

ROLL # M0645

CAMERA # 5

DATE FILMED 3-14-77

OPERATOR # CA

REDUCTION 26:1

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

Discover the Truth at: <http://www.theblackvault.com>

*Draw
5-8015
OK*

XXXXXXXXXX

*K-MG-40-HI
August 1956*



(UNCLASSIFIED TITLE)

AUGUST 1956

index
RSI Cont No
18615

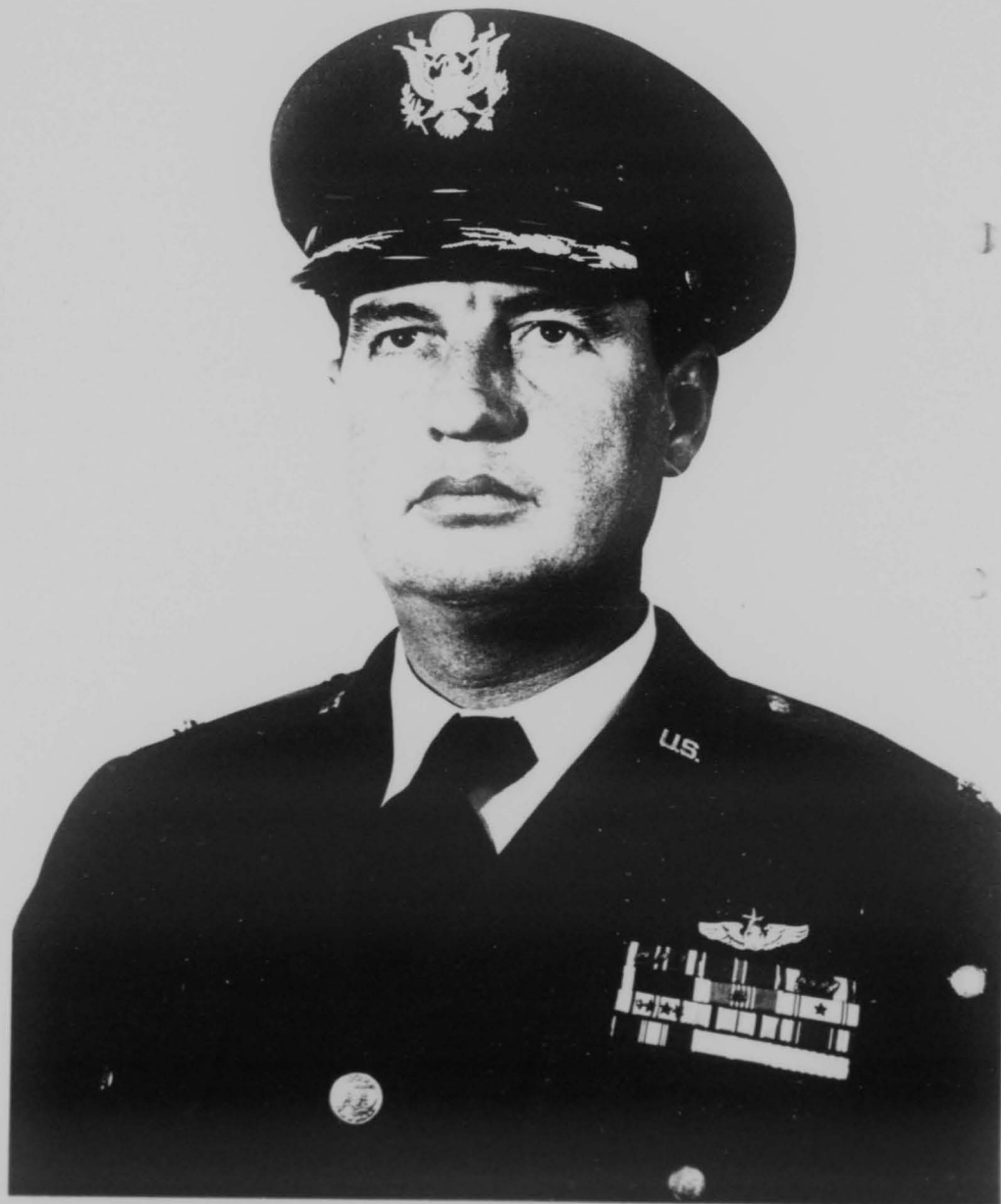
HISTORY

65432

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA KANSAS

REPROFITMED



0693

(Unclassified Title)

HISTORY OF THE
40TH BOMBARDMENT WING (M) JET
AUGUST 1956
SMOXY HILL AIR FORCE BASE, KANSAS

This document was prepared by Master Sergeant Leo G. Cook under the supervision of Second Lieutenant William W. Frizell, Assistant Information Services Officer.

This document is classified SECRET in accordance with paragraph 25C, AFR 205-1

B. H. Burns, Col

"FOR AND IN THE ABSENCE OF"
BERTON H. BURNS
COLONEL USAF
COMMANDER

TABLE OF CONTENTS

AUGUST 1956

Table of Contents	I
Chronology	II
Glossary	III
Chapter I Organization and Administration	1
Mission	1
Command	2
Administration	3
Chapter II Personnel	6
Chapter III Operations and Training	11
Chapter IV Materiel and Maintenance	26
Roster of Key Personnel	32
Bibliography	33
Appendix	34
List of Exhibits	35

II

CHRONOLOGY

AUGUST 1956

- 1 August 1956 During the period 1 August through 3 August 1956, the 802d Air Division conducted an MWP walk-thru which was directed and monitored by an assistance team from Eighth Air Force.
- 18 August 1956 The Salina Air Force "Jubilee" was held 18 August 1956. The program was designed as a fund raising program with the entire net proceeds used for the improvement of Day Rooms, Mess Halls and etc.
- 24 August 1956 The 40th Bombardment Wing sent two crews to the annual SAC Bombing Competition held at Lockbourne AFB, Ohio
- 28 August 1956 A night test mission was flown by the 40th Bombardment Wing 28 August 1956. The nickname for this operation was "Some Sweat".

III

GLOSSARY

AUGUST 1956

All abbreviations found in the narrative of this history, but not listed below are generally accepted Air Force abbreviations and may be found in the latest edition of JANAF 169.

ADIV	Air Division
AFB	Air Force Base
AOCP	Aircraft out of Commission Parts
ARSS	Air Refueling Squadron
FAK	Fly-Away Kit
NOOIC	Non-Commissioned officer in charge
OCAMA	Oklahoma City Air Materiel Area
CIC	Officer in Charge
OJT	On-The-Job-Training
RBS	Radar Bomb Scoring
SAC	Strategic Air Command
SHAPE	Smoky Hill Air Force Base
TDY	Temporary Duty
USCM	Unit Simulated Combat Mission
NEAC	North Eastern Air Command
MP	Mission Planned

CHAPTER I

ORGANIZATION AND ADMINISTRATION

The mission of the 40th Bombardment Wing is to: man, equip, and train the units of the Bombardment Wing so that they are on a combat ready status at all times, and capable of conducting such long range bombardment as operations may assign in the emergency war plan and other related operations orders. These long-range bombardment operations may be in any part of the world, either independently or jointly with other forces, against the enemies of the United States.

The mission of the 40th Bombardment Wing also encompasses the 40th Air Refueling Squadron and is responsible for the training, manning and equipping the squadron to the maximum extent possible in accordance with the existing facilities and the resources. The Bombardment Wing is responsible for maintaining a state of proficiency, within the Refueling Squadron, which will permit immediate engagements in effective refueling operations on the shortest possible notice.

The 40th Air Refueling Squadron is presently deployed at its TDY station and is scheduled to remain until about the fourth of September. The Air Refueling Squadron is presently undergoing overseas training at Thule Air Force Base, Greenland.

The 40th Bombardment Wing is also responsible for the development and maintenance of a mobility plan and the training of subordinate units to a degree required for overseas deployment and the subsequent re-establishment of operations on minimum notice and in the shortest possible time in any part of the world as may be directed by higher headquarters.

The support of the Air Reserve and National Guard programs are also part of their functions and are governed by the instructions received from higher headquarters. The wing also performs special missions in accordance with special instructions received from Strategic Air Command Headquarters.

COMMAND

The Commanding Officer of the 40th Bombardment Wing is responsible for exercising command jurisdiction over, and conducting the operations and training of assigned units in accordance with policies established by higher headquarters. In the execution of these responsibilities the Wing Commander performs the functions contained in SAC Regulation 20-15.^{1/}

Colonel Berton H. Burns, Commander of the 40th Bombardment Wing, went TDY to Lockbourne AFB, Ohio to attend the SAC annual Bombing-Navigation-Reconnaissance competition held August 24.

^{1/} SAC Regulation 20-15, dated 26 April 1954

^{2/} LO 979, Hq 302d ADIV, 22 Aug 1956 EXH NO 1

Colonel Andrew S. Low, Deputy Commander 40th Bombardment Wing, returned from TDY to the Pentagon and was reassigned to the 802d Air Division as Director of Operations.^{3/}

Colonel Donald G. McPherson was assigned to the 40th Bombardment Wing from the 802d Air Division. Colonel McPherson was assigned the duties of Deputy Wing Commander.^{4/}

ADMINISTRATION

The dependents assistance advisory committee met and discussed plans for repairing and equipping the Youth Center here at Smoky Hill.^{5/} This youth center is an attempt on the part of the base to provide greater facilities to dependents of Air Force personnel.

The Air Force "Jubilee" was held 18 August 1956. This program was designed as a fund raising program with the entire net proceeds used for the improvement of Day Rooms, Mess Halls, Youth Center and the Dependents Assistance Center. The Chamber of Commerce and the Military Affairs Committee were quite active in promoting this venture. A total net profit resulting from Jubilee Day was \$5,600.00.^{6/}

-
- | | |
|--|----------|
| ^{3/} GO 4, Hq 802d ADIV, 31 Aug 1956 | EXH NO 2 |
| ^{4/} GO 8, Hq 40th BOMWG, 15 Aug 1956 | EXH NO 3 |
| ^{5/} Minutes of Dependents Assistance Adv Committee, 30 Aug | EXH NO 4 |
| ^{6/} Minutes of Staff Meeting, 31 Aug 1956 | EXH NO 5 |

The Jubilee, first in the history of Smoky Hill, began at one in the afternoon and lasted until midnight. The base was open to all civilians and military personnel. Some of the activities included: three dances, a square dance, a western dance and a sport hop; a smorgasbord supper; a style show; a water ballet; an all girl softball game; a beauty contest;^{7/} and Kansas Mack, a TV Celebrity for the kids.^{8/} Jubilee day was a huge success and netted the 40th Bombardment Wing \$300.00 for their day room improvement project.^{9/}

A meeting of Non-Commissioned Officers from all squadrons met on 31 August 1956 and the Jubilee funds were distributed as follows:

Wings and Air Base Group	\$300.00
Hospital	300.00
Dependents Assistance	1,000.00
Youth Center	<u>3,500.00</u>
Total	\$4,800.00 ^{10/}

During the staff meeting held 31 August 1956, Colonel Wilson spoke to the meeting in regard to the membership of Non-Commissioned Officers in the NCO Club. The average membership in the Strategic Air Command runs about 45 per cent. Smoky Hill is running approximately 67 per cent, with 719 members out of a possible 1055. An effort will be made to improve this figure.^{11/}

-
- 7/ Sonja Sheets, Miss Stratojet, Beauty Contest Winner on Jubilee Day, held at SWAFB, August 18, 1956 EGH NO 6
- 8/ Ibid, and Kansas Mack, local TV Celebrity EGH NO 7
- 9/ Minutes of Staff Meeting, 31 Aug 1956 See EGH NO 5

It was pointed out at the same staff meeting that the ten sets of guest quarters at Camp Phillips which were set up to care for airmen and their families while finding permanent quarters has proved extremely successful and that additional quarters should be set aside for the same use. These quarters are always occupied and have been a big morale factor for new personnel arriving on the base.^{12/}

^{10/} Ibid

^{11/} Ibid

^{12/} Ibid

CHAPTER II

PERSONNEL

There has been no change in the organizational structure of the wing personnel office during the month of August 1956.

The greatest problem affecting the field of personnel continues to be the shortage of high skill levels and overmanning in the lower skill levels. Very little change came about during the month of August. Almost all of the critical shortages are at the supervisor level and these shortages are hindering flying, training and maintenance requirements. An example of this is in the number of Aircraft Maintenance personnel assigned to the wing as compared to authorized strength. The wing has 38 airman assigned in relation to an authorization of 96, "7" level airman.^{1/}

The Budget and Accounting office this station compiled a maintenance manhour report for the quarter ending in June, this report compares the manhours expended by both wings during the period. This report was not made available to the historian until this month, however because of its merit it is included with this history.^{2/}

The base reenlistment office announced that the 40th Bombardment Wing again had the best overall reenlistment rate on the base. The 40th Bombardment Wing compiled a 42.9 per cent during the month of August 1956.^{3/}

^{1/} 5-SAC-112 Report, August 1956, Wing Commanders Remarks

^{2/} DF, Wing Comparative Maintenance Manhour Data Report (BES: SAC-U22) EXH 8

^{3/} DF, fr EP, Reenlistment Rates for August EXH NO 9

The reenlistment office also put out a cumulative reenlistment rates from March through August 1956. This reproduction indicated that the 40th Bombardment Wing has had the best reenlistment percentage for the last five months.^{4/}

The 40th Bombardment Wing completed the August proficiency test cycle with out difficulty. During this testing cycle, all airmen scheduled for testing were tested without a missout. The 40th Bombardment Wing was the only unit on the station with a perfect record.^{5/}

The SAC management control statement published by the comptroller section for the month of August showed improvement in many areas. This report indicates an increase in the number of personnel assigned, however, at the best it is only a negligible improvement in effective manning. The 40th Bombardment Wing has 427 officers assigned with an authorization of 426. This would and does indicate 100% body manning however, the T-12 Report for the month of August indicates that there are officer shortages in the Armament section, Intelligence section and in Production control.^{7/}

^{4/} Cumulative reenlistment rate chart distributed to all sections, From Base Reenlistment Office EXH NO 10

^{5/} DF, from Base testing office to 40 BOMBG Pers

^{6/} Management Control Statement, 40th BOMBG, Aug 1956 EXH NO 11

^{7/} 5-SAC-T12 Report, Aug 1956

The 40th Bombardment Wing had six graduating students in the 802d Air Division Leadership School's first anniversary Class. This class, the twelfth, was presented diplomas by Major General Richard M. Montgomery, SAC's chief of staff, who was also the guest speaker. The school was founded on 27 July 1955, and this was its first anniversary. ^{8/} The graduating class was composed of 25 students selected from the 802d Air Division. ^{9/}

Colonel Berton H. Burns presided at the Wing NCO advisory council meeting held 13 August 1956. One of the new items presented for discussion was discharges under AFR 39-17. The 40th Bombardment Wing feels that too many airmen are given discharges under 39-16 when actually they should have been discharged under 39-17. The discharge under AFR 39-17 is a much less desirable discharge and denies the individual most of the GI Benefits. It was decided that personnel of this type should be given the less desirable discharge if the situation warrants it. ^{10/}

The 802d Air Base Group NCO Advisory council met 13 August 1956 with Lieutenant Colonel Gordon E. Wein, Base Commander, presiding. One of the main topics was the EWP exercise held

^{8/} Base Newspaper "IMPACT", dated 3 Aug 1956

^{9/} 802d Air Divisions first anniversary graduating class EXH NO 12

^{10/} Minutes of 40 BOMWG Adv Council Meeting, 13 Aug 1956 EXH NO 13

on the first three days of August. During the alert certain minor discrepancies were noted in the equipment worn by the personnel and the lack of a definite policy in regard to which personnel were or were not allow to leave the base. A definite policy has already been distributed to the squadrons in regard to these matters.^{11/}

The accident analysis bulletin for the month of August was published by the ground safety office. This monthly bulletin gives all the pertinent information in regard to the accidents occurring on the base. It is used by the safety personnel in their constant reminders to the personnel of this station. This publication is also helpful in their overall program "Operation Lifesaver".^{12/}

The NCO Air Division Council for the 802d Air Division met 20 August and brought up the question of a credit union for Smoky Hill again. It was decided that not enough replies had been received from the questionnaires sent out to make a decision. Major Richard, division comptroller, felt that a credit union for Smoky Hill would not be approved unless it received 100 per cent support of all of the NCOs on the base.^{13/}

^{11/} Minutes of 802 ABGp NCO Adv Council, dated 13 August 1956 EXH NO 14

^{12/} Accident Analysis Bulletin, S AFB, August 1956 EXH NO 15

^{13/} Minutes of 802d ADIV NCO Adv Council, dated 20 August 1956 EXH NO 16

10

At the Air Division Staff Meeting held 10 August 1956, Colonel Wilson outlined a program for counseling newly arrived airmen. This would be especially true in regard to safe driving, and after which the airman would be required to sign a safety pledge. This would apply to all airmen, whether they were car owners or ^{14/}not. In a further effort to stop automobile accidents and traffic violations a board of officers were appointed for the purpose of finding and making recommendations as to the disposition of any violaters brought before them. ^{15/}

^{14/} Minutes of Staff Meeting, 802d ADIV, dated 10 August 1956 EXH NO 17

^{15/} SO 158, Hq 802d ADIV, Dated 14 August 1956 EXH NO 18

CHAPTER III
OPERATIONS AND TRAINING

The training program outlined for August was contained in Operations Order 408-56, dated 1 August 1956. The month of August was designated as a special training month and the maximum emphasis was placed on upgrading of non-combat ready crews and checking out co-pilots. The general objectives for flying and ground training for the month of August were as follows:^{1/}

1. August flying program for B-47 tactical squadrons:
 - a. Accomplish the flying time required by AFR 60-2
 - b. Fly higher headquarters directed mission "Devil Fish" and participate in SAC Bombing Competition.
 - c. The upgrading of non-combat ready crews.
 - d. Non-Ready upgrade training for individuals.
 - e. Standardization flight checks
 - f. Combat Ready, Lead, and Select crew training.
 - g. Staff crew proficiency

During the month of August the flying program for B-47 tactical squadrons is that mentioned above.^{2/} The ground training requirements for B-47 tactical squadrons receiving priority during the month of August were:^{3/}

^{1/} CPOED 408-56, dated 1 August 1956

^{2/} Ibid

^{3/} Ibid

2: During the month of August the 40th Bombardment Wing had specialized observer training requirements which were:

- a. One night celestial navigation leg
- b. One celestial grid mission in accordance with SAC Reg 51-11

- c. One GPI navigation leg
- d. Two visual releases.
- e. Two visual RES runs.

The above mentioned observer requirements were to be accomplished by thirty- eight combat ready crews of the 40th Bombardment Wing during the month.^{4/}

The ground training priorities for the B-47 tactical squadrons for the month of August were pretty much routine except for the three crews scheduled for operation "Chuck Wagon VII".^{5/}

Three crews of the 40th Bombardment Wing were engaged in operation "Chuck Wagon VII" during the month. "Chuck Wagon" was a downed crew recovery exercise designed to develop, practice, and test the effectiveness of the downed crew recovery program. The crews used radio to establish contact with monitor communications stations. The communications station then gave pick up times to the downed crews.^{6/} The crews were at the designated

^{4/} Ibid

^{5/} Ibid

^{6/} Interview by L.G. Cook, historian, with Capt. J.J. Perry, DO

13

pick up sites at the scheduled times and the Air Rescue was affected with-out incident. Upon return to their home station the downed airmen were debriefed and a report was submitted to Eighth Air Force Headquarters by the downed crews.^{7/}

The overall mission of the 40th Bombardment Wing for the month of August was to achieve a level of operational proficiency which would insure the efficient performance of any and all missions. The subordinate mission was to maintain the combat readiness of the wing and also to prepare and execute any higher directed missions.^{8/}

The flight scheduling committee of the wing projected a total of 1400 B-47 flying hours for the month of August.^{9/} The flight schedule for KC-97s is not reported here as the Refueling Squadron is TDY.

A breakdown of the B-47 aircraft sorties scheduled were as follows:

- a. 234 sorties at 7:00 each
- b. A total of 234 sorties of 7:00 hours each represented 1638 hours scheduled for the month of August. These 1638 hours indicated a confirmed 1400 flying hours plus an eight per cent pad which was distributed throughout the schedule.^{10/}

^{7/} Ibid

^{8/} OPOED 403-56, Maintenance Order 3-56, 1 August 1956 see EXH NO 19

^{9/} Ibid

^{10/} Ibid

The Bombardment Squadrons of the 40th Bombardment Wing scheduled their sorties and hours as follows:

25th Bombardment Squadron	80 sorties	560:00 hours
44th Bombardment Squadron	77 sorties	539:00 hours
45th Bombardment Squadron	<u>77</u> sorties	<u>539:00</u> hours
Total	234 sorties	1638:00 hours ^{11/}

The Bombardment Squadrons finished the month with a grand total of 1381:00 flown. ^{12/} The programmed and accomplished hours are as follows:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	ACCOMPLISHED
1	AFR 60-2	00:00	00:00
2	Strategic Evaluation	00:00	21:00
3	Noncombat ready crew training	418:00	313:00
4	Noncombat ready individual training	75:00	80:00
5	Standardization Flights	80:00	90:00
6	Combat ready and above training	507:00	392:00
7	Staff crew proficiency	<u>120:00</u>	<u>130:00</u>
	TOTAL	1200:00	1026:00
	TEST FLIGHTS	00:00	54:00
	HIGHER HEADQUARTERS	<u>250:00</u>	<u>301:00</u>
	GRAND TOTAL	1450:00	1381:00 ^{13/}

^{11/} Ibid

^{12/} 5-SAC-T12 Report, dated August 1956 EXH NO 20

^{13/} Ibid

a. Reference priority 2: The Bombardment Wing did not program any flying time because the the crew involved was expected to finish the evaluation during the month of July.

b. Reference priority 3: The wing did not fly the hours programmed because of maintenance cancellations and more time devoted to other commitments.

c. Reference priority 4: There was more time flown than programmed because it took longer to fly the sorties.

d. Reference priority 5: same as c.

e. Reference priority 6: same as b.

f. Reference priority 7: -same as ^{14/}d.

