	2015		8:00			50-8			X				X		X						10		X 77	Max Int		Avon Park 21-0100X AR 1115X
•	52-709	78		8897	IP Williams Dell and crew	1015		8:00			50-8	2400		X				X		X	X		X	X	X				Max Int		Standboard
																															Spare for 15X4 Practice Run
28 Oct	52-707	77		8898	Stone and crew	0845		8:00			50-8			X				X		X	X		X	X	X				Max Int		Special Project 54-AF-64
•	52-712	23		8899	IP Jones Kaul-Edwards-Kelts	0745		6:00			51-19	2400		X				X											14		FLD Check (Refueling)
•	52-819	79		8900	IP Melville Ruehle and crew	0715		8:00			51-19			X				X											Max Int		Inst Checks
•	51-15849	27		8901	IP Catching Jacobs and crew	0815		8:00			51-19			X				X		X	X		X	X	X				Max Int		St Jul Check out
•	685			8902	Pfeffer & Crew	0745		7:00			50-8			X																	

RESTRICTED

SCHEDULED 15	MISSED 190
SCHEDULED 21	MISSED 176

LARRY E. MOSTER
Major, USAF
Chief of Maintenance

LARRY E. MOSTER
Lt Colonel, USAF
Director of Operations

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

10th S.R. SQUADRON

DATE OCT	ACFT NO.	CALL SIGN JULY	TNKR CALL	SORTE NO.	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: ARN	GUN	AUTO	TCAS	RBS	OIC	TCL	MUL	SV	PV	FO	[illegible]	CAET	ECM	OTHER	FUEL LOAD	FORM 190	REMARKS
3	719	44		10458	BIRCHARD	1655		10:00			51-26	40		X			X		X						17			17	VAX INT		ATCH PARK 2100-2200
3	723	21		10459	HEYT	1525		10:00			51-26	40		X			X		X						10			X	VAX INT		ATCH PARK 2100-2200
3	725	15		10460	COSSAFORD	1955		8:00			51-26						X		X						10			37	VAX INT		ATCH PARK 2200-2300
3				10461	MOORE	1255		8:00			51-26						X	X	X	X		X	X	X					VAX INT		
4	715	20		10462	ROCH II FIELDS	0955		8:00			50-8						X		X	X		X	X	X					VAX INT		SPEC PROJ
4	718	50		10463	[illegible]	0955		8:00			50-8						X	X	X	X		X	X	X					VAX INT		SPEC PROJ + RBS ROUTING
4	708	35		10464	BROWN TACT REF	0905		8:00			4-56				X		X		X	X		X	X	X					VAX INT		LAKE HURON
4	749	11		10465	HARRIS	1955		8:00			51-26				X		X		X						6				VAX INT		ATCH PARK 2100-2200 SARASOTA 2230-2300
5	701	12		10466	BIRCHARD	0905		8:00			4-56				X		X		X	X		X	X	X					VAX INT		LAKE HURON
5	716	60		10467	STUDY STRONGSON	1545		10:00			50-8	40		X			X		X						10			X	VAX INT		ATCH PARK 2300-2400
5	721	33		10468	MOORE	1205		8:00			51-26				X		X	X	X	X		X	X	X					VAX INT		LAKE HURON RBS RICHMOND 1430-1600
5	720	39		10469	BATCHER	0955		8:00			68-2						X		X			X	X						VAX INT		
6	723	21		10470	ROCH II BROWN	1555		8:00			50-8						X		X												
6	719	44		10471	HAGEE	1655		10:00			50-8			X	X		X		X						6			X	VAX INT		SARASOTA ATCH PARK 2100-2230
6	725	15		10472	COSSAFORD	0955		8:00			51-26						X	X	X	X		X	X	X					VAX INT		RBS ROUTING
6	717	55		10473	BELL	1705		10:00			51-26	40		X	X		X		X						10			X	VAX INT		ATCH PARK 2100-2230 SARASOTA
7	715	20		10474	STUDY	0955		8:00			50-8				X		X	X	X	X		X	X	X					VAX INT		LAKE HURON
7	708	35		10475	BATCHER HACKETT	0905		8:00			4-56						X		X	X		X	X						VAX INT		
7	749	11		10476	HARRIS	0955		8:00			51-26						X	X	X	X		X	X	X					VAX INT		RBS CHARLOTTE 1430-1600
7	718	50		10477	BIRCHARD	1005		8:00			51-26						X	X	X	X		X	X	X					VAX INT		RBS CHARLOTTE 1430-1600