A higher headquarters requirement existed during August for the 40th Bombardment Wing to render support to the Air Research and Development Command (Air Force Cambridge Research Center, Lincoln Laboratory) which consisted of a series of tests against the electronic aircraft detection equipment and systems presently under-development. The unclassified code name for this operation is "Devil Fish"^{15/}

This operation consists of three types of test operations against the electronic aircraft detection equipment and systems located in the Lincoln Laboratory area.^{16/}

^{14/} Ibid

^{15/} Eighth Air Force OPOD 38-56, "Devil Fish"

^{16/} Ibid

16

The 40th Bombardment Wing flew the secret mission "Devil Fish" from the 6th of August through the 10th of August. There were 16 primary aircraft and four spares scheduled for the mission with a programmed flying time of 200:00 hours. The Bombardment Wing was only able to complete 162:00 hours of the 200:00 scheduled because of ^{17/}aborts. Except for the eighth of August when 20 aircraft were scheduled only one aircraft per day was sent out from the 40th Bombardment Wing. ^{18/}It was reported to the 40th operations section that the Lincoln Laboratory considered the overall mission a success. ^{19/}The basic operation order for the 40th Bombardment Wing is inclosed as an exhibit. ^{20/}A further breakdown of operation "Devil Fish" was contained in the July history for the 40th Bombardment Wing. ^{21/}

During the period 1 August through 3 August 1956, the 802d Air Division conducted an E&P walk-thru which was directed and monitored by an assistance team from Eighth Air Force. The 40th Bombardment Wing was cited along with the other units and received a rating of excellent. ^{22/}The Eighth Air Force assistance team suggested very minor changes and all agreed that the 802d Air Division was fully capable of performing its E&P mission.

^{17/} 5-SAC-T12 Report, dated August 1956

^{18/} OPOED 408-56, dated August 1956

^{19/} Interview by historian with Capt. J.J. Perry 4000

^{20/} OPOED "Devil Fish", 40th BOMWG

^{21/} 40th BOMWG History, July 1956

^{22/} Ltr of Commendation fr Division Commander to All Personnel EXH NO 21

SAFETY FILM

17

During the early part of the month the wing was involved in training and readying two combat crews for participation in the SAC Bombing Competition which was held Lockbourne AFB, Ohio. The 40th Bombardment Wing assigned three crews to train for this competition and made arrangements with higher headquarters for practice runs on the bomb sites. ^{23/} Two combat crews S-04 and L-12 both of the 25th Bombardment Wing were selected to represent the wing in the Bombing Competition. The competition began on 24 August 1956 with two crews from each Bombardment Wing in the Strategic Air Command taking part. The overall results of the Annual SAC Bombing Competition placed the 40th Bombardment Wing 28th in bombing, navigation, and with an overall standing of 28. Some new and different concepts in bombing procedures are being investigated as a result of this competition. ^{24/} The 40th Bombardment Wing is currently undergoing training in the use of these new procedures to see if they are workable for the wing.

The management control statement for the month of August shows that the 40th Bombardment Wing had a 96.7 per cent of the SAC upper quartile for flying hours versus programmed hours. The wing flew more hours during the month than programmed. However, some required hours were not flown and the wing made 96.7%.

^{23/} Ops Memo #1, Hq 40th BOMBG, August 1956 EXH NO 22

^{24/} Ltr fr 40th BOMBG to DO, Rpt of SAC Bomb Competition EXH NO 23

^{25/} Management Control Statement, 40th BOMBG, August 1956 (Conf) EXH NO 24

18

The 40th Bombardment Wing published a new operations order during the month. This order 401-57, unclassified code name "Show Down" replaces 40th Bombardment Wing Operations Plan 400-1, dated 25 July 1956. This new operations plan corrects and deletes all previous route and timing conflicts with the 310th Bombardment Wing Operations Plan 401-57. This operations order becomes effective 1 September 1956.

Operation "Showdown" will go into effect following the Emergency War Plan alert called by inspectors from SAC. The Inspector General will establish an E hour for the E/P phase of the exercise and H hour times for each wave in the profile mission. The object of the mission is to get an evaluation of the profile mission planned by the 40th Bombardment Wing and a critique of the tactics employed in the strike plan.^{26/}

The 40th Bombardment Wing was selected to conduct a Unit Simulated Combat Mission by Eighth Air Force Headquarters. This mission, code name "STRONGHEART", is to be conducted on X day, 11 September 1956. This USCM is to be conducted in accordance with Annex V, SAC Reg 50-8, for the 40th, 340th and the 98th Bomb Wings. This mission is designed to simulate as closely as possible, the 40th Bombardment Wing Emergency War Plan.^{27/} The Bombardment Wing

^{26/} OPRON ORDER 401-57, 40TH BOMBG, dated 15 August 1956 (Secret) EXH NO 25

^{27/} OPRON ORDER 220-56, 40TH BOMBG, dated 24 August 1956 (Secret) EXH NO 26

is scheduled to launch the maximum number of aircraft possible with a minimum of 70 per cent. This USCM is in conjunction with a Tanker Task Force exercise and the overall mission will be evaluated in accordance with existing directives.^{23/} One of the specific requirements of this mission is that a celestial navigation leg must be flown by each participating crew and that each aircraft flying the mission will receive two heavy weight refuelings by KC-97s during the mission.^{29/}

The 40th Bombardment Wing received notification that a requirement existed to test new air refueling and rendezvous procedures and this was to be completed by 10 September 1956. This test was designed to correct two major problem areas which arose as a result of the current Tactical Doctrine procedures now in use. The two problem areas were:^{30/}

1. Inadequate control by formation leaders and poorly flown receiver and tanker formations primarily due to inability of the cell aircraft to monitor, by station keeping method, the positions of the other cell aircraft. This and the fact that the leaders must rely on radio communications to maintain control of the formations and have no positive check on the formation itself.

2. Tanker identification difficulties due to merging of tanker radar returns, and difficulty in differentiating between tanker and

^{28/} Ibid

^{29/} Ibid

^{30/} DF, fr LTCOL Soha to 40C, ref Test Directive, (Confidential) EXH NO 27

receiver returns during closure to observations position.

It was worked out in the 802d Air Division so that the 40th Bombardment Wing flew a test mission on 28 August 1956. The Operation Order directing this mission was 410-56, nickname "Some Sweat."^{31/}

The 40th Bombardment Wing was directed to have a minimum of four tankers and four receivers fly the mission. The mission was flown as briefed.^{32/}

Lieutenant Colonel Thomas S. Bohman remained in command of the 40th Air Refueling Squadron during the reporting period. He was also granted the Aeronautical Rating of Command Pilot during the month.^{33/}

The 40th Air Refueling Squadron are presently deployed at a northern-perimeter base, Thule AFB, Greenland, the squadron mission remains the same. The Air Refueling Squadron is scheduled to return to their home station at Smoky Hill Air Force Base early next month,^{34/} preparation for their return is underway.

Deployment strength of the squadron, including support personnel was 495 as of 31 August 1956. This total is composed of 85 officers

^{31/} OPORD 410-56, Hq 40th BOMBG, dated 29 August 1956 EXH NO 28 (Secret)

^{32/} Ibid

^{33/} AO 39, Hq 802d ADIV, dated 21 August 1956 EXH NO 29

^{34/} TWX fr 40th ABES to 802d ADIV, dated 29 August 1956 EXH NO 30

21

^{25/} and 410 airmen. The Crew strength remained at 21 but several new crews were in prospect for the future.

August was designated as a Special Training month for the 40th Air Refueling Squadron and SAC Regulation 50-8 did not apply. A conscious effort was made during the month to check out all extra squadron personnel on flying status in accordance with SAC Regulation 51-19. This was the main objective during this free training month. In addition, the squadron topped the projected flying time for the month, the number two priority item. As of 31 August, the squadron had flown 733:00 hours as compared to the 651:00 hours projected.^{26/}

The Air Refueling Squadrons' standardization board checked out three co-pilots who were upgraded to aircraft commander status and ten new co-pilots. Several boom operators, radio men and engineers were also upgraded to crew status. These extra personnel averaged 44 flying hours during the month.^{27/}

The ground training requirements were emphasized during August with all crews completing Phase III ground block training (with the exception of the firing range requirement which could not be fulfilled at Thule AFB, Greenland but would be completed upon the squadrons return to Smoky Hill Air Force Base in September.^{28/})

^{25/} Consolidated morning report for 31 August 1956

^{26/} Running total kept by flying training office, 40th ARCS and 9-SAC-112 Report dated 1-31 August 1956

^{27/} Ibid

^{28/} Information extracted from wall charts and interview with ground training section of 40th ARCS

Other ground training included three hours of Arctic Survival training and movies which accounted for nearly 900 man hours; code and blinker, 252 man hours; and communication procedures which took care of additional 231 hours. All of this coupled with the special ground training classes conducted in conjunction with the checkout program indicated that many of the ground training requirements were completed during this special training month.^{39/}

The Eighth Air Force Air Training priorities for the 40th Air Refueling Squadron for the month of August were:^{40/}

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	00:00	00:00
2	Non Ready Crew Training	121:00	135:00
3	Ready Crew Training	520:00	590:00
	TOTAL	641:00	725:00
	Test	10:00	8:00
	GRAND TOTAL	651:00	733:00

The significant differences between the programmed and accomplished flying time is explained below:

2. The additional time was flown by extending the flying time of each sortie.
3. Same as 2. and by directing non-ready crew training sorties to ready crew training sorties when local weather was too poor to permit transition work.^{41/}

^{39/} Ibid

^{40/} 9-SAC-T12 Report, dated 1-31 August 1956 EXH NO 31

^{41/} Ibid

23

The 40th Air Refueling Squadron has repeatedly made comments regarding the wonderful relationship which has existed between the squadron and the permanent party at Thule AFB, Greenland. The 40th Air Refueling Squadrons Commander has said that the effective and well coordinated operations of the squadron while TDY has been a direct result of the excellent cooperation and consideration of the SAC Task Force Liaison Team and all units of the Air Base Group.^{42/}

The big problem area for the squadron continues to be that of personnel. Due to projected losses, it appears that there will only be 20 crew available by 1 November 1956. This total breaks down into 18 ready and 2 non-ready crews.^{43/} A critical shortage of flight line maintenance is to be expected by 31 December 1956. A total of 21 crew chiefs and assistant crew chiefs are scheduled for discharge by 31 December 1956. This personnel loss will be greatest during December but in an effort to avert a serious problem, mention is made of this problem now.^{44/}

Some of the accomplishments of the 40th Air Refueling Squadron for the month of August were as follows:^{45/}

^{42/} Ibid

^{43/} Ibid

^{44/} Ibid

^{45/} Special Training Report for August, RCS: AF-T-19 (Confidential)
fr 40th DO to Eighth Air Force DO ECH NO 32

1. The Air Refueling Squadron completed the requirements as directed by Air Force Regulation 60-2.
2. The training program for non ready combat crew members was programmed and completed plus an additional 29 extra hours flown.
3. The squadron programmed 210 flying hours for their combat ready crews and flew a total of 569 hours which was over 150 per cent more than was programmed for the month. The extension of ^{46/} the TDY into September was the main reason for the extra hours.

During the month of August the 40th Air Refueling Squadron had an effective Aircrew and Maintenance ground training program. The Squadron completed 100 per cent of Phase II Training program as required by SAC Regulation 50-24. Over 86 hours of study were completed by the pilots: instrument technique, procedures, rules and regulations. The aircrew personnel accomplished 172 hours of training in Emergency Procedures and had over 690 hours aggregate on Arctic indoctrination. ^{47/} August was designated as a special training month by higher headquarters in an effort to complete requirements which exist. ^{48/}

In an effort to improve the overall efficiency of the 40th Bombardment Wing it was felt by the Wing Commander that the Squadrons could improve their briefings and critiques and therefore improve the mission, the squadron and the wing. ^{49/} This program is now in progress.

^{46/} Ibid

^{47/} Ibid

^{48/} TWX fr Eighth Air Force to COMAERSDIV 802

KKH NO 33

^{49/} Minutes of Staff Meeting, Hq 40th BWS, dated 21 August 1956

25

The 40th Bombardment Wing has upgraded twenty non-ready crews to combat ready status during the period 1 April 1956 to 1 September 1956. At the beginning of this period, there were thirty-four combat ready crews assigned with fifty-four crews forecasted for 1 November 1956. However, six of the crews were lost due to transfers, fatal crashes and vacancies in Wing Staff. This gives the wing a net gain of fourteen ^{50/} combat ready crews, bring the total to forty-eight crews.

50/ 5-SAC-T12 Report, Commander's Remarks, dated August 1956

CHAPTER IV
MATERIAL AND MAINTENANCE

Colonel Wallace Wall Jr completed his first full month as 40th Bombardment Wing Director of Materiel. Colonel Wall was appointed Wing Material Officer 20 July 1956.^{1/}

In accordance with instructions received from higher headquarters the personal equipment sections are now part of the unit supplies. The only problem encountered was the lack of operating space brought about by this move. Some of the unit supplies have had to move out of their buildings. In order to alleviate this situation the wing has put in a request for prefabricated buildings, if these buildings can be secured it will relieve the situation until permanent buildings are available.

An inspection was conducted by the Hospital Commander to determine the extent of T.O. Compliance, which requires that oxygen masks be cleaned prior to storage and an inspection be made every thirty days. The inspection revealed that of 138 masks inspected, 39 were dirty and 60 were defective. Colonel Wilson, Division Commander, asked that this be a special subject at Flying Safety meetings and that commanders reply by indorsement as to the corrective action taken on these discrepancies.^{2/}

^{1/} GO 7, Hq 40th BOMG, 8 August 1956

^{2/} Minutes of Staff Meeting, 802d ADIV, 17 August 1956 EXH NO 34

The 40th Bombardment Wing was complimented for the improvement shown in their unit supply status. This compliment came about after the recent inspections by the Air Division.^{2/}

The Bombardment Wing has completed 45 aileron changes on 29 B-47 aircraft during the month. This represents approximately 43 per cent of the total ailerons that need changing. The return of the depot support team to their home station will no doubt cause a slowdown of completions in the months ahead.^{4/}

The 40th Periodic Maintenance Squadron has consolidated all of its units into two hangars which are located next to each other. This consolidation which includes the Orderly room, supply and etc should help the overall efficiency of the squadron save time and eliminate much of the lag time.^{5/}

Captain Laurence E. Scruggs was appointed Director of Safety for the 40th Bombardment Wing during the reporting period.^{6/} One of the first things to come to his attention was the fact that there seemed to be now way to tie down loose or portable equipment on the flight line in the event of high winds. This was brought to the attention of the engineering sections and corrective action is being taken.^{7/}

^{2/} Minutes of Staff Meeting, Hq 802d ADIV, 23 August 1956 EXH NO 35

^{4/} Feeder reports to maintenance control, Hangar #5, SHAFB

^{5/} Unit history, 40th Periodic Maintenance Squadron, August 1956

^{6/} GO 6, Hq 40th BMMG, dated 6 August 1956

^{7/} DF, fr 40DS to 40C, dated 16 August 1956 EXH NO 36

23

The 40th Air Refueling Squadron presently TDY to Greenland had six engines to change during the month. The total man hours for each engine change was 55 hours per engine change. The reason for these changes were as follows:^{8/}

51-329	3 Aug 1956	#2 engine	Cracked mag case
53-153	4 Aug 1956	#4 engine	Overspeeding prop
51-319	14 Aug 1956	#4 engine	Defective scavenger
51-327	11 Aug 1956	#3 engine	Spewing oil
53-153	16 Aug 1956	#3 engine	Exceeding limits
53-161	19 Aug 1956	#4 engine	Defective scavenger

The total number of aircraft AOCF for more than 24 hours during the month of August were:^{9/}

51-327	Prop sync box	1 day	22 Aug 56
51-319	Prop sync box	5 days	23 Aug 56
51-319	Fuel selector	2 days	6 Aug 56
53-157	Brake	2 days	6 Aug 56
51-322	Prop control box	2 days	16 Aug 56
51-322	Prop sync box	1 day	20 Aug 56
53-156	Prop sync box	2 days	27 Aug 56

The engineering section of the 40th Air Refueling squadron reports that they performed 57 post-flight and 105 pre-flight inspections during the month of August.^{10/} They were able to accomplish this with only 83 of the 107 personnel authorized.

^{8/} Monthly disposition form from the Engineering Office to the 40th ARES Commander, filed in OR 40th ARES

^{9/} Ibid

^{10/} Ibid

29

It can be readily seen that the major malfunction which hampers the effectiveness of the engineering section is the propeller. A total of eight airplanes were AOCF for more than 24 hours during the month of August and of these eight, six can directly be traced to propeller trouble. This is not a fault common only to Smoky Hill but seems to be Air Force wide wherever the EC-97s are flown. New and different procedures on the maintenance and care of propellers ^{11/} seem to be the order of the day. Changes in TO compliances for the maintenance of propeller blades has worked a hardship on maintenance personnel. Maintenance personnel indicate that changes in inspection procedures ^{12/} can be expected at least four times a month and that the engineering sections of the wings feel the best method has not been found. ^{13/} This problem has reached the state where maintenance SOIs have been issued so that the confusion of conflicting regulations and procedures will be held to a minimum. ^{14/}

The 40th Bombardment Wing maintenance control section has started to issue published maintenance SOPs for certain types of maintenance. ^{15/}

-
- ^{11/} TXR fr COMAF Eighth to COMAIRDIV 802d SHAFB EXH NO 37
^{12/} TXR fr COMAF Eighth to COMAIRDIV 802d SHAFB EXH NO 38
^{13/} Interviews with flight engineers, crew chiefs, line chiefs and maintenance personnel of the 40th by the historian
^{14/} Maintenance SOP #43, Hq 40th BOMG, dated Sept 1956
^{15/} Maintenance SOP #1, Hq 40th BOMG, dated 26 August 1956 EXH NO 39

The most important maintenance SOPs to be published during the month were:

1. Maintenance SOP 22; this SOP intends to establish and implement safe and effective procedures for refueling and defueling aircraft from the hydrant system. ^{16/}
2. Maintenance SOP 36; this SOP is a supplement to SAC Manual 66-12 and provides specific procedures for the organization, operation and support of flight line maintenance functions of the tactical squadrons. ^{17/}
3. Maintenance SOP 37; this SOP intends to establish the responsibilities and procedures to be followed by each maintenance function in the accomplishment of the TO compliance. ^{18/}

The 40th Bombardment Wing participated in the SAC Bombing Competition held at Lockbourne AFB, Ohio early in the month. Cooperation was the key note of the competition and all possible help was given to the wings scheduled to compete. An airlift was set up to transport equipment from the home station to the competition if it could not be accomplished by the home station. ^{19/} The 40th Bombardment Wing finished 23th in the competition but the most

^{16/} Maintenance SOP #22, Hq 40th EOMS, dated 30 August 56 EXH NO 40

^{17/} Maintenance SOP #36, Hq 40th EOMS, dated 30 August 56 EXH NO 41

^{18/} Maintenance SOP #37, Hq 40th EOMS, dated 26 August 56 EXH NO 42

^{19/} T&X fr COMAF Eighth to COMAIR DIV 802d SRAFB EXH NO 43

31

outstanding of all the records set during the competition was the maintenance record of no ground aborts. This was the first time in the eight year history that there were no disqualifications and every wing entry took off exactly on schedule. The unsung heroes of the competition were the maintenance personnel of all of the wings.^{20/}

^{20/} INX fr COMAIRDIV 801 Lockbourne AFB Ohio to COMAIRDIV 802
Snoke Hill Air Force Base, Kansas EXH NO 44

40TH BOMBAMENT WING, MEDIUM

KEY PERSONNEL

AUGUST 1956

Wing Commander.....COL Berton H. Burns
Deputy Wing Commander.....COL Donald G. McPherson
Adjutant.....MAJ Donald M. Brown
Wing Operations Officer.....COL William M. Bowden
Wing Material Officer.....COL Wallace Wall Jr.
Wing Personnel Officer.....MAJ Milford C. Kronshare
Wing Controller.....CAPT Jack W. Sheets
Commander, 25th Bomb Squadron.....LTJG Edward E. Clark
Commander, 44th Bomb Squadron.....LTJG Leroy L. Shuler
Commander, 45th Bomb Squadron.....LTJG William G. Ivey
Commander, 40th AFS.....LTJG Thomas S. Bohman
Commander, 40th A&E Squadron.....LTJG John C. Minahan
Commander, 40th FMS.....MAJ James R. Johnson
Commander, 40th FMS.....MAJ Fredrick B. Gervais
Commander, 40th Headquarters.....MAJ Donald M. Brown
Commander, 40th Tactical Hospital.....MAJ Charles R. Morris

BIBLIOGRAPHY

40TH BOMBARDMENT WING, MEDIUM

AUGUST 1956

Source Material:

Files:

Headquarters, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 302d Air Division

Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command

Headquarters, Eighth Air Force

Headquarters, 40th Bombardment Wing

Secondary Material:

Staff Section Reports

Monthly Squadron Reports

Newspapers

IMPACT, Smoky Hill Air Force Base, Kansas

SALINA JOURNAL, Salina, Kansas

APPENDIX

LIST OF EXHIBITS

AUGUST 1956

<u>EXH. NO.</u>	<u>EXHIBITS</u>
1.	IO 979, Hq 802d ADIV, 22 August 1956
2.	GO 4, Hq 802d ADIV, 31 August 1956
3.	GO 8, Hq 40th BOMG, 15 August 1956
4.	Minutes of Dependents Assistance Adv. Committee
5.	Minutes of Staff Meeting, 31 August 1956
6.	Sonja Sheets, "Miss Stratojet", Beauty Contest winner on Jubilee Day, held at SWAFB, 18 August 1956
7.	Kansas Mack, local TV Celebrity, and "Miss Stratojet"
8.	DF, Wing Comparative Maintenance Manhour Data Report (SWS: SAC-U22)
9.	DF fr BF, Reenlistment Rates for August
10.	Cumulative reenlistment rate chart to all sections fr Base Reenlistment Office
11.	Management Control Statement, 40th BOMG, August 1956 (confidential)
12.	802d Air Divisions first anniversary graduating class
13.	Minutes of 40th BOMG Adv. Council Meeting, 13 August
14.	Minutes of 802d ABGp HCO Adv. Council, 13 August
15.	Accident Analysis Bulletin, SWAFB, August 1956
16.	Minutes of 802d ADIV HCO Adv Council, 20 August 1956
17.	Minutes of Staff Meeting, 802d ADIV, 10 August 1956
18.	SO 158, Hq 802d ADIV, 14 August 1956
19.	OPORD 408-56, dated 1 August 1956
20a.	40th Bomb Wing Ops Order "Devil Fish"

<u>EXH. NO.</u>	<u>EXHIBITS</u>
20.	5-SAC-T12 Report, dated August 1956
21.	Ltr of Commendation fr Division Commander
22.	Ops Memo #1, Hq 40th BOMG, August 1956
23.	Ltr fr 40th BOMG to DO, Rpt of SAC Bomb Competition
24.	Management Control Statement, 40th BOMG, August 56 (Conf)
25.	OPRON Order 401-57, 40th BOMG, August 1956(Secret)
26.	OPRON Order 220-56, 40th BOMG, August 1956(Secret)
27.	DF, fr LTCOL Soha to 400, ref Test Directive(Conf)
28.	OPORD 410-56, Hq 40th BOMG, August 1956(Secret)
29.	AQ 39, Hq 802d ADIV, dated 21 August 1956
30.	TX fr 40th ARES to 802d ADIV, dated 29 August 1956
31.	9-SAC-T12 Report, dated 1-31 August 1956
32.	Special Training Report for August, SCS: AF-T-19 fr 40th DO to Eighth Air Force DO (Conf)
33.	TX fr Eighth Air Force to COMAIRDIV 802
34.	Minutes of Staff Meeting, 802d ADIV, 17 August 1956
35.	Minutes of Staff Meeting, Hq 802d ADIV, 23 August 1956
36.	DF, fr 400S to 400, 16 August 1956
37.	TX fr COMAF Eighth to COMAIRDIV 802 SHAFB
38.	TX fr COMAF Eighth to COMAIRDIV 802 SHAFB
39.	Maintenance SOP #1, Hq 40th BOMG, August 1956
40.	Maintenance SOP #22, Hq 40th BOMG, August 1956

EXH. NO.

EXHIBITS

- 41. Maintenance SOP #36, Hq 40th BOMWG, August 1956
- 42. Maintenance SOP #37, Hq 40th BOMWG, August 1956
- 43. TX fr COMAF Eighth to COMAIRDIV 802 SHAFF
- 44. TX fr COMAIRDIV 801 Lockbourne AFB Ohio to COMAIRDIV 802 SHAFF

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 979

22 August 1956

TO: COL BERTON H. BURNS, 4844A
(PRIMAFSC 0066C)
HQ 40 BOMWG
Smoky Hill AFB, KANS

You are Auth access to clas mat rqr smty clnc of Topsec, for pd this tdy only, wpllockbourne AFB, Ohio, on or abt 23 AUG 56, on tdy aprx 5 days, for purpose attend SAC Bombing Competition. (DPUO): UCWR this sta. CIPAP. Tvl by mil acft dir when aval. When not aval, comm trans w/b provided by the TRO. TCS. BUD & ACCT NR 401-50 10C. TDN 5773400 067-8900 P458-02-03 S14-612. AUTH: CHAP 16, AFM 35-11, SACRAG 35-19.

BY ORDER OF THE COMMANDER:

s/t R. A. DICE
CWO W-2, USAF
Assistant Adjutant

A CERTIFIED TRUE COPY:

Richard A. Christman

RICHARD A. CHRISTMAN, 1STLT, USAF
OIC 40 BOMWG Officers Branch of Consol Records Sec.

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDER)
NUMBER 4)

31 August 1956

STAFF ASSIGNMENT.--COLONEL ANDREW S. LOW, 8890A, this headquarters,
is assigned as Director of Operations, effective 16 August 1956. (VICE:
COLONEL DONALD G. McPHERSON, 6226A, relieved).

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
MAJ, USAF
Adj

R. A. Dice
R. A. DICE
CWO W-2, USAF
Asst Adj

DISTRIBUTION
A

HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDERS)
NUMBER 8)

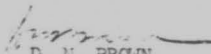
15 August 1956

DEPUTY WING COMMANDER. COLONEL DONALD G MCPHERSON, 6226A, is announced as Deputy Commander, 40th Bombardment Wing Medium (SAC), Smoky Hill Air Force Base, Salina, Kansas, vice COLONEL ANDREW S LOW, 8890A, this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

D. M. BROWN
Major, USAF
Adjutant


D. M. BROWN
Major, USAF
Adjutant

DISTRIBUTION

M
Plus 10 copies COMDR, SAC
10 copies COMDR 8TH AF
10 copies COMDR 802D Air DIV

Incl #2

DEPENDENTS ASSISTANCE ADVISORY COMMITTEE

HEADQUARTERS 802D AIR BASE GROUP
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

PROCEEDINGS OF MEETING OF THE SMOKY HILL AIR FORCE BASE DEPENDENTS ASSISTANCE
ADVISORY COMMITTEE

1. CALL TO ORDER:

- a. The Dependents Advisory Committee convened its regular monthly meeting at 1400 hours, 30 August 1956.

MEMBERS PRESENT:

Lt. Colonel Gordon E. Hein	802D Air Base Group Commander
Captain W. C. Bowman	Personnel Services Officer
1/Lt. Lloyd J. Howard	Assistant Personnel Services Officer
1/Lt. John B. Erdmann	Dependents Assistance Officer
2/Lt. Milton H. Cohen	Assistant Personal Affairs Officer
Mrs. Phyllis Burns	Dependents Assistance Coordinator
Mrs. Letta Oden	Assistant Dependents Assistance Coordinator
Mrs. Evelyn Woods	310th BrWg Comdr Wife
Mrs. Jean Hein	802D ABGRU Comdr Wife
Mrs. Mary Kronsage	O.W.C. President
Mrs. Rebecca Johnson	N.C.O.W.C. President
Mrs. Millie Crawford	Youth Club Chairman

2. OLD BUSINESS:

- a. None

3. NEW BUSINESS:

a. The purpose of the Committee was read for comments and suggestions. The content was considered adequate but it was decided that the purpose should be written in different form before publication.

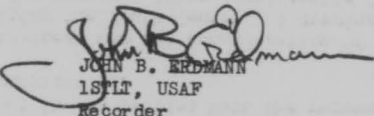
b. The second item of new business was the consideration of the proposed plans for repairing and equipping the Youth Center. A drawing of the plans was presented to the Committee for review. After considerable discussion the Committee agreed to accept the plans as drawn up, except for minor details as to furniture arrangement, etc. It was decided that these details could be worked out after the Center opens.

c. Col. Hein announced that allocation of Jubilee Funds would be made in a few days so that money for the Youth Center would be available to accomplish those things that could not be done by IEO.

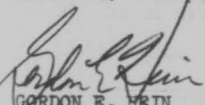
d. The Committee decided that an effort will be made to obtain donations of certain items of equipment for the Center.

e. The Committee discussed the problem of Volunteer workers for the Youth Center and Dependents Assistance. An effort will be made to obtain students from the local college to participate in youth work at the Base as a part of their social studies.

4. It was agreed that the next regular meeting will be at 1300 hours.
5. The meeting adjourned at 1520 hours.


JOHN B. ERDMANN
1STLT, USAF
Recorder

APPROVED:


GORDON E. MEIER
LTCOL, USAF
President

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 31 August 1956

Presiding: Colonel Wilson

BASE COMMANDER

Distribution of Funds From Salina Air Force Jubilee: A meeting of NCOs from all organizations was held this date to discuss distribution of funds. Distribution will be made as follows:

Wings and Air Base Group	\$800.00 each
Hospital	300.00
Dependents Assistance	1,000.00
Youth Center	3,500.00

Membership in Open Messes: Letter received from General Sweeney reference membership in NCO Open Messes, and stating that average membership runs about 45 per cent. Smoky Hill is running approximately 67 per cent, with 719 members out of a possible 1055. It was requested that more emphasis be placed on membership in the NCO Club and the NCO Wives' Club. Colonel Wilson stated that this will be a command subject, with squadron commanders interviewing NCOs who do not belong as to reasons for non-participation. This also applies to membership in the Officers' Club.

DIRECTOR OF PERSONNEL

Rehabilitation School Results: Of the fourteen men attending the recent class, one was returned to full duty, two were placed on probation, and eleven are to be separated. The next class starts 10 September.

DIRECTOR OF MATERIEL

Damage to Ground Power Equipment: There has been considerably more damage to ground power equipment and other materiel items than is due to normal wear and tear. The Fire Chief has reported that damage to fire extinguishers on the flight line is excessive. It was recommended that pecuniary action be taken against personnel damaging equipment through negligence.

New Locations for Unit Supply Facilities: Both wings have yet to select new locations for a few of their facilities. Colonel Wilson stated that there is available space and directed immediate action be taken toward relocating subject facilities.

Station Wagons for SHAFB: Information copy of message from Eighth Air Force to SAC received, indicating that upon receipt of five carryalls from Whiteman, our requisition for the new station wagons would be cancelled. Eighth Air Force will ask SAC to reinstate the requisition.

DIRECTOR OF OPERATIONS

60-9 Deviations: Deviations for the period ending 30 August: 40th Bomb Wing, 30.3 per cent; the 310th Bomb Wing, 22.8 per cent.

INSTALLATIONS ENGINEER

"Keep Off The Grass" Signs: Major Berschel reported that there are plenty of signs available for squadron areas; squadrons were asked to pick up the signs and get them posted.

Buildings Marked for Disposal: No work orders will be submitted on buildings which are listed for disposal since funds cannot be expended for rehabilitation or modification of these buildings.

Water Waste: While there are no water restrictions at present on the base, there have been instances noted where hoses are allowed to lay in one place so long that the immediate area is flooded and water allowed to run off into the drainage ditches. The cooperation of all personnel was asked to prevent water waste.

Vacating of Buildings: As buildings are vacated, responsible officers should clear with the real estate section so that they may be released from responsibility for the building. Colonel Wilson asked for follow through on this item.

DIVISION COMMANDER

Barracks Signs: A program will be started immediately to have all barracks signs placed on the side or wall of the building, similar to those in use in the 310th Wing. Major Berschel was asked to begin work on construction of the signs.

SAF Inspection Report: The Division Staff will report to the Division Commander on Tuesday morning, 4 September, to go over the deficiencies which will have to be explained in the report. It was recommended that wing commanders meet with LTCOL Crawford to check on the discrepancies listed for their organizations.

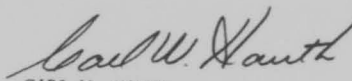
Additional Guest Quarters at Camp Phillips: Several months ago, at the suggestion of Colonel McPherson, ten sets of quarters were equipped to care for airmen and their families while finding permanent quarters. This project has proved extremely successful as these temporary facilities are continually occupied. Colonel Wilson asked that another five sets be set up for the same use. LTCOL Hein and Major Berschel will work out the details for this project, and Dependents Assistance will be notified so that they may start planning to furnish the quarters.

Labor Day Weekend Safety Drive: In view of the holiday weekend coming up, counseling of airmen and the requirement to sign the safety pledge was reemphasized.

Barracks and Day Room Inspection: Colonel Wilson announced that he would inspect interiors and exteriors of barracks and day rooms on 20 September rather than 6 September.

Tech and Master Sergeant Interviews: Colonel Wilson has instituted the policy of personally interviewing all technical and master sergeants shortly after their arrival at this base, or prior to leaving. Results of interviews so far have been very good, and some constructive ideas have been received on improving procedures, etc. In some instances sergeants have not been interviewed by the squadron commander, even though they have been on the base for three weeks. Commanders will emphasize the squadron commander interview.

Briefing: In presenting the weekly briefing, Colonel Wilson pointed out that the AWOL and worthless check trends were greatly improved.



CARL W. HAUTH
Major, USAF
Adjutant

Shown with "MISS STRATOJET" is Mrs
Lucia Harding, representing the 25th
Bombardment Squadron. Mrs Harding
was chosen as runnerup to "MISS
STRATOJET", Sonja Sheets, high school
senior from Galina, Kansas.



07-4

Smoky Hill Air Force Base's first
"MISS STRATOJET", Sonja Sheets,
18 year old high school senior
from Salina, Kansas is crowned
by "KANSAS KAKE" television
celebrity at the Salina Air Force
Jubilee held 12 August 1956.



DISPOSITION FORM

SUBJECT: Wing Comparative Maintenance Manhour Data (RCS: SAC-U22)

TO: See Distribution FROM: DCR DATE: 18 JUL 56
MAJ Ritchard/sq/560

1. The attached summary of statistics for April, May and June is furnished for comparative purposes. Eighth Air Force standards, where applicable, have been referenced in these summaries. Because of the temporary suspension in evaluation of this activity (BAF IBC COM-3 59502, 9 JUL 56) in the Management Control System until commencement of the January training quarter, some caution should be exercised regarding Eighth Air Force standards. It is believed that considerable revisions are in process in the establishment of improved measurement criteria.

2. To facilitate review the attached statistics have been divided into four tabs as follows:

TAB A - Summary of direct hours by wing and by squadron.

TAB B - Summary of productive indirect hours by wing by codes for the 3-month period, with squadron-wing information for the month of June only.

TAB C - Summary of non-productive indirect (lag time) by wing by codes for the 3-month period, with squadron-wing information for the month of June only.

TAB D - Summary of non-available (absence time) by wing and by codes for the 3-month period, with squadron-wing information for the month of June only.

3. Maintenance manhours were expended as follows:

	April		May		June	
	Hours	%	Hours	%	Hours	%
<u>40th BW</u>						
Available	147,678.4	70.5%	160,718.8	88%	138,556.8	75.5%
Non-Available	61,664.6	29.5%	45,749.1	22%	45,052.8	24.5%
Total	209,343.0	100.0%	206,468.4	100.0%	183,609.6	100.0%
<u>310th BW</u>						
Available	153,855.1	71.7%	166,895.3	77.0%	143,994.5	73.2%
Non-Available	60,635.1	28.3%	49,725.6	23.0%	54,473.8	26.8%
Total	214,490.2	100.0%	216,620.9	100.0%	203,473.3	100.0%

SUBJ: Wing Comparative Maintenance Manhour Data (REF: SAC-U22)

4. Available manhours are further subdivided as follows:

	SAF STD	Period					
		April		May		June	
<u>40th BW</u>							
Direct	46.9%	71,329.7	49.3%	81,646.0	50.8%	70,235.6	50.7%
Prod-Indir	51.3%	72,925.6	49.3%	76,552.4	47.6%	66,272.5	47.8%
Non-Prod (lag)	1.6%	2,623.1	2.3%	2,520.2	1.6%	2,048.7	1.5%
Total	100.0%	147,678.4	100.0%	160,718.6	100.0%	138,556.8	100.0%
<u>310th BW</u>							
Direct	46.9%	67,717.7	44.0%	73,663.7	44.1%	66,695.6	44.8%
Prod-Indir	51.5%	79,434.0	51.6%	88,011.4	53.2%	78,817.3	52.9%
Non-Prod (lag)	1.6%	6,703.4	4.4%	4,420.4	2.7%	3,431.6	2.3%
Total	100.0%	153,855.1	100.0%	166,895.5	100.0%	149,944.5	100.0%

Tolerable Standard Variations - SAF

	Unsatisfactory	Satisfactory
Direct	Below 42% & above 54%	42 - 54%
Prod-Indir	Below 40% & above 60%	40 - 60%
Non-Prod (lag)	Above 4%	0 - 4.0%

5. Direct Hours - TAB A. Details in this tab have already been related in total to Eighth Air Force standards in paragraph 4 above. The 40th Bomb Wing has used a higher percentage of available hours in this category than has the other wing.

6. Productive Indirect Hours - TAB B. Details in this tab have already been related in total to Eighth Air Force standards in paragraph 4 above. Pages 2 and 3 of this section are concerned with June data only - showing squadron comparisons. The 310th Bomb Wing has used a higher percentage of available hours in this category than has the other wing. Codes with outstanding variances are again Code 01 (Supervision) and Code 12 (Maintenance/Flying Safety Meetings) and Code 14 (Standby Alert). Some of this difference could possibly be explained with the 40th AWB going TDY. Although no standard exists, the question has been brought up concerning codes 06 - 07 (Quality Control Inspection - Aircraft). Wing manning in Quality Control restricts additional hourly utilization. Code 21 (OJT) still reflects a good trend and rates satisfactory against Eighth Air Force standards as follows:

Code 21	SAF Standard				
	Satis	Unsatis	April	May	June
40th BW	6.5% plus	Below 6.5%	11.7%	10.1%	10.7%
310th BW	6.5% plus	Below 6.5%	9.0%	9.9%	10.2%

7. Non-Productive Indirect (Lag) - TAB C. Evaluation of this item has been covered in paragraph 4 above. Both wings show considerable improvement in reducing lag time. However, percentages show (para 4) that the 310th is using more lag time than the 40th Bomb Wing. The areas that merit attention are codes 33 and 34 - still a transportation problem. The question is raised as to such a variance in Codes 35 and 38 between the wings.


SUBJ: Wing Comparative Maintenance Manhour Data (RCS: SAC-022)

8. Non-Available (absence time) - TAB D. A standard for this item is not required because of evaluation procedures established for available time (see para 3). Several observations between the wings are noteworthy. The 310th increased, manhour and percentage-wise, over May. Why is there so much time lost in codes 42 and 43? These two codes make up approximately 30% of the non-available time for both wings. Code 52 is the new code (Compensatory Time); it is going up. The questions are "How do we use it? Do we give hours of comp time for hours of overtime?" So far the answer is "no". There is a considerable difference in the amount of overtime between the wings (7,304.6 hours for the 40th BW; 11,149.1 for the 310th BW).

9. This analysis is designed to highlight inconsistencies between the two wings and thereby improve reporting methods and procedures wherever possible. Likewise, obvious errors which may be brought to light through this type of presentation may be corrected. Subsequent presentations will include similar data to that portrayed by Eighth Air Force insofar as flying hour data is concerned.