SCHED 0815 HOURS 2047TO

SCHED 0919 HOURS 2047162

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

SQUADRON

| DATE OCT | ACFT NO | CALL SIGN JOLLY | TNKR CALL | SORTE NO | AIRCRAFT COMMANDER | ETD | ATD | DUR | ATA | FROM TOTAL TIME | MOD | SCHED ACT FLIGHT TASK | FUEL | FUEL TRACK | A/C NO | GAS | | |

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WEEKLY AIRCRAFT REQUIREMENTS RECORD

[redacted] SQUADRON

DATE (GMT)	ACFT NO	CALL SIGN (MILT)	TNKR CALL	SORTIE NO	AIRCRAFT COMMANDER	ETD	ATD	DUR	ATA	FORM 178 TIME	MSN ASGD	SCHED FUEL TRANS	ACT FUEL TRANS	EQUIPMENT: AR	GUN	ATO	[redacted]	RBS	OTC	MUL	SV	PV	FO	[redacted]	CAT	ECM	[redacted]	FUEL LOAD	FORM 190	REMARKS
17	715	39	SHPA	10502	STRANGER (MAJOR STITZEL)	1155		8:00			60-7	40N		I			I		I	I	I	I	I					PSN		STAND HOARD
17	718	50	SCHOOL TIX	10503	HUTT	1215		10:00			50-8	40N		I	I		I	I	I		I	I						MAX		RAS CHARLOTTE GRAINFIELD SPARE GUN OFF COAST
17	719	11	SCHOOL TIX	10504	HENDY	1005		10:00			SPEC PROJ	30N		I	I		I	I	I	I			I					- *		RAS SPRINGFIELD GRAINFIELD PRIMARY
17				10505	HOLL	1225		8:00			50-8				I		I	I	I	II	I	I	I					*		RAS HOOTLEG
18	701	12		10506	LAPPO	1925		8:00			Q-56						I		I						6		E37	*		NIGHT CEL AVON PARK 2200-2300
18	704	49		10507	MACEE	1325		8:00			51-26				I		I	I	I									*		LAKE HUNCH 1430-1500 NITE CEL. RAS MONTREAL 1700-1800
18	714	60		10508	HARRIS (COLONEL)	1855		8:00			51-26				I		I		I						6		E37 E47	*		SARASOTA 2100-2130 AVON PARK 2200-2300
18	821	82		10509	BURKHART	1425		8:00			50-8				I		I		I						10		E37	*		PROJECT 507-55 #3 NITE CEL SARASOTA 2100-2130 AVON PARK 2200-2300
19	717	55	SCHOOL TIX	10510	CUMBERFORD (MAJOR STRAWBRIDGE)	1155		8:00			50-8	40N		I			I	I	I	I			I					*		IP UPGRADING DAY CEL., GRID RAS RICHMOND
19	719	44		10511	STITZEL	1825		8:00			51-19				I		I		I						10		E17 E47	*		PROJECT 507-55 SARASOTA 2230-2300 AVON PARK 2100-2200
19	723	21		10512	HENDY	1925		8:00			50-8				I		I		I						6		E37	*		SARASOTA 2330-2400 AVON PARK 2200-2300
19	725	15		10513	HOLL	1225		8:00			50-8				I		I	I	I	I		II	I					*		LAKE HUNCH 1400-1500 RAS RICHMOND DAY CEL, GRID
20	664	66		-	HARRIS (COLONEL)	1925		8:00			50-8				I		I		I						6		E37	*		SARASOTA 2300-2400 AVON PARK 2200-2300
20	715	20		10515	BURKHART	1825		8:00			51-26				I		I		I	I					6		E37	*		SARASOTA 2200-2300 AVON PARK 2100-2200
20	718	50	LEBHAT LEBHAT	10516	MACEE	1525		10:00			50-8	25N 25N		I	I		I		I						6		E37	*		SARASOTA 2000-2030 AVON PARK 2100-2200
20	708	35		10517	HUTT	0855		8:00			Q-56						I		I	I								*		
21	720	39	SCHOOL TIX	10518	HOLL (MAJOR)	0955		10:00			50-8	40N		I	I		I	I	I	I		I	I	I				*		DAY CEL, GRID RAS HOOTLEG SUMMERY OF COAST
21	716	60		10519	STITZEL	1025		6:00			51-19	DRI		I			I		I	I		I	I	I				*		
21	704	49		10520	HENDY	1055		8:00			50-8				I		I	I	I	I				I				*		DAY CEL GRID RAS HOOTLEG
21	821	42		10521	LAPPO (FIELDS)	0925		8:00			50-8							I	I	I		I	I					*		RAS HOOTLEG

REQUIRED			
SORTIES	15	HOURS	130
SCHEDULED			
SORTIES	20	HOURS	160
CONFIRMED			
SORTIES	10	HOURS	[illegible]

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
SPECIAL TRAINING MONTH ANALYSIS
FOR DECEMBER 1955

1. Flying Training Program

a. The 26SRW flying training program for the Special Training Month of December 1955 had the following general objectives:

(1) Concentration on areas of known weakness.

(2) Emphasis on training and upgrading non-combat ready crews.

(3) Emphasis on training in seasonal tactics.

(4) Experimentation with new tactics and equipment.

(5) Continuation of proficiency training under the principles outlined in SAC Reg 50-8.

(6) Reduction of 20 percent of the normal training months flying commitments.

b. This program was based on the following data:

	Projected	Actual
(1) Aircraft available:	47	44
(2) Average flying time per aircraft:	22	24
(3) Total flying time available:	1037	1031
(4) Flying time reduction:	259	265

c. In order to attain the general objectives indicated above, the following requirements are listed in the order of priority established for their accomplishment. The projected and actual flying time for accomplishment is indicated below:

Training Priority	Projected	Actual	% Accomp
(1) AFR 60-2	*	*	100
(2) Photo Project 54-AF-64	7:00	7:10	100

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	Training Priority	Projected	Actual	% Accomp
(3)	SES	25:00	00:00	0%
(4)	APQ-56 Radar Project	60:00	29:20	48%
(5)	"Fancy Runs" Springfield RBS	21:00	24:50	100%
(6)	8AF OPord 140-55 (Pacesetter I)	198:00	176:35	89%
(7)	Commander's Competition (Honest John)	24:00	19:00	79%
(8)	8AF Staff Indoctrination	25:00	19:50	80%
(9)	8AF Photo Project 8AF-55-M5	14:00	15:00	100%
(10)	Non ready crew training	200:00	256:00	100%
(11)	51-19 Checkout training	137:00	142:00	100%
(12)	Ready crew training	130:00	139:00	100%
(13)	Select and lead crew training	150:00	148:00	99%
(14)	Staff crew training	28:00	34:35	100%
(15)	Test hops	10:00	9:15	92%

d. Differences between projected and actual flying time for items in paragraph 1 (c) above are explained below:

*(1) Reference priority 1: AFR 60-2 training was scheduled and accomplished during all flying operations where applicable.

(2) Reference priority 3: SES quota programmed for 5 Dec 55 was cancelled by 8AF.

(3) Reference priority 7: One sortie which was programmed toward this requirement was flown on Nov 29th.

(4) Reference priority 4: Shortage due to lack of receipt of APQ-56 radar magnetron units projected for 30 Nov 55, and due to Operation "Sneaker" which required two APQ-56 radar equipped aircraft on continuous 24 hour alert.

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(5) Reference priority 6: Three crews which were initially programmed to fly "Pace Setter I" were not available: 1 Observer DNIF, 1 Observer transferred PCS, 1 Aircraft Commander transferred PCS.

2. Ground Training Program

a. The 26SRW Ground Training program for the special training month of December 1955 had the following general objections:

(1) An effective aircrew ground training program.

(2) An effective maintenance ground training program.

b. To attain the general objectives outlined above, and effectively utilize the time resulting from a reduction of flying time, the following ground training requirements were established:

(1) Support three spaces at Camp Phillips OQ Gunnery Range.

(2) Pilots on combat crews to accomplish 398 hours of instrument training.

(3) Combat crew personnel to accomplish 324 hours of target study.

(4) Mobility rehearsal - 9120 hours.

(5) Aircrew personnel to accomplish 248 hours of training in systems and emergency procedures.

(6) Aircrew and ground personnel to accomplish 2006 hours of training as prescribed by SAC Reg 50-24.

(7) Maintenance technicians and ground crews to accomplish 1766 hours of training in areas of weakness.

(8) O-15 camera and C-1A magazine instruction for observers.

(9) All available combat ready crews to accomplish EWP examinations.