1 INCL
As stated (4 pts)

Distribution:
10 cys - 310th BW
10 cys - 40th BW
10 cys - 802ABGRU
5 cys - 802ADIV


LEONARD H. RITCHARD, Major, USAF
Director of Comptroller

DIRECT CODES

TAB A

<u>40th BW</u>	APR	MAY	JUN	<u>310th BW</u>	APR	MAY	JUN
HQ SQ	--	--	--	HQ SQ	--	--	--
25th BW SQ	7609.2	6968.6	5631.9	379th BW SQ	6156.9	5448.2	5906.8
44th BW SQ	7100.7	8500.5	7028.3	380th BW SQ	5378.6	6555.5	5289.0
45th BW SQ	7014.9	8169.4	7192.2	381st BW SQ	7156.2	7397.5	5414.8
40th ARS	7626.9	9397.4	7133.2	310th ARS	7123.9	8555.7	7412.7
40th A&E SQ	15387.8	19014.0	16420.3	310th A&E SQ	12477.3	13379.2	12270.3
40th FM SQ	19963.1	22215.1	20604.2	310th FM SQ	22500.4	24652.6	23955.9
40th PM SQ	6627.1	7381.0	6225.5	310th PM SQ	6924.4	7675.0	6446.1
WG MNHR TOTAL	71329.7	81646.0	70235.6	WG MNHR TOTAL	67717.7	73663.7	66695.6
TL QTRLY MNHRS	<u>223,211.3</u>			TL QTRLY MNHRS	<u>208,077.0</u>		

Codes included in this caption are as follows:

- | | | |
|--------------------------|-----------------------------|-----------------------------------|
| 01 - Flt Line Preflight | 08 - In Shop Repair | 21 - Periodic In-Dock |
| 02 - Flt Line Postflight | 09 - Flying | 22 - Periodic Post-Dock |
| 03 - Flt Line Misc | 10 - TOC | 23 - Canopy Install/Remove |
| 04 - Aircraft Servicing | 11 - Fire Guard GPE | 24 - Engine Change, Reciprocating |
| 05 - Aircraft Movement | 12 - Decontamination | 25 - Propeller Change |
| 06 - Cannibalization | 13 - Cold Weather Operation | 26 - Engine Change, Jet |
| 07 - Bench Check | 20 - Periodic Pre-Dock | 50 - Transient Aircraft |
| | | 51 - Tenant Aircraft |

PRODUCTIVE INDIRECT

TAB B

<u>40th BW</u>	<u>PRODUCTIVE INDIRECT</u>						<u>310th BW</u>					
	APR		MAY		JUN		APR		MAY		JUN	
01 - Supervision	19647.8	26.9	21573.2	28.2	19214.2	28.9	24171.1	30.4	28136.6	31.7	25497.6	32.2
02 - Clerical	10598.7	14.5	11654.3	15.2	10789.4	16.3	11811.8	14.9	11829.7	13.3	10151.5	12.8
03 - Stock Chasing	1775.7	2.4	1801.1	2.4	1154.0	1.7	1822.4	2.3	1821.6	2.1	1636.3	2.0
04 - Tool Crib/Sup	4231.7	5.8	5010.8	6.5	3392.8	5.1	4066.6	5.1	5693.7	6.4	5143.4	6.5
05 - Veh/Equip Oper	4269.4	5.9	4437.0	5.8	4540.5	6.8	3530.9	4.4	4324.9	4.9	3514.0	4.4
06 - Qual Cont/Insp	625.5	.8	889.8	1.1	717.5	1.1	425.2	.5	848.8	.9	658.3	.8
07 - Qual Cont Insp (Acit)	1101.5	1.5	1362.7	1.8	1080.0	1.6	7420.0	.9	1187.5	1.3	932.8	1.1
08 - A/SB Oper	573.3	.8	631.2	.8	378.4	.6	507.5	.6	737.5	.8	499.4	.6
09 - Clean & Pol	2760.3	3.8	2509.6	3.3	1797.9	2.7	2994.1	3.8	3505.0	3.9	2827.8	3.5
10 - Pack/Crat/Load	229.3	.3	518.3	.7	350.0	.5	342.2	.4	786.1	.9	402.7	.5
11 - Mobility	331.9	.5	266.5	.3	1172.9	1.8	22.2	--	84.0	--	61.2	--
12 - Maint/Fly Safety	1854.1	2.5	1190.1	1.6	681.7	1.0	4698.8	5.9	3598.2	4.1	3163.8	4.0
13 - Scty Guard	65.0	--	53.4	--	12.0	--	16.5	--	111.3	.1	35.5	--
14 - Standby Alert	3316.4	4.5	3625.1	4.7	2349.3	3.5	5622.5	7.1	4077.0	4.7	4870.8	6.1
20 - Plant & Equip Maint	4225.8	5.8	4851.8	6.3	3830.5	5.8	4776.6	6.0	5612.3	6.3	4241.0	5.3
21 - OJT	17319.2	23.7	16177.5	21.1	14808.3	22.3	12833.6	17.4	16457.2	18.5	15181.2	19.0
Total	72925.6	100.0%	76552.4	100.0%	66272.5	100.0%	79434.0	100.0%	88811.4	100.0%	78817.3	100.0%

<u>40th BW</u>	<u>PRODUCTIVE INDIRECT</u>								TAB B
	HC SQ	25BS	44BS	45BS	40ARS	40AME	40FMS	40PMS	
Codes									
01 - Supervision	1243.6	337.5	1049.5	887.0	1074.5	7259.4	5710.3	1652.4	19214.2
02 - Clerical	1805.9	467.5	358.0	239.0	246.0	3623.1	3398.6	651.3	10789.4
03 - Stock Chasing	46.0	28.5	--	26.0	--	564.5	367.5	121.5	1154.0
04 - Tool Crib/Sup	--	370.0	168.0	213.0	330.0	905.5	1060.0	346.3	3392.8
05 - Veh/Equip Oper	9.0	499.5	83.5	445.0	318.0	911.5	1985.0	289.0	4540.5
06 - Qual Cont/Insp	711.0	2.0	--	--	4.5	--	--	--	717.5
07 - Qual Cont Insp (Acft)	1061.0	--	--	--	--	16.0	3.0	--	1080.0
08 - AMSE Oper	345.6	8.0	--	--	--	--	24.8	--	378.4
09 - Clean & Pol	5.5	53.0	10.5	46.0	177.1	334.3	874.9	296.3	1797.9
10 - Pack/Crat/Load	--	14.0	3.0	--	4.0	108.0	154.5	69.5	353.0
11 - Mobility	10.5	12.0	4.0	--	--	642.0	447.4	57.0	1172.9
12 - Maint/Fly Safety	2.0	167.4	1.0	37.0	128.1	82.5	248.7	15.0	681.7
13 - Scty Guard	--	8.0	--	4.0	--	--	--	--	12.0
14 - Standby Alert	1.0	134.5	18.5	34.5	60.2	855.0	1244.2	1.5	2349.4
20 - Plant & Equip Maint	--	117.5	573.0	43.0	328.0	576.2	1691.8	501.0	3830.5
21 - OJT	--	314.6	106.5	69.5	290.7	8814.7	5162.3	50.0	14808.3

PRODUCTIVE INDIRECT

June 56

TAB B

310th BW

CODES:	HQ SQ	379 BMSQ	380 BMSQ	381 BMSQ	310 ARS	310 A&E	310 FM	310 PMS	TOTAL
01 Supervision	2,411.6	1,282.4	894.5	1,193.7	1,487.8	10,601.9	5,432.0	2,193.7	25,497.6
02 Clerical	2,254.6	354.9	165.3	173.7	439.8	3,193.7	3,382.8	187.6	10,151.5
03 Stock Chasing	48.0	5.5	4.0	18.0	239.0	279.6	737.8	384.4	1,636.3
04 Tool Crib/Sup/263 Pro.	5.1	249.9	365.9	572.0	279.5	1,891.3	1,581.7	198.0	5,143.4
05 Veh & Equip. Operation		394.3	37.3	384.3	355.8	887.9	1,396.2	58.2	3,514.0
06 Quality Control Insp.	517.8			4.0	3.5	110.2	22.8		658.3
07 Qual Control Insp (AC)	914.3					18.5			932.8
08 AMSB Operation	498.4						1.0		499.4
09 Cleaning & Policing	25.7	58.5	255.6	61.5	237.6	891.2	1,262.3	35.4	2,827.8
10 Packing/Cra/Loa/Unloa		14.5	25.3		3.7	263.7	95.5		402.7
11 Mobility		3.0	2.0	15.0	.2	22.0	18.0	1.0	61.2
12 Maint/Flying Saf Meet.	74.0	148.8	293.5	338.2	472.4	1,055.6	754.6	26.7	3,163.8
13 A/C Security Guard						24.6	.9	10.0	35.5
14 Standby Alert		105.5	230.0	17.2	60.2	2,742.0	1,667.9	48.0	4,870.8
20 Plant & Equip Maint.		133.0	164.4	415.3	42.6	944.8	2,364.9	176.0	4,241.0
21 Training (OJT)	96.0	204.6	152.9	281.7	404.2	10,272.7	3,078.5	690.6	15,181.2

NON-PRODUCTIVE INDIRECT (LAG)

TAB C

Codes	<u>40th BW</u>						<u>310th BW</u>					
	APR		MAY		JUN		APR		MAY		JUN	
31 - Parts	270.7	7.9	207.7	8.2	267.9	13.1	408.2	6.1	417.9	9.5	218.8	6.4
32 - Equip Tools	123.0	3.6	62.2	2.5	47.3	2.3	204.1	3.0	170.6	3.9	93.6	2.7
33 - Transp to Job	600.4	17.5	659.0	26.2	489.7	23.9	972.0	14.5	1028.2	23.3	981.2	28.6
34 - Transp fm Job	395.4	11.6	465.9	18.5	388.4	18.9	812.9	12.1	782.1	17.7	956.3	27.8
35 - Wk Assgn Instr	777.9	22.7	461.2	18.3	323.9	15.8	2704.8	40.3	302.8	6.9	11.0	.3
36 - Asst Other Pers	451.7	13.2	269.4	10.7	155.8	7.6	950.3	14.2	570.5	12.9	307.8	8.9
37 - Power On/Off	586.5	17.1	266.9	10.6	138.0	6.7	474.8	7.1	377.0	8.5	138.1	4.0
38 - Secty Base Alert	149.5	4.4	94.2	3.7	204.5	9.9	171.8	2.6	663.0	14.9	714.8	20.8
39 - Weather	68.0	2.0	33.7	1.3	33.2	1.6	4.5	.1	108.1	2.4	10.0	.3
Total	3423.1	100.0%	2520.2	100.0%	2048.7	100.0%	6703.4	100.0%	4420.2	100.0%	3431.6	100.0%

NON-PRODUCTIVE INCIDENT (LAD)
June 1956

TAB C

<u>Code</u>	<u>NO</u>	<u>SQ</u>	<u>25DS</u>	<u>44DS</u>	<u>45DS</u>	<u>40ARS</u>	<u>40AME</u>	<u>40PA</u>	<u>40PA</u>	<u>TOTAL</u>
31 - Parts	--		30.0	--	3.0	144.9	61.0	6.5	22.5	267.9
32 - Equip Tools	--		1.0	--	--	--	6.5	36.0	3.0	47.3
33 - Transp to Job	--		1.5	--	--	--	121.9	356.6	7.5	487.7
34 - Transp fr Job	--		--	--	--	--	94.8	292.6	1.0	388.4
35 - Ex Assgn Instr	--		8.5	--	1.0	.5	153.9	93.5	61.5	323.9
36 - Asst Other pers	--		27.5	20.0	7.0	16.0	51.0	14.8	19.5	155.6
37 - Power On/Off	--		24.5	--	--	--	101.0	12.5	--	138.0
38 - Secty Base Alert	--		--	--	--	--	204.0	.5	--	204.5
39 - Weather	--		10.0	--	--	--	23.2	--	--	33.2

NON-PROGRESSIVE INCREASE (LAF)
June 1956

TABLE C

310th BW

Codes	HQ SQ	379BS	380BS	381BS	310ARS	310AME	310PM	310PM	TOTAL
31 - Parts	--	--	--	8.0	2.8	160.7	41.8	5.5	218.8
32 - Equip Tools	--	--	--	--	11.0	58.4	22.9	1.3	93.6
33 - Transp to Job	--	--	.7	--	--	55.7	924.8	--	981.2
34 - Transp fr Job	--	--	--	--	2.0	91.5	662.0	--	956.3
35 - Ma Assign Instr	--	--	.2	--	1.1	1.0	8.7	--	11.0
36 - Asst Other Pers	--	12.0	7.0	4.2	36.4	126.0	71.8	50.1	307.8
37 - Power On/off	--	--	--	--	--	107.3	30.3	--	138.1
38 - Secty Base Alert	--	--	--	--	--	714.8	--	--	714.8
39 - Weather	--	--	--	8.0	--	2.0	--	--	10.0

Page 3 of 3

KODAK SAFETY FILM

NONAVAILABLE (ABSENCE)

TAB D

40th BW	NONAVAILABLE (ABSENCE)						310th BW					
	APR		MAY		JUN		APR		MAY		JUN	
40 Leave	10,278.2	16.7	11,456.0	25.0	14,413.0	31.9	9,418.7	15.5	11,557.7	23.2	16,558.0	30.4
41 Pass	1,741.0	2.8	1,595.5	3.5	3,026.5	6.7	1,590.3	2.6	1,767.3	3.6	1,755.4	3.2
42 Excused Fm Duty	23,606.3	38.3	5,878.9	12.9	4,989.7	11.1	24,836.8	40.9	7,797.8	15.7	7,206.2	13.2
43 Squadron Duty	9,156.8	14.8	8,422.7	18.4	7,871.7	17.5	10,218.7	16.8	9,061.3	18.2	9,340.8	17.1
44 Med. Out-Patient Tr.	472.3	.8	273.8	.6	269.0	.6	489.8	.8	570.9	1.2	456.6	.8
45 Hosp. Confinement	716.0	1.1	553.5	1.2	679.5	1.5	621.2	1.0	1,104.0	2.2	1,048.5	1.9
46 Medical (Other)	957.8	1.6	939.6	2.1	882.5	1.9	1,158.0	1.9	904.5	1.8	784.1	1.4
47 TDY-Maint Sch(Off Base)	4,638.0	7.5	4,598.0	10.0	2,728.0	6.0	3,973.1	6.6	4,748.0	9.6	3,004.0	5.5
48 TDY-(Others)	2,326.5	3.8	4,775.5	10.4	1,720.5	3.8	3,451.2	5.7	4,596.4	9.2	6,423.7	11.7
49 AWOL/Confined	853.5	1.4	621.0	1.4	916.8	2.0	521.0	.9	3,796.4	7.6	507.0	.9
50 Military Training	4,677.8	7.6	2,069.1	4.5	2,279.6	5.0	2,758.4	4.5	775.0	1.6	3,285.8	6.0
51 Lnd Non-Reporting Act.	968.0	1.6	1,655.0	3.6	1,543.7	3.4	818.2	1.4	395.0	.8	202.2	.4
52 Comp Time			2,911.2	6.4	3,732.3	8.3			2,651.3	5.3	3,876.5	7.1
* 60 Loaned	1,272.4	2.0					829.7	1.4				
TOTAL	61,664.6	100%	45,749.8	100%	45,052.8	100%	60,685.1	100%	49,725.6	100%	54,478.8	100%

* Code 60 - Used erroneously in April Analysis

Page 1 of 3

NONAVAILABLE MAN HOURS

TAB D

40th BW

CODES:	HQ SQ	25 BMSQ	44 BMSQ	45 BMSQ	40 ARS	40 ARS	40 FM	40 PM	TOTAL
40 Leave	848.0	1,152.0	928.0	1,108.0	464.0	4,520.0	4,176.0	1,217.0	14,413.0
41 Pass	44.0	8.0	24.0	16.0	120.0	1,946.5	596.0	272.0	3,026.5
42 Excused Fm Duty	136.0	476.5	26.0	316.3	92.0	2,253.7	698.5	990.7	4,989.7
43 Squadron Duty	61.5	384.0	540.5	377.5	387.0	2,808.0	2,294.2	1,019.0	7,871.7
44 Med. Out-Patient Tr.	1.5	7.5	20.0	6.5	21.0	73.9	95.1	43.5	269.0
45 Hospital Confinement	48.0	8.0	24.0		108.0	202.5	87.0	202.0	679.5
46 Medical (Other)	25.0	46.5	223.5	45.5	57.5	228.5	223.0	33.0	882.5
47 TDY-Maint Sch(Off Base)	8.0	328.0	152.0	152.0	120.0	696.0	928.0	344.0	2,728.0
48 TDY-(Others)	104.0		72.0	48.0	296.0	512.0	628.0	60.5	1,720.5
49 AWOL/Confined					8.0	490.5	322.3	96.0	916.8
50 Military Training	122.8	206.0	253.0	365.0	94.0	528.5	455.3	255.0	2,279.6
51 Lnd Non-Reporting Act.		10.0		48.0	3.0	1,443.5	39.2		1,543.7
52 Comp Time		192.0	158.1	4.0	577.0	422.5	2,377.2	1.5	3,732.3

NONAVAILABLE MAN HOURS

TAB D

310th BW

CODES:	HQ SQ	379 BMSQ	380 BMSQ	381 BMSQ	310 ARS	310 A&E	310 FM	310 PMS	TOTAL
40 Leave	1,048.0	808.0	904.0	1,208.0	1,552.0	4,500.0	5,227.0	1,341.0	16,588.0
41 Pass	8.0	149.0	248.0	24.0	48.0	280.5	891.9	106.0	1,755.4
42 Excused Fm Duty	149.1	276.1	212.6	347.3	758.3	2,897.1	2,455.4	110.3	7,206.2
43 Squadron Duty	194.0	356.2	352.5	444.1	1,070.5	2,852.1	3,353.5	717.9	9,340.8
44 Med. Out Pat. Tr.	9.2	16.5	19.1	12.0	27.2	108.4	182.0	82.2	456.6
45 Hospital Confinement		74.5	8.0		56.0	604.5	93.5	212.0	1,048.5
46 Medical (Other)	30.1	20.0	34.3	24.7	72.9	244.2	263.7	94.2	784.1
47 TDY-Maint Sch (Off Base)		536.0	160.0	224.0		952.0	964.0	168.0	3,004.0
48 TDY-(Other)		488.0	1,088.0	1,165.0	960.0	1,664.0	938.7	120.2	6,423.7
49 AWOL/Confined					4.0	8.0	495.0		507.0
50 Military Training	43.5	240.9	331.3	363.3	272.0	652.5	1,102.2	280.1	3,285.8
51 Lnd Non-Reporting Act.	10.0		11.7	48.0	8.0	61.8	61.7	1.0	202.2
52 Comp Time	353.3	64.5	144.2	95.4	584.9	1,429.2	815.8	389.2	3,876.5

Page 3 of 3

REENLISTMENT STATISTICS FOR AUGUST 1956

ORGANIZATION	DISCHARGED		REENLISTMENTS	PERCENTAGE
	ELIG TO REENL	NOT ELIG TO REENL		
40 TAC Hosp	2	0	2	100
40 Pd Maint Sq	3	0	3	100
40 A&E Sq	7	1	5	71.4
802 AP Sq	12	2	7	58.3
40 Hq Sq	4	1	2	50.
802 Hq Sq	11	4	5	45.5
310 Fld Maint Sq	12	3	5	41.7
802 Ops Sq	5	3	2	40.
381 Bomb Sq	3	0	1	33.3
40 Fld Maint Sq	17	1	6	29.4
310 A&E Sq	7	1	2	28.6
802 Pd Sv Sq	4	2	1	25.
40 AREF Sq	4	0	1	25.
802 Instl Sq	5	0	1	20.
802 Sup Sq	19	2	3	15.8
310 AREF Sq	8	0	1	12.5
802 Mtr Veh Sq	10	2	1	10.
25 Bomb Sq	0	0	0	00
44 Bomb Sq	2	0	0	00
45 Bomb Sq	3	0	0	00
379 Bomb Sq	1	0	0	00
380 Bomb Sq	1	2	0	00
310 Pd Maint Sq	3	1	0	00
310 Tac Hosp	1	0	0	00
4166 Hosp	0	0	0	00
537 Band	0	0	0	00
310 Hq Sq	5	0	0	00
TOTALS	149	25*	48	32.2
40 Bomb Wg	42	3	18	42.9
802 ABGP	66	15	19	28.8
310 Bomb Wg	41	7	8	19.5

*Airmen ineligible due to hardship discharges, 39-16 discharges, retirement, discharges under other than honorable conditions, and Special USAF Directives.

Of the 48 reenlistments:

Twenty one (21) reenlisted under provisions of AFR 39-10 (normal ETS)

Twenty seven (27) reenlisted under provisions of AFR 39-14 (COG)

Forty (40) airmen reenlisted to remain at SHAFB

Eight (8) airmen reenlisted at SHAFB for another Base.

Of the 104 eligible to reenlist but did not:

Sixty four (64) stated they wanted to try civilian employment.

Twenty one (21) stated they were enrolling to enter school.

Fifteen (15) were discharged and stated they were reenlisting for another Base at a later date.

Four (4) were undecided.

Not counted as Reenlistment according to AFR 39-3

One (1) reenlistment as result of discharge under AFR 39-15 (resignation)

One (1) reenlistment from civilian status as result of discharge at another Base.

DISPOSITION FORM

TO: See Distribution

FROM: BP

SUBJECT: Reenlistment Rates for Aug. 1956

DATE: 6 August 1956 COMMENT NR 1
LT Preston/jrs/547

1. The chart on the reverse side reflects each squadron's total reenlistment rate for the month of August 1956. Overall division rate is 32.2%.

2. The overall division rate of 32.2% has been computed in accordance with AFR 39-3. This is a total reenlistment rate, which includes those airmen who were separated at this base, reenlisted here within 90 days but not within 24 hours. The division immediate reenlistment rate, which includes only those airmen reenlisting within 24 hours from their discharge date, is computed as 30.2%.

3. Our rate during August is the lowest since earlier this calendar year. It is partly attributed to the fact that a large number of airmen were separated in order to enroll in fall college classes. Only by making SHAFB the most attractive base possible, can we improve our reenlistment rate.

DISTRIBUTION
A

Forrest A. Mowry
FORREST A. MOWRY
MAJOR, USAF
Base Director of Personnel

CUMULATIVE REENLISTMENT RATES
MARCH THRU AUGUST 1956

	MAR		APR		MAY		JUN		JUL		AUG		RATE
	E	R	E	R	E	R	E	R	E	R	E	R	
MARCH													
APRIL													
MAY													
JUNE													
JULY													
AUGUST													
310HQ	3	0	5	1	1	0	6	1	1	1	5	0	14.3
379BS	2	0	1	1	0	0	3	0	0	0	1	0	14.3
380BS	8	8	1	1	1	1	1	0	2	1	1	0	78.9
381ST	7	5	1	1	2	1	4	1	0	0	3	1	52.9
310FMS	12	4	6	6	7	4	13	6	14	3	12	5	43.4
310PMS	2	1	0	0	4	0	4	0	5	0	3	0	05.6
310A&E	8	2	5	1	6	3	6	2	3	2	7	2	34.3
310ARS	7	1	5	2	2	0	10	2	13	1	8	1	15.6
40HQ	2	1	1	1	3	2	6	2	8	6	4	2	58.3
25BS	1	1	5	5	2	0	9	8	4	4	0	0	77.8
44BS	5	3	0	0	6	6	6	4	1	1	2	0	70.0
45BS	0	0	0	0	4	2	1	1	3	3	3	0	54.5
40FMS	6	0	9	4	9	3	7	3	11	7	17	6	39
40PMS	9	3	4	4	3	1	4	1	2	0	3	3	48
40A&E	15	1	6	5	6	4	3	2	12	3	7	5	40.8
40ARS	11	2	4	4	2	1	5	1	6	2	4	1	34.4
802HQ	11	4	2	0	5	2	17	5	13	3	11	5	32.2
802FSS	4	1	4	3	3	1	6	2	4	5	4	1	52
802SUP	6	5	10	4	8	3	21	3	20	8	19	3	31
8020FS	7	1	3	2	8	4	14	9	4	2	5	2	48.8
802APS	2	1	13	1	3	2	5	3	9	1	12	7	34.1
802AIO	7	3	5	2	5	1	19	5	6	3	5	1	31.7
802MVS	5	2	3	2	7	3	8		6	0	10	1	35.9
537BAND	0	0	1	1	0	0							
USAPHOSP	10	4	4	2	6	1	4		0	0	0	0	20

E - Eligible
R - Reenlisted
Rate - Cumulative rate for period March Through August

MANAGEMENT CONTROL STATEMENT		CONFIDENTIAL		AUGUST 1956		1		Pages 7		HCS-1-140-T35	
ORGANIZATION AND LOCATION		LAST SAC STA TEMENT		CURRENT PERIOD (A: 12 months)					AVERAGE OR TOTAL		
40th BOMBARDMENT WING (M), SHAPE		SAC Upper quartile		DATA	AUG	SEPT	OCT	NOV			
ITEM											
PERSONNEL											
1. Manning in Required Specialties											
a. Officer MIRS, Percent Score		90			100						
(1) Number Required					426						
(2) Number Assigned					427						
(3) Number IRS					405						
(4) Percent IRS					95.1						
b. Airman MIRS, Direct Skills, Percent Score		60			30						
(1) Number Required					1093						
(2) Number Assigned					1038						
(3) Number IRS					842						
(4) Percent IRS					77.0						
c. Airman MIRS, Indirect Skills Percent Score		20			10						
(1) Number Required					396						
(2) Number Assigned					360						
(3) Number IRS					260						
(4) Percent IRS					65.7						

CONFIDENTIAL

40-4201-2

~~CONFIDENTIAL~~ *CONFIDENTIAL*

MANAGEMENT CONTROL STATEMENT		Month and Year	Page Nr	Nr of Pages	RCS-1-SAC-T35		
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB		AUGUST 1956	2	7			
	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL	
	SAC UPPER QUARTILE	DATA	AUG	SEPT	OCT		NOV
2. AWOL Rate, Percent of Score	100		100				
a. Average Strength			1910				
b. Number going AWOL			4				
c. Rate per 1000			2.09				
3. Reenlistment Rate, Percent Score	50		50				
a. Number Eligible			45				
b. Number Reenlisting			18				
c. Percent Reenlisting			40.0				
B. MATERIEL							
1. Flying Hours, Del as % Required, % Score	100		96.7				
a. Hours Required							
(1) Bombardment			1450				
(2) Tanker			651				
(3) Total			2101				
b. Hours Flown							
(1) Bombardment			1381				
(2) Tanker			733				
(3) Total			2114				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page nr	Nr of	RCS-1-SAC-T35		
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB	1 AUGUST 1956	3	Pass 7			
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC Upper Quartile	DATA	AUG	SEPT	OCT	
C. GENERAL ITEMS						
1. Cost per Flying Hour, Percent Score	83		79			
a. Flying Hours						
(1) Bombardment			1381			
(2) Tanker			Not Scored			
b. Bombardment Costs, Personnel, Percent Score			65.7			
(1) Total Cost			427,126			
(2) Cost per Flying Hour			309			
(3) Standard Cost Per Flying Hour			203			
(4) Performance Index			65.7			
c. Bombardment Cost, Supply Percent Score						
(1) Aviation POL - Percent Score			90			
(a) Total Cost			290,872			
(b) Cost per Flying Hour			211			
(c) Standard Cost per Flying Hour			197			
(d) Performance Index			93.4			
(2) All Other Supply - Percent Score			100			
(a) Total Cost			27,722			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of Pages	RGS-1-SAC-T35		
ORGANIZATION AND LOCATION 40TH BOMBARDMENT WING (M) SHAFB	AUGUST 1956	4	7			
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	AUG	SEPT	OCT	
(2) All Other Supply - Percent Score Cont'd						
(b) Cost per Flying Hour			20			
(c) Standard Cost per Flying Hour			31			
(d) Performance Index			155			
d. Bombardment Costs, Contractual Services and Other, Percent Score			60			
(1) Total Cost			14,052			
(2) Cost per Flying Hour			10			
(3) Standard Cost per Flying Hour			6			
(4) Performance Index			60			
e. Tanker Costs, Personnel, Percent Score						
(1) Total Cost						
(2) Cost per Flying Hour						
(3) Standard Cost per Flying Hour						
(4) Performance Index						
f. Tanker Cost, Supply - Percent Score						
(1) Aviation POL - Percent Score						
(a) Total Cost						

CONFIDENTIAL

Tankers not scored because SAC-C-11 not received while TDY.

MANAGEMENT CONTROL STATEMENT		CONFIDENTIAL		Month and Year	Page Nr	Nr of Pages	RCS-1-SAC-T35	
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB		Last SAC STATEMENT		AUGUST 1956	5	7	AVERAGE OR TOTAL	
ITEM	SAC UPPER QUARTILE	CURRENT PERIOD (Applicable Months)					AVERAGE OR TOTAL	
		DATA	AUG	SEPT	OCT	NOV		
(1) Aviation POL - Percent Score Cont'd								
(b) Cost per Flying Hour								
(c) Standard Cost per Flying Hour								
(d) Performance Index								
(2) All Other Supply - Percent Score								
(a) Total Cost								
(b) Cost per Flying Hour								
(c) Standard Cost per Flying Hour								
(d) Performance Index								
g. Tanker Costs, Contractual Services and Other Percent Score								
(1) Total Costs								
(2) Cost per Flying Hour								
(3) Standard Cost per Flying Hour								
(4) Performance Index								
2. Safety								
a. Flying , Percent Score		100		100				
(1) Number Accident*				0				

CONFIDENTIAL

CONFIDENTIAL

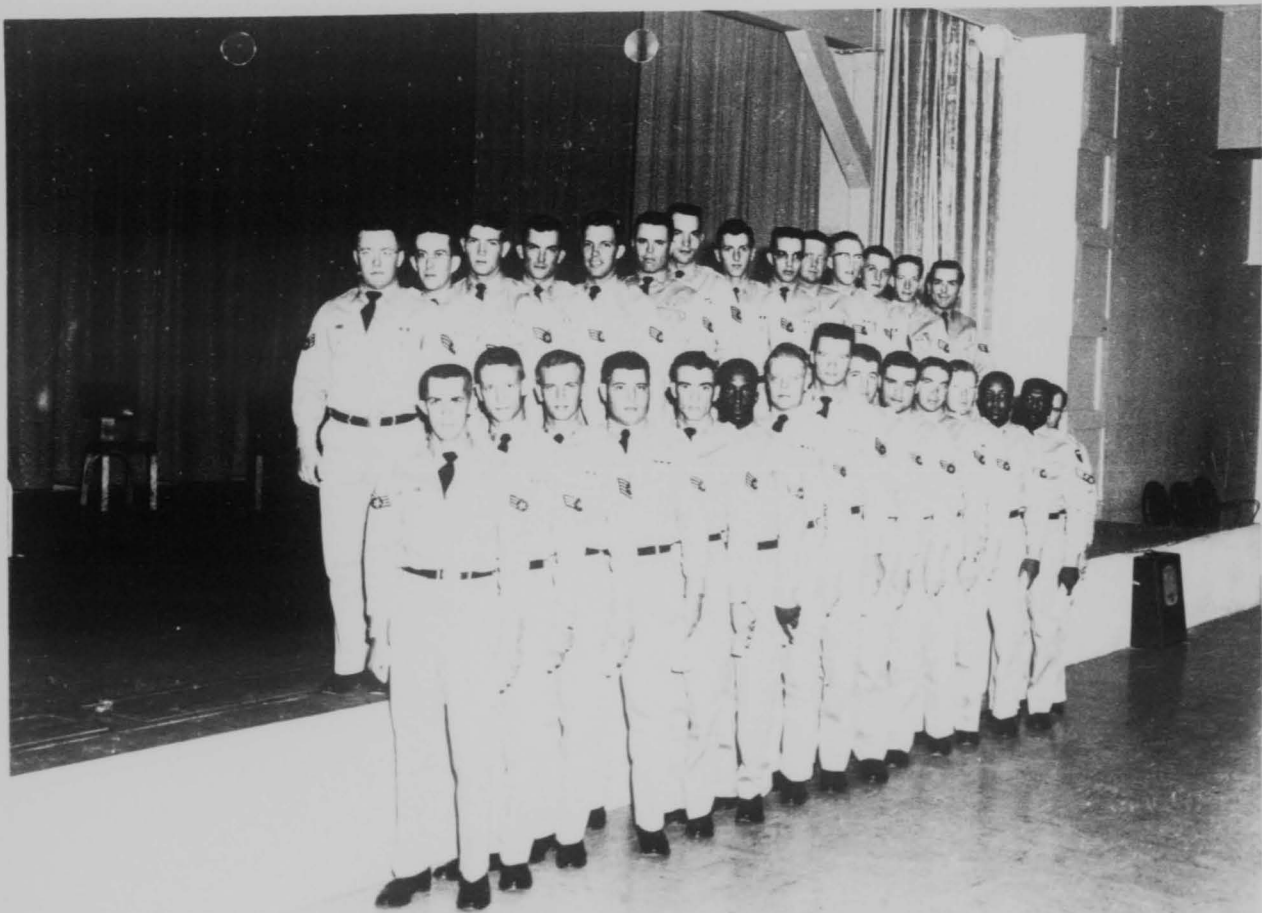
MANAGEMENT CONTROL STATEMENT		Month and Year	Page Nr	Nr of	RCS-1-SAC-T35		
ORGANIZATION AND LOCATION		<i>AUGUST 1956</i>	<i>5</i>	<i>7</i>			
40TH BOMBARDMENT WING (M), SHAFB		L. SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
ITEM	SAC Upper Quartile	DATA	AUG	SEPT	OCT	NOV	
a. Flying , Percent Score Cont'd							
(2) Flying Hours			2113				
(3) Rate per 100,000 hours Flown			0				
b. Ground, Percent Score	100		100				
(1) Military Injury rate per 100,000 man-days exposure			3.39				
(a) Number of military disabling injuries			2				
(b) Number man-days exposure			59,055				
(2) Government motor vehicle accidents rate per 100,000 miles driven			0				
(a) Number Accidents			0				
(b) Number miles driven			21,789				
(3) Civilian injury Rate Per 100,000 man-hours exposure			0				
(a) Number disabling injuries			0				
(b) Number manhours exposure			552				
(4) Accident Cost Index			1.51				
(a) Total Cost			2685				
(b) Mean Strength			1908				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of	RCS-1-SAC-P35			
ORGANIZATION AND LOCATION	AUGUST 1956	7	PAGE 7				
40TH BOMBARDMENT WING (M), SHAPE	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)					AVERAGE OR TOTAL
ITEM	SAC UPPER COLLECTIBLE DATA	AUG	SEPT	OCT	NOV		
c. USCM Sabotage	79						
(1) Number Available Aircraft		66					
(2) Number Aircraft Sabotaged		1					
(3) Percent Aircraft not Sabotaged		98.5					
(4) Number Flyaway Kit Systems		1					
(5) Number Flyaway Kit Systems Sabotaged		0					
(6) Percent Flyaway Kit Systems Sabotaged		0					
(7) Ground Rules Violated		NO					

CONFIDENTIAL



0770

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1330 Hours

13 August 1956

MINUTES OF
WING NCO ADVISORY COUNCIL MEETING

Colonel Barton E. Burns, Presiding

MEMBERS PRESENT

Master Sergeant Jennings B. Pitts - 40th Headquarters Squadron
Master Sergeant Robert P. Crumbling - 40th Periodic Maintenance Squadron
Master Sergeant Richard R. Danger - 40th A&E Maintenance Squadron
Master Sergeant Maynard E. Russell - 25th Bombardment Squadron
Master Sergeant John L. DeBendeleben - 45th Bombardment Squadron
Master Sergeant John F. Mozeikas - 44th Bombardment Squadron
Technical Sergeant Edward G. Owen - 40th Field Maintenance Squadron

OTHERS PRESENT

Colonel James W. Wilson - 802d Air Division Commander
Major D. M. Brown - 40th Bomb Wing Adjutant

I. New items presented for discussion:

1. 39-16 Discharges: Suggested that assistance be given the squadrons to prevent some personnel being discharged under AFR 39-16 who should actually be discharged under AFR 39-17.

ACTION: 4ODP and all squadron commanders are advised that airmen of this wing to be processed for administrative discharge will be determined to qualify only for 39-17 action whenever possible. Under AFR 39-17 action, individuals are discharged as unfit and receive "undesirable discharge certificate," which denies them most GI benefits.

2. Flight Line Security Badges: Recommended that need for retaking photos for flight line badges be reduced to a minimum. Airmen awaiting permanent flight line security badges are encountering delays of four to six weeks. Undue man hours are being lost because of airmen being recalled for photo retakes.

ACTION: As of 13 August, Base now issues a new plastic temporary badge, good until permanent flight line badge is issued. Delays caused by poor pictures has been investigated and corrective action taken.

3. Hangar 6 Washracks: Recommended that private vehicles be prohibited from parking around the washracks at Hangar 6 as it is interfering with getting aircraft on the washracks.

ACTION: 4ODM will have signs posted "NO PARKING" posted adjacent to the washracks, and Air Police instructed to enforce no parking.

4. Washrack at North End of Ramp: The washrack at the north end of the ramp is cracked. Recommended that it be repaired.

ACTION: 4ODM will submit work order.

5. Security: Recommended that more security measures be taken on the north end of the ramp where construction is underway.

ACTION: Base Provost Marshal will establish guards at ingress and egress point at north end of ramp. During the hours of darkness, area is patrolled with watchdogs.

6. One-way Drive at Base Operations: Recommended that the drive around the Base Operations building be made a one-way drive to eliminate the traffic problem.

ACTION: Base will post signs indicating one-way traffic.

7. Ground Training Building Parking Lot: Suggested that a solution be found to the traffic problem created by the double line of parking in the parking lot in front of the Ground Training Building.

ACTION: Base will post stop signs at either end of area immediately in front of ground training building on approaches to side streets.

8. Sanitary Conditions of Base Theater: Because of complaints received from dependents of military personnel, suggested that the sanitary conditions of the Base Theater be improved.

ACTION: Base will establish a continuing inspection of facilities in the theater.

9. Entrance to Swimming Pool: Suggested that a north entrance be installed for access to the swimming pool.

ACTION: Base to take no action as patio and swimming pool are to remain two separated functions because of sanitary and safety restrictions.

10. Alert Siren: Suggested that a siren be installed at some location at the north end of the base as the present siren cannot be heard in that vicinity.

ACTION: Base submitted letter to Eighth Air Force requesting permission to have established PA coverage (Tanoy system) to control complete area during alerts and emergencies. 40th ABE will be responsible for sounding siren located on top of their building when notified by phone.

11. Ramp Flood Lights: Suggested that flood lights be installed on the north end of the ramp to aid in security and night flying and night maintenance work.

ACTION: Base to make a study of the condition and needs and to announce findings 25 AUG 56.

12. Signs on Buses: Recommended that signs be painted on the rear of base buses indicating that vehicles should stop while the bus is loading or unloading passengers.

ACTION: Base buses presently painted in accordance with current regulations. Base AP's have been instructed to enforce no passing.

13. D Avenue Stop Signs: Recommended that stop signs be replaced at all roads leading into D Avenue.

ACTION: Base will survey and replace signs where needed.

14. Squadron Clearances: Suggested that a squadron clearance form be devised for use of personnel who are being transferred from one squadron to another.

ACTION: Airmen transferring from one squadron to another will complete clearances in accordance with SAC Regulation 35-4 and 802d Air Division Supplements 1 and 2 to SAC Regulation 35-4.

15. Engine Conditioning on North End of Ramp: Request permission to condition at least one engine per day at the north end of the ramp during normal duty hours.

ACTION: Two locations have been designated north of the 45th Bomb Squadron area for engine conditioning.

16. Labor Day: Information as to whether or not Labor Day is to be a holiday should be disseminated to personnel.

ACTION: Division Adjutant to advise all units at the earliest possible date when word received from higher command regarding duty on Labor Day.

17. 66-S Board: Suggested that the 66-S Board be made more effective and many of the maintenance problems would be eliminated.

ACTION: 4CDM has established a board set up in accordance with 8th AFR 66-8, and meetings are conducted the 2nd and 4th Friday of each month. Minutes are published and disseminated throughout the maintenance activities.

18. Luncheon for Bombing Competition Personnel: Recommended that a luncheon be held just before the bombing competition for all air and ground crew members of the bombing competition crews.

ACTION: On Thursday, 16 AUG 56, before the team departs they will dine as a group at 1230 hours in the 40th Bomb Wing Mess #6. At that time caps and jackets will be distributed to the team members. The project officer, Captain Lewis, will make necessary arrangements with the Wing Adjutant for the team to be fed.

19. Unit Mail Rooms: Recommended that all unit mail rooms be consolidated in the 40th Wing. A room in the 40th Field Maintenance Squadron is available for such use.

ACTION: Colonel Burns stated that this suggestion should be discussed by all squadron NCO councils and the suggestion resubmitted at the next wing council meeting.

20. Water and Food During Alerts: Suggested that Air Base Group be responsible for delivering water and food to personnel on the flight line during alerts.

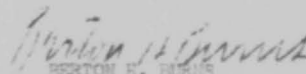
ACTION: Base has arranged that all food for feeding personnel on flight line during alerts will be processed in Mess Hall #3. All units will be advised by base as to the detailed operation for procuring food and water in the immediate future.

21. Folding Cots for Use During Alerts: Recommended that Base Supply set aside enough folding cots for each squadron for use during alerts.

ACTION: Base Supply has been set up to supply folding cots for each squadron during alerts upon request.

22. R&R Trailers: Information requested as to whether or not the trailers sitting in front of Base Supply are for R&R purposes.

ACTION: There are five trailers for R&R purposes. One will sleep six persons. The remaining four will sleep five people. They have no air conditioners. Special Services is signed for all of the trailers. Base Commander estimates 30 to 45 days before trailers can be loaned out awaiting insurance arrangements, rehabilitation and purchase of trailer hitches.


BERTON E. BURNS
Colonel, USAF
Commander

HEADQUARTERS
802d AIR BASE GROUP
Smoky Hill Air Force Base
Salina, Kansas

MINUTES OF 802d AIR BASE GROUP
NCO ADVISORY COUNCIL MEETING

1. In accordance with Letter Order 10, 9 April 1956, the 802d Air Base Group NCO Advisory Council convened at 1330, 13 August 1956, in the base conference room with LTCOL Gordon E. Hein, Base Commander, presiding.

2. MEMBERS PRESENT:

MSGT Robert W. Adams	AF36050972	MVSC
MSGT John W. Barrier	AF37512950	HSC
MSGT Gabriel W. Beasley	AF18022822	FSSC
MSGT Richard Reilly	AF11174984	ISC
MSGT Rufus R. Stringer	AF6255588	OSC
MSGT John B. Zingsheim	AF17044688	SSC

3. NON-MEMBERS PRESENT:

TSGT Walter C. Gaskin	AF17101893	HSC
TSGT Leonard O. Williams	AF19012792	APSC

4. MEMBERS ABSENT:

MSGT Paul E. Burghardt	AF17029889	2028th AACB SQ
MSGT Leroy J. Gomes	AF39444088	537th AF Band

5. As a result of items discussed at previous month's meetings of NCO Councils, the following actions were taken:

a. COURTS-MARTIAL AND ARTICLE 15's: Squadron commanders are now authorized to make decisions concerning Article 15's and courts-martial, thereby speeding up action.

b. ROACHES IN DINING HALLS 3 AND 4: Fogging machines have been repaired and are presently in use. Control of insects has greatly improved.

c. AIR POLICE PERSONNEL: An extensive training course is being conducted for air police personnel on courtesy aspects of their duties.

d. COLORS AND STANDARD: Necessary repairs have been made. Request for covers made to 802d Headquarters Squadron, Unit Supply, will be checked on by Sergeant Barrier for possibility of more expeditious results by parachute shop.

e. UNCOMFORTABLE WORKING CONDITIONS: Personnel are now authorized to work in T-shirts in the warehouses during hot weather.

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

- f. SPEED LIMIT: Appropriate signs have been erected reducing speed limit from 30 MPH to 20 MPH in vicinity of railroad tracks for south-bound traffic.
- g. GOAT: Goat is no longer presented to squadron having the last serious vehicle accident.
- h. BARRACKS INSPECTIONS: The SOP for standardizing aspects involved in inspection of barracks has been published. Photographs of correct setup desired have been made.
- i. BASE EXCHANGE AUTO REPAIR SHOP: Expansion of the base exchange service station will commence 25 August 1956.
- j. ESTABLISHMENT OF A CREDIT UNION: Questionnaires concerning establishment of a credit union have been distributed base-wide. Information is being gathered in contemplation of establishment of the union.
- k. BARBER SHOP SERVICE: The barber shop has been directed to provide a clean towel for each man.
- l. FISH IN THE POND ON BOMBING RANGE: The state fish and game warden will check on possibility of stocking pond with fish.
- m. BOATS AT LAKE KANOPOLIS: A letter has been written to Eighth Air Force concerning the possibility of obtaining boats for use at Lake Kanapolis.
- n. DRIVER REQUIREMENTS FOR GI VEHICLES: A one-day course is now being given to personnel who have had previous GI permits and to personnel with valid state permits for operation of light vehicles.
- o. PAY LINE AT FINANCE: A new cashier's cage has been established at finance office which will handle pay line traffic more expeditiously.
- p. DINING HALL PARKING AREAS: Parking area at dining hall 4 has been refinished. Other dining hall parking areas are being repaired.
- q. PARKING LOTS AT COMMISSARY AND NCO CLUB: Asphalt on commissary parking lot is presently being laid. The NCO Club lot will be laid next week.
- r. REROUTING OF PRISONERS: Prisoners are now marched on "A" Avenue when going to and from meals.
- s. SPEED LIMIT ON SQUADRON ACCESS ROADS: Installation engineer office was requested to check on 10 MPH speed limit signs which have not, as yet, been posted on squadron access roads.