(10) Emphasis on T.O. - compliance.

c. Each ground training requirement listed in paragraph 2 (b) above was accomplished as indicated below:

(1) OQ Gunnery Exercise: 5 Personnel

(2) Instrument Training: 506 Hours

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(3) Target Study: 585 Hours

(4) Mobility rehearsal: 2326 Hours

(5) Aircrew emergency procedures: 266 Hours

(6) SAC Reg 50-24 training: 1441 Hours

(7) Maintenance personnel training: 1384 Hours

(8) O-15 camera and C-1A magazines training: 82 Hours

(9) EWP examinations: 21 Hours

(10) T.O. compliance: 1100 Hours

(11) Altitude indoctrination: 15 Personnel

(12) 51-19 training for co-pilots: 740 Hours

(13) Special weapons inspection: Not Applicable

d. Differences in ground training projected versus accomplished are explained below.

(1) Reference par 2c (4) above, subject: Mobility Rehearsal: The quarterly practice alert against which the mobility rehearsal was planned was not received during the month of December. (Subject alert and mobility rehearsal were executed on 3 Jan 56). In lieu of a mobility rehearsal during the month, the Wing Mobility Officer conducted extensive mobility plan briefings for all officers and airmen present for duty.

(2) Reference par 2c (5) and 2c (6) above, subjects: SACR 50-24 Training and Maintenance Personnel Training: Training shortages are due to the increased flying hour allocation levied against this wing. The December ground training program was based upon a flying hour commitment of 900 hours, however 1037 flying hours were allocated.

3. The following action was taken during the month to improve the quality of maintenance and maintenance supervision:

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a. SAC Regulation 66-9: January 1956 our wing will go under 8AF Reg 66-9 scheduling procedures. Classes are being conducted on the above mentioned 8AF Reg. All organizations are being briefed on this regulation. Special attention is given to supervisory personnel.

b. Postflights: A different concept of the completed post flight inspection will be used as the method now in use calls for airplane general postflights after one mission and A&E postflights after the next mission. We now must complete the entire postflight in three days to stay within the 10 day maintenance cycle. Sequence charts covering the RB-47 postflight inspection have been drawn up and have been distributed to each maintenance organization. A great deal of time and coordination was devoted to this change. We will start the new postflight system January 1956.

c. 8AF Msg 41437, December Ground Training: This message was distributed to all organizations with a letter from the Chief of Maintenance delegating the responsibility of the training to each squadron commander. The Maintenance Stand Team will check to see that the intent of the message is carried out.

d. 8AF Letter 121-2: Field Maintenance Life Raft and Parachute Shops were evaluated in accordance with SAC Reg 66-22. All personnel assigned the personal equipment section of the operational squadrons were evaluated and considerable investigation has been made in accordance with this letter.

e. 8AF Regulation 66-8, Maintenance Management: Maintenance Management Teams were set up within each squadron. These teams will meet weekly. Minutes of each meeting will be forwarded to the Chief of Maintenance who will conduct the monthly meeting.

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4. a. Increased emphasis was placed during the month in developing a bombardment capability. Maximum possible RBS runs were accomplished. Target analysis, Target Study, T-2 Trainer runs and radar bombing procedures are being stressed and evaluated for all observers. The Wing Observer Section is administering and supervising this training to insure observer qualification and standardization.

b. Non ready crew training and 51-19 checkout training was given first priority during the December operations after higher headquarters commitments had been supported. Each available non ready crew accomplished an average of 17.6 flying hours versus 17.0 flying hours for ready crews. In addition, a total of 142 hours were flown toward 51-19 checkout training for assigned pilots and observers.

c. Each available observer received instruction on the operation of the O-15 recording camera and C1A magazine which included a review of the most frequently recurring malfunctions, their causes, and measures which can be taken to correct them in flight. Observer preflight procedures were also reviewed. In addition, each observer is being required to read the technical orders applicable to the O-15 camera system.

d. The planned objectives of the December special training month program were satisfactorily achieved. Areas of weakness have been improved with a resultant increase in this wing's capability to carry out it's assigned mission.

for Lawson C. Hamer Jr

WILLIAM J. MENG
Colonel., USAF
Commander

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-26-Hi	Oct/54			26th Reconnaissance Wing	U	
440		Nov/54				S	
523		Dec/54				S	
613		Jan/55				S	
1230		Feb/55				S	
1237		Mar/55				S	
1355		Apr/55				S	
1432		May-Sep55				S	
1895		Oct/55-Jan/56				S	
2359					Index		

3825 FORM NOV 71 O - 23 PREV EDIT WILL BE USED Page 1 Of 1 Roll Number M0559

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