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

t. PARKING AREA BETWEEN BASE BANK AND POST OFFICE: Striping has been completed in this area to allow for diagonal parking.

6. Discussion was made of the following subjects:

a. MONOTONY OF MENU:

Problem: Complaint received that stew was served three times in week preceding 1 August 1956 for the evening meal.

Solution: Check of master menu indicated stew was served only twice in eight days.

b. SILVERWARE LOSS:

Problem: Loss of silverware from dining halls.

Solution: Responsibility for this condition rests with dining hall supervisory personnel and first sergeants. Reports of survey have been initiated and replacements requisitioned. Outstanding requisitions will be furnished the supply activity so that status can be checked.

c. PERSONNEL EQUIPMENT DURING EWP EXERCISES:

Problem: Discrepancies noted in equipment worn and carried by personnel during EWP exercise.

Solution: Itemized list of equipment to be worn and carried by all personnel will be publicized for information of all concerned.

d. ALERT SIGNALS:

Problem: Inaudible to some organizations on base.

Solution: Letter has been written to Eighth Air Force for authority to establish a base-wide public address system. Present alert system with telephone notification will suffice. An additional siren will be installed in the 40th Bomb Wing area. Supply action has been initiated to obtain the siren.

e. SANDWICHES DURING ALERTS:

Problem: How to provide better quality sandwiches and more equal lunches during a base alert.

Solution: During a base alert all sandwiches will be made in dining hall 3. Squadrons will be requested to establish a definite number of lunches required during alert periods for various organizations. This will be completed by 1 September 1956.

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

f. PERSONNEL LEAVING BASE DURING EWP EXERCISE:

Problem: Lack of definite policy as to which personnel could, and which personnel could not leave the base.

Solution: A better control of this condition will be established prior to the next alert. Squadron commanders will be authorized to designate those persons who may leave the base.

g. SUGGESTION BOXES:

Problem: Suggestion boxes not being utilized.

Solution: Noncommissioned officers will call this to the attention of their personnel. Anyone who has a suggestion or complaint should make use of the suggestion boxes.

h. LAUNDRY SERVICES:

Problem: Bundle work on personal laundry still desired by some personnel.

Solution: It was not considered desirable to request bundle work from Fort Riley laundry. Service presently received on flat work is very satisfactory and a letter of appreciation on the improvement shown will be forwarded to Fort Riley.

i. SPEEDING ON HIGHWAY 81:

Problem: To prevent speeding.

Solution: In lieu of a specially marked air police vehicle to patrol Highway 81, it was recommended that a more active interest be shown in the traffic spotter program for control of speeders. It is also required that personnel signing drivers' pledges in the squadrons be fully counseled as to their responsibilities.

j. WEARING OF THE UNIFORM:

Problem: Violations still being observed.

Solution: Officers and first sergeants will impress the non-commissioned officers with their responsibility for correcting uniform violations.

k. BASE EXCHANGE ENTRANCE:

Problem: Only one door of double door entrance open.

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

Solution: Base exchange will be directed to mark doors "in" and "out". It was not considered advisable to designate an additional entrance to the base exchange.

l. PRISONERS IN THE DINING HALL:

Problem: Better discipline of prisoners in dining hall.

Solution: In the future prisoners will be told when to be seated and when to stand to leave dining hall. They will not be permitted to leave places while eating.

Problem: Personnel not in confinement have had to vacate tables in the dining hall to make room for personnel in confinement.

Solution: Prisoners will eat at 1130 and tables assigned to them will be cleared for their use.

m. TRAFFIC SCHOOL:

Problem: To increase effectiveness of traffic school as presently established.

Solution: Following recommendations were made: (1) Lengthen the present course. (2) Invest court with authority to lift class "A" pass if incident warrants such action. Recommendations will be presented at next meeting of 802d Air Division NCO Advisory Council.

n. TRANSPORTATION FOR CEREMONIAL DETAILS:

Problem: Present transportation facilities in need of extensive repairs with result that ceremonial details cannot present a neat appearance to the public in keeping with Air Force standards upon arrival at destination

Solution: This is a general maintenance problem in 802d Motor Vehicle Squadron. Additional emphasis on improvement will be required on the part of the commander of the motor vehicle squadron and his noncommissioned officers.

o. PAY DEDUCTIONS:

Problem: Substantial deductions in pay are being made by finance office without sufficient advance notification to personnel concerned.

Solution: The squadron first sergeants will be notified verbally by the finance office of names of personnel in their organizations receiving substantial deductions from normal pay, in order to preclude the writing of insufficient fund checks.

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

p. BOMB DUMP ROAD:

Problem: Road repairs required.

Solution: Necessary action will be taken to repair road.

q. STREET LIGHTING:

Problem: Inadequate street lighting.

Solution: Installation engineer will be instructed to replace burned out bulbs to improve street lighting.

r. COURTESY PATROL:

Problem: To establish courtesy patrol to work with the air police on pay nights and holidays.

Solution: Key noncommissioned officers from the 802d Air Base Group will be required to perform duty with the courtesy patrol. Recommendation to include personnel from the air division and bomb wings on the courtesy patrol will be brought before the 802d Air Division NCO Advisory Council. The 802d Air Base Group patrol will be effective 15 August 1956.

s. TABLES OUTSIDE BARRACKS:

Problem: In view of keep off grass policy, would tables be allowed on grass outside barracks.

Solution: Setting up of tables under trees outside of barracks will be left to discretion of squadron commanders, since this involves the squadron area.

t. PAY DISCREPANCIES:

Problem: To allow personnel to go direct to finance office to settle pay discrepancies.

Solution: This proposal was not considered feasible. Every effort will be made to speed up action in personnel section so that replies concerning discrepancies may be received by the individual concerned as soon as possible. Responsibility for informing personnel of reasons for pay discrepancies rests with the consolidated personnel records section.

7. Colonel Wilson was present at the meeting to discuss reenlistments. A meeting for all squadron commanders, first sergeants and recruiting personnel will be held in the base theater some time this week to review current

HQ 802ABGRU Subject: Minutes of 802d Air Base Group NCO Advisory Council Meeting

procedures for recruitment and reenlistment of personnel.

8. Meeting adjourned, 1515.

APPROVED - ~~DISAPPROVED~~:

Gordon E. Hein
GORDON E. HEIN
LTCOL, USAF
Commander

ACCIDENT ANALYSIS BULLETIN

SMOKY HILL AIR FORCE BASE



AIRMAN FRED JUST BUMPED HIS HEAD,
WHILE RIDING ON A SCOOTER,
SAID AIRMAN FRED, "I COULD BE DEAD!
I SHOULD 'A' USED MY TOOTER!"

AUGUST 1956

* * THIS MONTH'S COVER SHEET * *

Look, chums! Want to see your own personal exploits plastered on the front of this rag so that everyone can see the type of judgement that you are displaying in your daily habits? Y'see, we have been trying to get you to do the very simple thing that will knock the stuffing out of our accident rate — THINK! We do not intend to pull any punches — if the accident is yours, you can expect to see it in print, with a particularly juicy one selected to adorn our cover, and, since you are receiving the oscar for that particular period, we want you to miss none of the notoriety that is rightfully yours — we will use your name to be sure that you receive credit for your achievements.

Depicted on this month's cover is an accident which occurred when A/2C William C. Maher, 40th A&E Maintenance Squadron, fed too much left rudder instead of cutting his power to idle in combatting a spanking crosswind on "D" Avenue. Result: an abrupt loss of flying speed and a rather sheepish realization that motor scooters are not yet ready for lighter than air flight. This is not designed to be funny. A lapse of common sense cost SAC \$139.00, and that, my friend, would keep you and me in cigarettes for quite a while.

Our thanx to A/2C John R. Swanson of the 40th Bomb Wing Safety Office for the fine art work on this cover. You've started the ball rolling, Swanson, now maybe someone else can come up with something in the line of constructive thinking. How about it?

REMEMBER You can learn and live IF YOU DON'T, YOU WON'T

1. A/IC Johnston, Russel, AFL4530449, 40th A&E Maintenance Squadron, was injured on Sunday, 5 August 1956. Airman, while working at a Service Station in Salina, Kansas on off duty employment, received 1st and 2nd degree burns of face and chest when Airman removed the radiator cap to check water level on a vehicle.

DAYS LOST: 5.

TOTAL COST: \$150.00.

CAUSE OF ACCIDENT: Extremely high temperature of water and high pressure built up in radiator. The radiator cap blew off when airman loosened the capy and steam and hot water gushed out scalding the airman.

ACTION TAKEN BY SQUADRON COMMANDER: Dangers of off-duty accidents will be brought out at next Squadron Commander's Call. This topic will be thoroughly discussed to prevent accidents of a similar nature.

2. First Lieutenant Arthur D. Houser, A03024183, 40th Headquarters Squadron, was injured on Saturday, 5 May 1956. Lieutenant Koepke from the 45th Bomb Squadron, driver of vehicle, and three other passengers, Lieutenant Houser, 40th Headquarters Squadron; Miss Betty Hackey, Wichita, Kansas, and Miss Ginger Price of Marion, Kansas. The driver stated that while following another car, and without warning, the blacktop ended and unable to see from the dust created by the other vehicle the driver immediately applied the brakes. The vehicle struck some loose gravel and went out of control. Vehicle came to rest in open field, after sheering off five (5) fence posts and two (2) telephone poles.

DAYS LOST: 90.

TOTAL COST: \$2,700.00.

CAUSE OF ACCIDENT: Unattentive to driving, four persons in a two passenger car, and speeding too fast for road conditions.

ACTION TAKEN BY SQUADRON COMMANDER: Officer will receive a written letter of reprimand. Officer involved has been counceled on safe driving. Wide-publicity will be given to this accident.

3. A/IC Vernon McCarney, 802d Installations Squadron, was injured on 23 August 1956. Airman was filling a CTC bottle. While watching to see if proper amount of CTC was being put into the bottle, the airman placed a coke on a bench that was directly behind him. He picked up a bottle without looking, believing it was coke, and started to drink it. The bottle contained CTC. The airman immediately spit out the CTC and washed his mouth out with coke and reported to the hospital.

DAYS LOST: 1.

TOTAL COST: \$30.00.

CAUSE OF ACCIDENT: Placing CTC in coke bottle next to bottle containing coke.

ACTION TAKEN BY SQUADRON COMMANDER: Personnel cautioned not to use bottles as containers at any time.

4. A/3C Ronald T. Wartis, AF18485867, 802d Installations Squadron, was injured on Wednesday, 1 August 1956. Airman was attempting to unstop drain in Hospital Dining Hall, with a steam hose. The steam built up pressure and ruptured the hose causing burns on the airman's face.

DAYS LOST: 2.

CAUSE OF ACCIDENT: Use of improper equipment in absence of necessary plumbers tools. Clean out auger not available at time of incident.

ACTION TAKEN BY SQUADRON COMMANDER: Proper equipment on Requisition plus this type of accident will be publicized and will be brought to the attention of all personnel concerned to prevent accident of similar nature.

5. A/3C William Highwood, AF15518780, 802d Operations Squadron, was involved in a Government Vehicle accident. Airman was traveling east on blacktop road preparing to turn left. The headlights of a car approaching from opposite direction momentarily blinded him. He traveled past the intended turn and crossed a railroad track meeting the car, then swerved to the left side of the road and overturned.

DAYS LOST: 10.

TOTAL COST: \$235.00.

CAUSE OF ACCIDENT: Driving at excessive speed for road conditions.

ACTION TAKEN BY SQUADRON COMMANDER: Airman was counceled on traffic safety and his license revoked.

6. M/Sgt Charles C. Leonard, AF13317724, 380th Bomb Squadron was involved in an accident which occurred on 10 May 1956. A Tip Tank was setting on a Tip Tank Dolly and at this time the wind was approximately 30 knots. The wind upset the tank, breaking the tie down strap buckles allowing the tank to fall to the ground damaging the tip tank.

DAYS OUT OF SERVICE: Unknown.

CAUSE OF ACCIDENT: Human failure. Tank was not securely tied down for excessive winds. Inadequate supervision.

ACTION TAKEN BY SQUADRON COMMANDER: All supervisors have been briefed to take precautions necessary to safeguard equipment when in outside storage.

7. A/2C Eugene B. Braggs, AF16464158, 310th Air Refueling Squadron, was involved in a private vehicle accident on Tuesday, 31 July 1956, at 1500 hours. Airman Braggs, driver of vehicle, was proceeding east on gravel road, returning from firing range, traveling at excessive speed. He struck a dump truck at a blind intersection located approximately 1 mile west and 2 miles north of Smolan, Kansas. The dump truck, proceeding north of road, was able to stop within a few feet after impact. Airman Braggs was traveling 50 mph plus and the impact caused the airman to loose control of his vehicle. The vehicle overturned and rolled down an embankment and came to rest 270 feet from point of impact. Airman Cundiff, who was a passenger in the vehicle, was thrown from the car and received injuries which caused his death.

DAYS LOST: 2.

TOTAL COST: \$60.00.

CAUSE OF ACCIDENT: Excessive speed, did not stop for blind intersection.

ACTION TAKEN BY SQUADRON COMMANDER: Airman Bragg received a reprimand for missing the bus to the firing range. A special meeting was held to reemphasize safe driving.

8. A/2C Wendell Cundiff, AF15536528, 310th Air Refueling Squadron, was fatally injured on the afternoon of 31 July 1956. Airman Cudiff was riding as a passenger in a vehicle driven by A/2C Braggs, which did not stop for a blind intersection and was struck by a dump truck causing driver to lose control thus causing Airman Cundiff to be thrown from vehicle resulting in fatal injuries to the airman.

DAYS LOST: Fatal.

TOTAL COST: \$31,500.00.

CAUSE OF ACCIDENT: No fault on part of Airman Cundiff. He was riding as a passenger in the vehicle when the accident occurred.

ACTION TAKEN BY SQUADRON COMMANDER: None.

	<u>802d ABGP</u>	<u>310th BW</u>	<u>40th BW</u>	<u>802d ADIV</u>
1. Total Number of Military Disabling Injuries or Fatalities	2	2	2	6
2. Military Man-days of Exposure	61,318	59,365	59,055	179,738
3. Number of Civilian Injuries and Fatalities	0	0	0	0
4. Civilian Man-Hours Exposure	71,944	5,888	552	78,384
5. USAF Motor Vehicle Accidents	1	0	0	1
6. Vehicle Miles Operated	82,925	21,247	21,789	130,961
7. Total Ground Accident Cost	\$360.00	\$31,500.00	\$2,885.00	\$37,985.00
8. Average Strength				
Military	1,978	1,915	1,905	5,798
Civilian	<u>391</u>	<u>32</u>	<u>3</u>	<u>426</u>
Total	2,369	1,947	1,908	6,224
9. Military Disabling Injuries and Fatalities (PMV only)	0	2	1	3
10. Number Non-Disabling Injuries				
Military	5	5	5	15
Civilian	<u>3</u>	<u>1</u>	<u>0</u>	<u>4</u>
Total	8	6	5	19
Rates: Military Injury	3.26	3.37	3.39	3.34
CMV	1.13	0.00	0.00	.76
CIV	0.00	0.00	0.00	0.00

ACCIDENT REPORTING INFORMATION

1. METHODS OF COMPUTING RATES:

- a. Personal Injury Rate (Military) By Month: Number of injuries X 100,000 divided by the aggregate daily strength for the month.
- b. Government Vehicle Accident Rate By Month: Number of reportable accidents X 100,000 divided by the total number of miles driven.
- c. Personal Injury Rate (Civil Service Employees) By Month: Number of injuries X 1,000,000 divided man hours exposure.

2. ACCIDENTS REPORTABLE TO HIGHER HEADQUARTERS BY MONTH:

- a. Government Vehicle Accidents: Any accident in which property damage is of \$25.00 or more and/or personal injury.
- b. Private Vehicle Accidents: Any accident whereby a member of the military is injured and fails to report for his next regularly assigned tour of duty as a result of such injuries.
- c. Property Damage Accidents: Any accident in which damage to government property is \$25.00 or more.
- d. Personal Injuries: Injuries to Air Force military personnel as a result of ground accidents that cause loss of time and/or death.

3. ACCIDENT COST:

- a. \$30.00 per day for each day lost (military personnel).
- b. \$31,500.00 for each military fatality and \$25,000.00 for each civil service employee killed on the job.
- c. \$63,500.00 for each permanent total disability (military).
- d. \$43,000.00 for each permanent partial disability (military) if the injured will not return to duty.
- e. \$7.00 for each military or civilian person receiving first aid treatment.
- f. \$10,500.00 for each permanent partial impairment if injured will not return to duty. (Civil Service Employees)
- g. \$70,000.00 for each permanent total disability. (Civil Service)
- h. \$14.00 per day for each day lost. (Civil Service Employees)
- i. Property damage cost to the government is that cost necessary to restore damage property to its original condition including the cost for labor and of replacement parts and material.

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

BOS

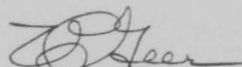
19 December 1955

SUBJECT: Ground Accident Analysis

TO: See Distribution

1. To insure that each individual both military and civilian is aware of every accident occurring at this installation, the causation and the resulting cost to the government, it is recommended that each Commander, Unit Safety Officer and Unit Safety NCO use the information contained herein to brief all personnel assigned to their respective units.
2. It is further recommended that each month a copy of this Accident Analysis be posted on all unit and office bulletin boards.

BY ORDER OF THE COMMANDER:


V. C. GEER
LTJCOL, USAF
Adjutant

DISTRIBUTION
"A"

TRAFFIC SAFETY JINGLES

He passed like a bullet,
Was soon out of sight,
Cause the road dumped him off
When it turned to the right.

* * *

He lost control around the bend
His troubles here are at an end.

* * *

If you love life
Use speed with care
You're not a cat
With eight lives to spare.

Why speed?
It's better to be late
Than early
At the pearly gates.

* * *

Curve Ahead. Slow Down. Beware.
He paid no heed. He's gone. Guess where.

He used to set
The road on fire
Alas, no more
He blew a tire.

* * *

A rule to remember
When ready to pass
If chance is involved
Then lay off the gas.

So you're going places
And passing them all.
When we find the wreckage
Who shall we call?

THE SOLUTION: "SHARE THE ROAD" DRIVING

There are two important variables the motorist must consider on any type of street or highway if he is to share the road and drive safely. There are (1) Traffic (2) Safe Speed. The driver cannot control traffic --- he Can Control Speed.

"Share the Road" driving means driving --- especially speed --- to the traffic pattern. Basic rules include:

1. KEEP ALERT. Develop defensive driving. Study accident situations. The higher the speed, the farther ahead your attention must be fixed.
2. THINK AHEAD. Plan emergency measures. Know your own and your car's responsibilities. If the car ahead should suddenly block your lane, could you stop? Could you swerve clear safely to avoid the accident?
3. BE ADAPTED. Get the "feel" of changing traffic, road and weather conditions. Adjust your speed immediately.
4. PACE YOURSELF BY THE TRAFFIC AROUND YOU. This includes adjusting to traffic behind you through constant use of your rear-view mirrors. Don't race. Don't lag. Don't ride to bumper of the car ahead of you.
5. TAKE ONLY YOUR SHARE OF THE ROAD -- IN THE PROPER LANE. Keep in the proper lane. Pass only when you see you have ample time and space to avoid cutting out and in too sharply. Signal all turns and lane changes.
6. OBEY TO THE LETTER ALL TRAFFIC LAWS, SIGNS, SIGNALS AND THE DICTATES OF COMMON SENSE OF COURTESY. If you make a mistake, don't lose your head. Don't jeopardize yourself and others by hasty foolishly sudden moves.

The higher permissible speeds on superhighways make the above rules doubly important and vital. They must be practiced daily under all types of traffic and road conditions.

POST ON ALL BULLETIN BOARDS

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

MINUTES OF 802D AIR DIVISION
NCO ADVISORY COUNCIL MEETING
1300 hours 20 August 1956

Presiding: Colonel James W. Wilson, Division Commander

1. The 802d Air Division NCO Advisory Council, under provisions of paragraph 1, Letter Order 412, Headquarters 802d Air Division (SAC), 29 May 1956, convened at 1300 hours, 20 August 1956.

2. Members present:

COL James W. Wilson	Presiding
MSGT Richard M. Kyle	HQ 310th Bomb Wing
MSGT Donald W. Wells	310th Field Maintenance Squadron
MSGT William T. Retter	380th Bomb Squadron
MSGT James M. Beebout	310th A&E Squadron
MSGT Jennings B. Pitts	HQ 40th Bomb Wing
MSGT Maynard E. Russell	25th Bomb Squadron
MSGT Robert P. Grumbling	40th Periodic Maintenance Squadron
MSGT Richard R. Danger	40th A&E Squadron
MSGT John W. Barrier	HQ 802d Air Base Group
TSGT Walter C. Gaskin	HQ 802d Air Base Group
MSGT Elmer W. Wilson	802d Food Service Squadron
MSGT Theodore M. Staberow	802d Air Police Squadron
MSGT John B. Zingsheim	802d Supply Squadron
MSGT Russell A. Welch	802d Installations Squadron
TSGT William W. Reed	4166th Hospital

3. Non-members present:

MAJ Leonard H. Ritchard Comptroller

4. Colonel Wilson commended MSGT Barrier and all concerned who contributed time and effort to the Salina Air Force Jubilee. LTCOL Hein, along with MSGT Barrier will set up a meeting to discuss distribution of the funds collected. The method of distribution will be announced by 27 August.

5. The following items were acted upon:

a. FLIGHT LINE SECURITY BADGES

Problem: Recommended that retaking of photos for flight line badges be reduced to a minimum. Airmen are waiting four to six weeks for permanent flight line security badges and undue man hours are lost.

Solution: Temporary badges are available and will be issued to avoid delay. LTCOL Hein stated that a number of badges were ready for pickup; sergeant majors were assigned the special project of insuring that badges are picked up promptly.

b. ONE-WAY DRIVE AT BASE OPERATIONS

Problem: Recommended that the drive around Base Operations be made a one-way drive to eliminate the traffic problem.

Solution: Signs indicating one-way traffic will be posted by Wednesday, 22 August 1956.

c. GROUND TRAINING PARKING LOT

Problem: A traffic problem is created by the double line of parking in the parking lot in front of the Ground Training Building.

Solution: A parking lot by the Ground Training Building has been constructed to take care of the parking in that area. The 310th and 40th Field Maintenance first sergeants were directed to inform their people to use the parking facility provided. A stop sign will be placed at the exit from the parking lot by 5 September.

d. SANITARY CONDITIONS OF BASE THEATER:

Problem: Complaints have been received from dependents of military personnel regarding sanitary conditions at Base Theater.

Solution: Base will establish a continuing inspection of facilities at the theater. Command emphasis will be placed on this item.

e. RAMP FLOOD LIGHTS

Problem: Flood lights are needed on the north end of the ramp to aid in security and night flying, and night maintenance work.

Solution: This item will be put back in the construction program, and authorization requested to install flood lamps.

f. SIGNS ON BUSES

Problem: Signs should be painted on the rear of base buses, indicating that vehicles will stop while the bus is loading or unloading passengers.

Solution: Signs will be painted on the rear of buses and completed by 4 September.

g. SQUADRON CLEARANCES

Problem: Squadron clearance forms should be devised for use of personnel who are being transferred from one squadron to another.

Solution: A Base Regulation will be published on this subject by 6 September.

h. LABOR DAY

Problem: Information as to whether or not Labor Day is to be a holiday should be disseminated to personnel.

Solution: It was announced by Colonel Wilson that Labor Day will be considered a holiday. Notice will be placed in the Daily Bulletin.

i. R&R TRAILERS

Problem: Information requested as to whether or not the trailers parked in front of Base Supply are for R&R purposes.

Solution: While it was recognized that these trailers might prove valuable as a recreational facility, 30 to 45 days is required to make insurance arrangements and rehabilitate the trailers. Also, it will be necessary for personnel to purchase trailer hitches for their automobiles if they desire to use the trailers. This item will be brought up for discussion again at the next Division NCO Council meeting.

j. ROAD REPAIR

Problem: Road repair needed in numerous places, such as west of Building 220, south entrance of Building 936, southeast of Building 932, and the Bomb Dump road.

Solution: Colonel Wilson has discussed this problem with Major Berschel, and repairs are being made as fast as possible. Road repair is a continual problem and will be given special emphasis.

k. TRAFFIC VIOLATIONS

Problem: To prevent traffic accidents it was recommended that the ranking man in the vehicle receive the traffic violation ticket.

Solution: It was decided that senior personnel, riding in the same vehicle with the traffic violator, would appear in traffic court along with the driver. It will be the court's decision as to whether every effort was made by the ranking individual to prevent the violation or accident.

1. BASE CAFETERIA

Problem: Complaints received as to conditions at the Base Cafeteria, including dirty glasses, slow service, and improper utilization of floor space.

Solution: (1) LTCOL Hein stated that the cafeteria is being rewired, (2) a new glass washer is being purchased, however, the appearance of the glasses is caused by a mineral deposit, (3) a number system will be put into effect whereby patrons will place their order and receive a number. They will then leave the line and go to their table. When the order is ready, that number will be called. This will speed up the waiting line.

m. BASE BUS SERVICE

Problem: Bus service does not start early enough in the morning and stops too early at night. Also, another bus is considered necessary.

Solution: Bus service will run from 0600 to 1700 hours, and one additional bus is in use.

n. LEAKY FAUCETS IN BARRACKS:

Problem: Excessive loss of water due to delay in repair of leaky faucets.

Solution: There is only one kit available for repair of faucets at this time. Colonel Wilson requested LTCOL Hein to purchase another one which should help the situation.

o. SPEEDING ON HIGHWAY 81

Problem: More emphasis should be placed on the traffic spotter program for control of speeders.

Solution: In addition to a more active traffic spotter's program, emphasis will be placed on insuring that all airmen who have not been counseled or have not signed the safety pledge will receive counseling and sign pledges without delay. This item will be a subject for First Sergeants' Call on Wednesday, 22 August.

p. TRAFFIC SCHOOL

Problem: To increase effectiveness of traffic school as presently established.

Solution: The recommendation that attendance time be lengthened at traffic school was not favorably considered. The traffic court will state specifically the hour and date violators will attend so that there will be no excuse for non-attendance.

q. STREET LIGHTING

Problem: Inadequate street lighting.

Solution: All burned out street lights will be replaced by 25 August.

r. GAS PRICES

Problem: Gas prices on the base vary only one cent from local prices. Most BX prices on gasoline vary at least two - three cents.

Solution: The Base Exchange manager will determine whether or not gasoline prices may be reduced. The council will be advised of action taken and results.

s. AIR CONDITIONERS FOR DAY ROOMS:

Problem: To determine whether or not air conditioners may be installed in day rooms and barracks.

Solution: Air conditioners may be installed; however, prior approval must be obtained from higher headquarters through IEO. Water air conditioners will not be used.

t. COURTESY PATROL:

Problem: To establish a courtesy patrol to work with the air police pay nights and holidays.

Solution: Two noncommissioned officers will be assigned to work with the air police on Friday and Saturday nights, payday nights and on holidays. Names of NCOs will be set up on a Division roster and assignment will be started this coming weekend. This item will be followed up at First Sergeants' Call.

u. 39-16 (17) DISCHARGES:

Problem: To prevent personnel being discharged under AFR 39-16 who should actually be discharged under AFR 39-17.

Solution: Each case will be considered individually and weighed on its own merits. In no case will an individual be given an easy out under 39-16 if he is deserving of a 39-17. Colonel Wilson urged that paper work be processed as rapidly as possible in order that there will be no lag in removing undesirable personnel.

v. SECURITY:

Problem: Recommended that added security measures be taken on the north end of the ramp where construction is under way.

Solution: The road in question is being torn up; however, additional guards will be posted where necessary and concertina wire has been placed along the east edge of the ramp. This area is also patrolled by dogs at night.

w. CREDIT UNION:

Problem: To determine whether or not a credit union is desired for Smoky Hill Air Force Base.

Solution: Questionnaires were sent out to all organizations to determine personnel's feeling in regard to establishment of a credit union. Not enough replies have been received to make a decision. Additional copies of the questionnaire will be made available for distribution. Major Ritchard stated that a credit union will require 100 per cent support of all NCOs. Colonel Wilson asked that this item be taken up at First Sergeants' Call and a report be given at the next Division NCO Council meeting.

6. The following items were discussed by Colonel Wilson:

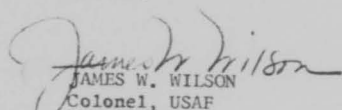
a. The 802d Air Base Group Council was complimented on the manner in which council minutes were written up. It was recommended that the other two Councils use a similar format.

b. Colonel Wilson will personally reinspect barracks and day rooms on 6 September. Following items will be given particular attention at the coming inspection, and will be made a special subject at First Sergeants' Call:

- (1) Bulletin boards
- (2) Interior and exterior appearance of barracks and day rooms
- (3) Paint on all surfaces that need painting
- (4) Signs in squadron areas

c. Appreciation was expressed to the NCOs for the emphasis which they have placed on the AWOL problem, and their continued assistance was requested. The AWOL trend has generally improved.

APPROVED:


JAMES W. WILSON
Colonel, USAF
Commander

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
0900 hours, 10 August 1956

Presiding: Colonel Wilson

DIVISION COMMANDER

Briefing: In presenting the weekly briefing, Colonel Wilson commended the 310th Bomb Wing for a decrease in AWOL rate. Commanders and squadron commanders will spend a portion of their time each day accounting for this particular item.

Reenlistment: During the past four months Smoky Hill has maintained a very good reenlistment rate. However, in the past three weeks the rate has fallen off. A meeting was scheduled to follow staff meeting in order that the figures for squadrons could be reviewed.

Base and Wing NCO Councils: Colonel Wilson stated that the NCO Council program is progressing satisfactorily - fewer complaints are being received. The 40th Bomb Wing needs to improve its action items.

Reassignment of Personnel: Colonel Low has been assigned as Division Director of Operations; LTCOL Matsko will replace LTCOL Soha. Colonel McPherson is replacing Colonel Low as Deputy Commander of the 40th Bombardment Wing.

Paint: LTCOL Hein was asked to report on receipt of paint. Paint for interiors is due in this morning; left Texas Wednesday by truck. Gray paint is available for painting of baseboards and door trim and may be obtained from IEO Production Control Branch.

Inspection of Day Rooms and Barracks: Squadron commanders and first sergeants were directed to be present when day rooms and barracks are inspected on 15 August. Inspection schedule is as follows:

310th Bomb Wing	0730 - 0900
40th Bomb Wing	0900 - 1030
802d Air Base Group	1300 - 1430

Five Day Work Week: A positive policy of a five day work week is established. It has been noted that personnel of the maintenance squadrons are not being allowed to take advantage of weekends off. As stated before, only in exceptional cases will personnel be required to work on Saturday. Commanders will direct squadron commanders to account for any of their personnel working on weekends.

Round Safety: Airmen arriving on the base will be counseled regarding safe driving, after which they will sign the safety pledge. This includes all airmen, whether they are car owners or not.

Inspection of Aircraft: Recently a C-45 from Smoky Hill aborted takeoff at Mitchel AFB for fumes in the cockpit. When the aircraft was checked several discrepancies were found. Colonel Wilson asked for a report at the next staff meeting of corrective action taken by 310th Quality Control.

Inspection of Oxygen Masks: Colonel Corwin was directed to make an inspection of oxygen masks in all bomb squadrons and report his findings at the next staff meeting. Each squadron should have a facility or chart which readily indicates that this procedure is being complied with.

Traffic Court: LtCol Hein will serve as president of the traffic court. In connection with traffic violations, Colonel Wilson asked that the traffic spotter program be emphasized.

DIRECTOR OF MATERIEL

Transfer of Personal Equipment Sections: Eighth Air Force message of 20 July directed transfer of personal equipment sections from Operations to Materiel. Action has been completed in the 40th Bomb Wing; the 310th has one squadron to complete.

Inspection of B-47 Engines: The inspection of B-47 engines for compressor rub is complete. This situation was not as serious as anticipated; only eleven were found to be affected and seven considered reparable locally.

DIRECTOR OF PERSONNEL

Airman Proficiency Testing: Airman proficiency testing will be held in Base Personnel the first three days of this coming week. Classes will start at 0730 in the mornings and 1230 in the afternoons. Commanders will insure that squadron commanders have schedules. Colonel Wilson asked that proficiency testing be emphasized, and that personnel be at testing places on time.

DIRECTOR OF OPERATIONS

60-9 Deviations: Deviations for the 310th Bomb Wing, 20.5 per cent; for the 40th Bomb Wing, 41.9 per cent.

ADJUTANT

Reproduction Requests: In connection with the five day work week, wing commanders were asked to assist in seeing that reproduction requests are submitted to the adjutant's section in sufficient time that personnel will not be required to work in the reproduction section on Saturday mornings.

for *CAH*
CARL W. HAUTH
Major, USAF
Adjutant

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 158)

14 August 1956

This Special Order consists of paragraphs 1 thru 21 inclusive.
Classified paragraphs NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
MAJ, USAF
Adjutant

R. A. Dice
R. A. DICE
CWO W-2, USAF
Assistant Adjutant

DISTRIBUTION
A

KODAK SAFETY FILM

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 158)

E X T R A C T

14 August 1956

1. LTCOL GEORGE MATSKO, 7057A, (DAFSC: 1416) is Rel from ASG HQ 310 BOMWG, this STA, ASG HQ 802D ADIV, this STA. REPT NLT 18 AUG 56. EDCSA: 18 AUG 56. PCA. NTI. AUTH: AFM 35-11.
2. SSGT JAMES W. MC KINNEY, AF16314769, having been asg this HQ, from 3545 PILOT TNG WG, EDCSA 5 SEPT 56, per para 17 SO 144, GOODFELLOW ARB, ICA. further asg 40 FLDNTRON, 40 BOMWG, with same EDCSA. UTILAFCSA 47230.
3. A/1C DAVID K. SWIFT, AF16419158, (W) (YOB: 1932)(PrimAFSC 60350) is rel from asg 802 MTRVEHRON, 802 ABGRU, SAC, this STA, and from AD eff 18 AUG 56 and wp his HOR: RR 1, Nineveh, IND. or place of ENL as he may elect. Amn is trf to APRES in gr of A/1C, with DR: 1 APR 55 and asg Hq CONAC (NARS) Air Res Rec Cen, 3800 York ST, Denver, COLO, eff 19 AUG 56, for the compl of Res Svc Oblig under Univ Mil Tng and Svc Act IAW AFR 39-63. DOB: 19 AUG 52 Total SVC: 4YRS. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.
4. SSGT HOMER C. HEATON JR., AF17368692 (W)(YOB: 1934)(Prim AFSC 64151) is rel from asg 40 ARMELECRON, 40 BOMWG, SAC, this STA, and from AD eff 28 AUG 56 and wp his HOR: 115 Liberty, Council Grove, KANS. or place of ENL as he may elect. Amn is trf to APRES in gr of SSGT, with DR: 1 JUN 56 and asg Hq CONAC (NARS) Air Res Rec Cen, 3800 York ST, Denver, COLO, eff 29 AUG 56, for the compl of Res Svc Oblig under Univ Mil Tng and Svc Act IAW AFR 39-63. M/A w/o H.C. HEATON, Council Grove, KANS. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.
5. A/2C WILLIE J. CHERRY, AF13234430, is rel from asg 802 SUPRON, 802 ABGRU, SAC, this STA, and hon disch eff 20 AUG 56, HOR: 118 Foxhill RD, Phoebus VA. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.
6. A/2C WILLIE J. CHERRY, AF13234430, will be reenl in the REGAF for a pd of six (6) YRS eff 21 AUG 56, asg 802 SUPRON, 802 ABGRU, SAC, this STA. PG: A/2C, DR: 1 MAR 52, AUTH: AFM 39-9, 1 DEC 54.
7. A/B OAKLEY L. THOMAS, AF13515098, (N) is rel from asg 802 FDSVRON, 802 ABGRU, SAC, this STA, and disch under hon cond, eff 17 AUG 56, and wp his HOR: North Division ST. Mount Union, PA, or place of ENL as he may elect. M/A: Same as 1. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: AFR 39-16.
8. A/B JOSEPH R.R. JALBERT, AF21197003, (W) is rel from 802 FDSVRON, 802 ABGRU, SAC, this STA, and disch under hon cond, eff 17 AUG 56, and wp his HOR: 158 Center ST, Auburn Androscoggin, Maine, or place of ENL as he may elect. M/A: Same as HOR. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: AFR 39-16.

SO 158

9. SSGT RICHARD N. LOMIO, AFL2290996, (W) is rel from asg 802 SUPRON, 802 ABGRU, SAC, this STA, and hon disch, eff 23 AUG 56, and wp his HOR: 13-58 Brook Ave, Bronx, N.Y., or place of ENL as he may elect. M/A: Same as HOR. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.
10. TSGT JOEL B. COOK, AFL4269522, (W) is rel from asg 40th AREFRON, 40th BOMWG, SAC, this STA, and hon disch, eff 27 AUG 56, and wp his HOR: R.R.#3, Prosperity, S.C., or place of ENL as he may elect. M/A: R.R.#3, Prosperity, S.C. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12 AFR 39-10.
11. A/IC THELBERT T. RIGGS JR, AFL4473211, is rel from asg 310th FLDMAINT-
RON, 310TH BOMWG, SAC, this STA, and hon disch, eff 29 AUG 56, HOR: 311 Cherry
Grove, Durham, N.C. M/A: 313 Cherry Grove, Durham, N.C. PCS. TDN 5773500 048-141
P531 (11)-02-03 S99-999. AUTH: 39-10.
12. A/IC THELBERT T. RIGGS JR, AFL4473211, will be reenl in the REGAF for a
period of six (6) YRS eff 30 Aug 56, asg 310th FLDMAINT-
RON, 310th BOMWG, SAC, this STA. PG: A/IC, DR: 1 OCT 55. AUTH: 39-9, 1 DEC 56.
13. A/B LESLIE W. BUCKMAN, AFL9497377, (W) is rel from asg 802 MTRVEHON,
802 ABGRU, SAC, this STA, and disch under hon cond, eff 15 AUG 56, and wp his
HOR: 501 N. 4th ST, Yakima WASH., or place of ENL as he may elect. M/A Box 868
Goldendale, WASH.. PCS. TDN 57 3500 048-141 P531(11)-02-03 S99-999 AUTH: AFR 39-16.
14. A/2C RONALD Z. POPKIE, AFL6425846, (W)(YOB: 1933)(PrimAFSC 27252)
is rel from asg 2028 AACSRON, SAC, this STA. and from AD eff 25 AUG 56 and wp
his HOR: 8075 Orion, Detroit 34, MICH., or place of ENL as he may elect. Amn is
trf to AFRES in gr of A/2C, with DR: 1 JUN 55 and asg Hq CONAC (NARS) Air Res
Rec Cen, 3800 York ST, Denver, COLO, eff 26 AUG 56, for the compl of Res Svc
Oblig under Univ Mil Tng and Svc Act IAW AFR 39-63. M/A: 25128 Winton ST,
Clair Shore, MICH. PCS. TDN 5773500 048-141 P531(11)-02-03 S99-999. AUTH:
PARA 12, AFR 39-10
15. A/3C O.B. BROWN, AFL9461908, (N)(YOB:1935)(PrimAFSC 77150) is
rel from asg 802 APRON, 802 ABGRU, SAC, this STA, and from AD eff 21 AUG 56
and wp his HOR: P.O. Box 53, S., Dos Palos, Calif. or place of ENL as he may
elect. Amn is trf to AFRES in gr of A/3C, with DR: 3 JUL 56 and asg Hq CONAC
(NARS) Air Res Rec Cen, 3800 York ST, Denver, COLO, eff 22 AUG 56, for the
ompl of Res Svc Oblig under Univ Mil Tng and Svc Act IAW AFR 39-63. PCS. TDN
5773500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.
16. PARA 7 SO 156, this HQ, CS, relating to Rel from AD of SSGT CONRAD C
SWOPE, AFL7368484, DET 17, 2ND Weather RON, is REVO.

BY ORDER OF THE COMMANDER:

OFFICIAL:

H. A. Dice
H. A. DICE
CWO W-2, USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION

2

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 158)

14 August 1956

17. FNO, org inde, are attached to 802 ABGRU for flying duty only.

TCOL	GEORGE MATSKO	7057A	HQ 802 ADIV
LTCOL	JOHN E. MILLER	5016A	310 FLDMAINTRON, 310 BOMWG
MAJ	FOUNTAIN L. BROWN	14084A	HQ 802 ADIV

18. SMOP 28 SO 156 as relating to the rsg of A/2C GEORGE ANOKA, AF43017995, from 40 BOMWG, SAC, this STA, to 21 ADIV, Forbes AFB, KANS., as reads "10 DAVLP" is Amnd to read "15 DAVLP" as further reads "REPT NLT 29 AUG 56" is Amnd to read "REPT NLT 6 SEP 56."

19. FNA (PrimAFSC 56130) Amn LV ADEE inde.
ASSIGNMENT: Are relieved from asg and duty 802 INSTLRON, 802 ABGRU, SAC, this STA, asg 2353D PERPRON, Parks AFB, CALIF. for SUBSQ asg to 483 TCWG, APO 75.
REPORTING DATA: REPT NET 0700 HRS. and NLT 1300 HRS. 19 SEP 56. 30 DALVP AUTH. Amn LV ADEE inde.EDCSA: to 2353D PERPRON. 19 SEP. 56. EDCSA: to 483 TCWG, 2 OCT 56.
GENERAL INSTRUCTIONS: AUTH: 35-11 LTR HQ USAF AFPMP-2F, SUBJ: W/D WC & AMN FOR SEP 56 PPS ARRIVAL, 8 JUN 56. PROJ-FEAF-JAPAN-0910. AFM 35-6 w/b complied with. All mail w/b addressed to show name, gr, AFSN, 2353D PERPRON, Parks AFB, CALIF.
TRANSPORTATION: WP. PCS. TDN 5773500 048-132 P531(9)-02-03 S99-999. TPA. with 7 days auth, If pov is not used tvl time w/b time of common carr used.

A/3C	JAMES E. PARKEY	AF15553095	802D INSTLRON
	Address while on leave:	Rose Hill, VA.	
A/3C	DALE E THURMAN	AF17452571	802D INSTLRON
	Address while on leave:	RR#1, Fertile, MINN.	

20. MSGT ROBERT H. MURRAY, AF16043024, (PrimAFSC43174)
ASSIGNMENT: Is relieved from asg and duty 40 AREFRON, 40 BOMWG, SAC, this STA, asg 2353D PERPRON, Parks AFB, CALIF. for SUBSQ asg to 483 TCWG, APO 75.
REPORTING DATA: REPT NLT 23 Aug 56. EDCSA: to 2353D PERPRON, 23 AUG 56. EDCSA: to 483D TCWG, 6 SEP 56.
GENERAL INSTRUCTIONS: AUTH:AFM 35-11 & LTR HQ USAF AFPMP-2F Subj Asgmt for JUL 56 ZI Base Reenl (VC) for O/S asmt RCS: 5-AF-P26, dtd 18 MAY 56. PROJ-AUG-R-FEAF-JAPAN-0823. All mail w/b addressed to show gr, name, AFSN, 483 TCWG, APO 75, San Francisco, CALIF.
TRANSPORTATION: WP. PCS. TDN 5773500 048-132 P531(9)-02-03 S99-999. (DISLOCATION ALLOWANCE 9999C 5773500 048-246 P514-01 S99-999). TPA with 7 days auth. If pov is not used tvl time w/b time of common carr used. Amn w/b furnished one copy APP 75-1-1 Amn is auth shipment of POV.

SO 158

21. Confirming VO Comdr of 10 AUG 56, FNOA, ORG INDC, SAC, this STA, are APTD MBRS of the Traffic BD, for purpose of making findings and recommendations as to disposition of traffic violations. AUTH: 802 ADIV REG 125-2, 18 APR 56. All traffic violations referred to the Traffic BD apt by Letter Order 319 Hq 802 ADIV, 18 APR 1956, are referred to the BD hereby APTD.

802 ABGRU

LTCOL	GORDON E. HEIN	11942A	HQ 802 ABGRU
MAJ	ROBERT B. BOOZ	19787A	HQ 802 ABGRU
MAJ	RICHARD D. FLOERKE	A01322015	802 APRON
MSGT	JOHN W. BARRIER	AF3751295Q	HQ 802 ABGRU

310 BOMWG

CAPT	ALIOUS J. CASEY	A0839953	380 BOMRON
CAPT	ORBAL R. PORRITT	A0824868	310 AREFRON
TSGT	ROBERT P. STUTLER	AF15239780	310 PDMAINTRON

40 BOMWG

CAPT	MERVIN H. GERTLER	A0794319	40 ARMTLCTMAINTRON
MSGT	NATHAN A. SWENSON	AF19011216	HQ 40 BOMWG

HOSP

2NDLT	GEORGE W. HARMAN	A03008695	4166 HOSP
TSGT	WILLIAM W. REED	AF34805365	4166 HOSP

BY ORDER OF THE COMMANDER:

OFFICIAL:

R.A. Dice
 R.A. DICE
 CWO W-2, USAF
 Assistant Adjutant

CARL W. HAUTH
 MAJ, USAF
 Adjutant

DISTRIBUTION
 A

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO

1 August 1956

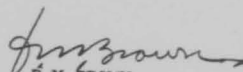
SUBJECT: 40th Bombardment Wing Operations Order 408-56

TO: See Distribution

1. 40th Bombardment Wing Operations Order 408-56 for the month August is transmitted herewith.
2. This letter and inclosure thereto are Unclassified.

FOR THE COMMANDER:

1 Incl:
40EW OPORD 408-56


D M BROWN
Major, USAF
Adjutant

DISTRIBUTION:

HQ 8AF
ODT 2 cys
MSM5 2 cys
COMABGRU 802 6 cys
COMBOMWG 40 2 cys
40DO 10 cys
40DM 10 cys
25BS 3 cys
44BS 3 cys
45BS 3 cys
40A&EMS 2 cys
40PMS 2 cys
40PMS 2 cys
COMBOMWG 310 1 cy
310DO 1 cy
40AGH 4 cys
COMAREFW 4050 3 cys
COMAREFW 4060 3 cys

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

OPERATIONS ORDER

408-56

TRAINING FOR AUGUST 1956

HQ 40BOMWCM
OPORD 408-56
1 August 1956

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

TABLE OF CONTENTS

OPERATIONS ORDER 408-56

ANNEX A - INTELLIGENCE (Omitted)

ANNEX B - AIR OPERATIONS AND GROUND TRAINING

APPENDIX "1" - TRAINING PROJECTIONS AUGUST

ATTACHMENT "A" - 25BS TRAINING PROJECTIONS

ATTACHMENT "B" - 44BS TRAINING PROJECTIONS

ATTACHMENT "C" - 45BS TRAINING PROJECTIONS

ANNEX C - COMMUNICATIONS (Omitted)

ANNEX D - ADMINISTRATION AND LOGISTICS: Normal

ANNEX E - MAINTENANCE ORDER 8-56 FOR AUGUST

HQ 40BOMEWGM
OPORD 408-56
1 August 1956

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

OPERATIONS ORDER 408-56 August 1956

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BS	LT COL EDWARD P CLARK
44BS	LT COL LEROY T SHULER
45BS	LT COL WILLIAM G IVEY
4OARS	LT COL THOMAS S BOHMAN
4OA&EMS	LT COL JOHN S MINAHAN
4OFMS	MAJOR LEROY D TATE
4OPMS	MAJOR FREDERICK H GERVAIS
4O5OAREFW	
4O6OAREFW	

1. GENERAL: The month of August is a special training month during which maximum emphasis will be placed on upgrading of non-combat ready crews and checking out of co-pilots. The flying and ground training program will have the following general objectives:

- a. August flying program for B-47 tactical squadrons:
 - (1) Accomplishment of the flying time requirements for AFR 60-2.

HQ 4OBOMWGM
OPORD 408-56
1 August 1956

- (2) Higher Headquarters directed missions.
 - (a) Support SAC OPOD 38-56, "DEVIL FISH".
 - (b) Participate in SAC Bombing Competition.
 - (3) Emphasis on upgrading of non-combat ready crews.
 - (4) Non-Ready upgrade training for individuals.
 - (5) Standardization flight checks.
 - (6) Combat Ready, Lead, and Select crew training.
 - (7) Staff crew proficiency.
- b. Specialized Observer training requirements.
- (1) Thirty-eight (38) combat ready crews will accomplish:
 - (a) One night celestial navigation leg.
 - (b) One celestial grid mission in accordance with SAC REG 51-11.
 - (c) One GPI navigation leg.
 - (d) Two visual releases.
 - (e) Two visual RBS runs.
- c. August Ground Training priorities for B-47 tactical squadrons:
- (1) Complete Phase II, Ground Training Requirements (SAC REG 50-24)
 - (2) Support eighteen (18) combat survival spaces, Stead AFB.

HQ 40BOMWGM
OPOD 408-56
1 August 1956

- (3) Support three (3) special weapons "O" course spaces, McConnell AFB.
 - (4) Support six (6) OQ Range spaces, Smoky Hill AFB.
 - (5) Support twenty-two (22) altitude indoctrination spaces, Smoky Hill AFB.
 - (6) Support three (3) crews for "CHUCK WAGON VII".
 - (7) Support other training such as: Trainers, IFM, Physical Conditioning.
- d. Maintenance Ground Training (Special Training Month)
- (a) Key Maintenance personnel.
 1. Briefing on EWP responsibilities as determined by the Wing Commander.
 2. Briefing on proper procedures and safety precautions during cold weather operations.
 - (b) All Maintenance personnel.
 1. Training Film, TF 1-5047, "Ground Safety on the Flight Line."
 2. Training Film, TF 1-5045, "Product Improvement Program".
 3. Training Film, TF 1-4699, "Electrical Maintenance".
 4. Training Film, USAF 19551, "Effect of Foreign Matter on Jet Engines."

2. MISSION:

- a. The mission for the 40BOMWGM during the month of August is to

HQ 40BOMWGM
OPORD 408-56
1 August 1956

achieve a level of operational proficiency which will insure efficient performance of assigned missions.

- b. Continuation of the Combat Readiness of the 40TH Bombardment Wing.
- c. Prepare and execute higher headquarters directed missions.

3. TASKS FOR SUBORDINATE UNITS:

- a. 25BS: Reference Annex "B" and Attachment "A" to Appendix 1, Annex "B".
- b. 44BS: Reference Annex "B" and Attachment "B" to Appendix 1, Annex "B".
- c. 45BS: Reference Annex "B" and Attachment "C" to Appendix 1, Annex "B".
- d. 405OAREFWG: Reference Annex "B" Attachment "D" to Appendix 1,
- e. 406OAREFWG: Reference Annex "B" and Attachment "E" to Appendix 1.
- f. 40BOMWGM: Reference Annex "B".

3X: GENERAL INSTRUCTIONS:

- (1) This operations order becomes effective 0601Z, 1 August 1956.
- (2) Orders for execution for planning purposes will be upon receipt by units concerned.
- (3) Training projections are contained in Annex "B", Appendix 1, and Attachments thereto.
- (4) Air training requirements are contained in Annex "B", Appendix 1, and attachments thereto.

HQ 40BOMWGM
OPORD 408-56
1 August 1956

- (5) Ground Training requirements are contained in Annex "B", Appendix 1, and attachments thereto.
- (6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.
- (7) The Director of Maintenance and Squadron Commanders will take necessary action to provide reliable "K" systems and aircraft for combat crew training.
- (8) During the month of August, the Wing Commander has outlined certain areas of training to be stressed. These areas include: target study and T-2 trainer, with an improved bombing capability.
- (9) Sortie duration will be scheduled for ^{6 1/2}~~seven~~ hours.
- (10) Pilot Proficiency Flights will be scheduled on a turn around basis allowing three (3) hours between first landing and second take-off.
- (11) Take-offs will not be scheduled ^{BEFORE} 1200 hours on Monday of any week. Recommend 1400 hours for earliest take-off. Missions on Fridays should generally include visual requirements with take-offs during the A.M.
- (12) The following schedule will be adhered to for the work day prior to and after a flying training mission:

HQ 40BOMWGM
OPORD 408-56
1 August 1956

(a) The work day prior to the mission will be free of ground school commitments, the morning of the work day prior to the mission will be devoted to mission planning and target study.

The afternoon of the work day prior to the mission will be devoted to briefing by the crew. The A/C and C/P will pre-flight the aircraft. The Observer will devote the balance of his afternoon to routine target study.

(b) On the day the mission is flown, no ground training is to be scheduled.

(c) On the work day morning after the mission, ground school may be scheduled if the flight terminates twelve (12) hours before school is scheduled.

(d) On the work day afternoon after the mission, PT, Critique, and T-2 may be scheduled.

(e) Observers will be scheduled for target study when they are not scheduled for anything else.

(13) Clarification of "On-Time-Take-Off": i.e. An Aircraft is scheduled on the 60-9 schedule for a 1200 take off will be considered to have made good its take off time if take off is made between 1155 and 1200 hours. A 1201 take off will be a late take off and Squadrons will be charged a deviation.

HQ 40BOMWGM
OPORD 408-56
1 August 1956

The Wing Commander will give special recognition to the squadron making all take offs good for four consecutive days.

- (14) In accordance with Eighth Air Force Regulation 66-1, the following crews are assigned to the Wing Quality Control Unit, and are designated as primary and secondary Test Flight Crews for the periods indicated below. Both Crews will report to Chief, Quality Control at 0730 hours on the date the scheduled period is effective:

TEST FLIGHT CREW SCHEDULE

<u>DATE</u>	<u>PRIMARY CREW</u>	<u>SECONDARY CREW</u>
30 July - 5 August	45BS _____	25BS _____
6-12 August	44BS <u>L-63 JONES</u>	45BS <u>R-75 BANK</u>
13-19 August	25BS _____	44BS _____
20-26 August	45BS _____	25BS _____
27 Aug- 2 September	44BS _____	45BS _____

- (15) Squadrons are reminded that upon completion of 51-19 Ground Training Phase, a priority flying training check-out program will be established for new personnel assignees. It is desired that these personnel be made fully qualified for combat crew utilization at the earliest practicable date. In this connection, your attention is directed to Letter ODT1, HQ 8AF, Subj: SAC REG 51-19 Ground and Flying Training Program, dated 23 December 1955.

HQ 40BOMWGM
 OPORD 408-56
 1 August 1956

- (16) Non-Combat ready crews should complete as many requirements of the SAC Reg 50-43, as possible for them to meet scheduled dates set by this Headquarters for upgrading to combat ready status.
- (17) The following meetings are scheduled for the month of August. Dates times, locations and attendance are as shown below:

(a) 60-9 Aircraft Scheduling:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>ATTENDANCE</u>
2 Aug	0900	Wg Conf Rm	Wing Commander Wing Operations Officer Wing Material Officer Tactical Squadron Comdrs Squadron Ops Officers Flying Training Officer Mtn Control Officer A&E Supervising Officers
9 Aug	0900	Wg Conf Rm	Same as above
16 Aug	0900	Wg Conf Rm	Same as above
23 Aug	0900	Wg Conf Rm	Same as above
30 Aug	0900	Wg Conf Rm	Same as above

(b) 60-9A Ground Training Scheduling:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>ATTENDANCE</u>
2 Aug	1300	Wg Conf Rm	4ODOT 4ODOB 4ODOI OIC, Radar Prediction 25,44,45 & 4OARS OPS Officers Tac Sq Gnd Tng Officers Wing Plans Officer
9 Aug	1300	Wg Conf Rm	Same as Above
16 Aug	1300	Wg Conf Rm	Same as Above
23 Aug	1300	Wg Conf Rm	Same as Above

HQ 4OBOMBWGM
OPORD 408-56
1 August 1956

60-9A Ground Training Scheduling: (continued)

DATE	TIME	LOCATION	ATTENDANCE
30 Aug	1300	Wg Conf Rm	4ODOT 4ODOB 4ODOI OIC, Radar Prediction 25, 44, 45 & 4OARS Ops Officers Tac Sq Gnd Tng Officers Wg Plans Officer

(c) Wing Commander's daily stand-up briefing to be held each normal work day in the Wing Briefing Room:

<u>TIME</u>	<u>ATTENDANCE</u>
1100	All Wing Section Chiefs, and all Sqdn Comdrs.

(d) Wing Staff Meetings:

1300 Each Thursday, Wg Conf Rm.	All Staff Section Heads All Squadron Commanders
---------------------------------	--

(e) Gross Error Board:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>ATTENDANCE</u>
*	1300	25BS NAV SECTION	MAJ CURTIS MAJ KELLEY CAPT CONLEY CAPT JOHNSON CAPT LEWIS CAPT ODENWALD CAPT ROBERTS

* Held the day following gross error.

(f) Meetings for August 1956: Commanders Call, Awards Meetings, Character Guidance, and Flying Safety meeting will be held 20 August 1956. Details to be announced by the Wing Adjutant.

HQ 4OBOMWGM
OPOED 408-56
1 August 1956

(h) Malfunction and Abort Board:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>ATTENDANCE</u>
1 Aug	1530	Wg Conf Rm	Wing Operations Officer
8 Aug			Chief of Maintenance
15 Aug			4OA&EMS Representative
23 Aug			Wing Observer
29 Aug			

(18) In accordance with 802D Air Division Operations Order 7 June 1956, three (3) B-47 aircraft and crews will be required to complete a Special Weapons exercise which will be monitored by an 8TH AF Inspection Team. Requirement specifies two (2) lead and one (1) combat ready crew, TN Trained, participate. This exercise will be executed 9 August 1956.

<u>SQDN</u>	<u>CREW</u>	<u>ACFT</u>	<u>COMMANDER</u>
25BS	L-10		Captain Bowles
44BS	L-36		Captain Clark
45BS	_____	_____	_____

(19) Airdrome Officer:

(a) In accordance with SAC REG 55-4, and 802D ABGRU REG 31-2, the following Airdrome Officer schedule will apply. Tour of duty is 0800-2000, and 2000 to 0800, local time:

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>
2 Aug	0800-2000	45BS	EGANHOUSE
	2000-0800	25BS	DOUGLASS

HQ 4OBOMBWGM
OPORD 408-56
1 August 1956

AIRDROME OFFICER (Continued)

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>
4 Aug	0800-2000	45BS	CATE
	2000-0800	44BS	CARTER
6 Aug	0800-2000	25BS	DARDEN
	2000-0800	45BS	WOLKING
8 Aug	0800-2000	44BS	HORSTMAN
	2000-0800	25BS	CONLEY
10 Aug	0800-2000	45BS	DRURY
	2000-0800	44BS	GORMAN
12 Aug	0800-2000	25BS	MCEWEN
	2000-0800	45BS	ROSSELOT
14 Aug	0800-2000	44BS	POST
	2000-0800	25BS	WEIMER
16 Aug	0800-2000	45BS	TROMPTER
	2000-0800	44BS	AMERIO
18 Aug	0800-2000	44BS	HEFFERMAN
	2000-0800	25BS	NYSTROM
20 Aug	0800-2000	45BS	CALL
	2000-0800	44BS	MAIER
22 Aug	0800-2000	25BS	NOVAK
	2000-0800	45BS	KOEPKE
24 Aug	0800-2000	44BS	CRANE
	2000-0800	25BS	BORTHICK
26 Aug	0800-2000	45BS	CLIFTON
	2000-0800	44BS	JOHNSON
28 Aug	0800-2000	25BS	DAVIS
	2000-0800	45BS	DULL
30 Aug	0800-2000	44BS	JEWELL
	2000-0800	25BS	HOLCOMBE

HQ 4OBOMWCM
OPORD 408-56
1 August 1956

(20) TOWER OFFICER: In accordance with 802D Air Division Regulation 62-7, 16 September 1953, the following Tower Officer Schedule will be in effect for the month of August 1956. Tour of duty will be from 0800-2000 and 2000-0800 hours. The Tower Officer will remain in the tower the entire period. The ensuing weeks schedule will be submitted at the weekly 60-9A meetings:

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>
2 Aug	0800-2000 2000-0800	45BS 25BS	CAPT ZYSK
4 Aug	0800-2000 2000-0800	802D ABGRU 802D ABGRU	
6 Aug	0800-2000 2000-0800	25BS 45BS	CAPT BEESON CAPT HOUSER
8 Aug	0800-2000 2000-0800	44BS 25BS	CAPT SEARS CAPT GARRISON
10 Aug	0800-2000 2000-0800	45BS 44BS	CAPT SCOTT CAPT VIA
12 Aug	0800-2000 2000-0800	802D ABGRU 802D ABGRU	
14 Aug	0800-2000 2000-0800	44BS 25BS	CAPT MARTIN CAPT GALLIEN
16 Aug	0800-2000 2000-0800	45BS 44BS	MAJ BANK MAJ RICHTER
18 Aug	0800-2000 2000-0800	802D ABGRU 802D ABGRU	
20 Aug	0800-2000 2000-0800	45BS 44BS	CAPT GIONET CAPT WOHLFORD

HQ 40BOMWEM
OPORD 408-56
1 August 1956

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>
22 Aug	0800-2000 2000-0800	25BS 45BS	CAPT DAVIS, H.E. MAJ CAMPELL, J.M.
24 Aug	0800-2000 2000-0800	44BS 25BS	CAPT MARKOWSKI
26 Aug	0800-2000 2000-0800	802D ABGRU 802D ABGRU	
28 Aug	0800-2000 2000-0800	25BS 45BS	CAPT BEESON CAPT MUSTERMAN
30 Aug	0800-2000 2000-0800	44BS 25BS	CAPT THOMAS CAPT JONES, C.M.

(21) CONTROL ROOM OFFICER: This Officer must be a currently qualified Aircraft Commander. He will report to the Control Room at 1630 hours on the days indicated. Names may be submitted at the weekly 60-9A meetings:

<u>DATE</u>	<u>SQUADRON</u>	<u>NAME</u>
1 Aug	44BS	
2 Aug	45BS	CAPT J JONES
3 Aug	25BS	
6 Aug	5X	CAPT SCRUGGS
7 Aug	5X	MAJ TUTTLE
8 Aug	45BS	MAJ BANK
9 Aug	44BS	MAJ BURNSTAD
10 Aug	25BS	MAJ FITSCHEN

HQ 40BOMWGM
OPORD 408-56
1 August 1956

CONTROL ROOM OFFICER (continued)

<u>DATE</u>	<u>SQUADRON</u>	<u>NAME</u>
13 Aug	5X	MAJOR PENTON
14 Aug	5X	MAJ KRONSHAGE
15 Aug	44BS	CAPT CLARK
16 Aug	45BS	CAPT IRVING
17 Aug	25BS	CAPT ELLIS
20 Aug	5X	MAJ GERVAIS
21 Aug	5X	MAJ BENTLEY
22 Aug	44BS	CAPT SEARS
23 Aug	25BS	CAPT WHAYNE
24 Aug	45BS	CAPT GIONET
27 Aug	5X	MAJ JACOBSON
28 Aug	5X	
29 Aug	25BS	CAPT GARRISON
30 Aug	45BS	MAJ J CAMPBELL
31 Aug	44BS	CAPT CREEL

- (22) MAINTENANCE DEBRIEFING OFFICER: All tactical squadrons will furnish an Officer crew member for duty assignment as Maintenance Debriefing Officer on flying dates indicated below. Place of duty will be as required by the maintenance debriefing duties.

HQ 4OBOMWGM
OFORD 408-56
1 August 1956

The tour of duty will be from 1600 hours on the date assigned until the last aircraft has landed. Officers will report to Maintenance Control (Hanger #5) for maintenance debriefing Officer instructions. Individuals names will be submitted and firmed up at the weekly 60-9A meetings for the forthcoming week:

<u>DATE</u>	<u>ORGN</u>	<u>NAME</u>	<u>RANK</u>
1 Aug	44BS		
2 Aug	25BS		
3 Aug	25BS	TAYLOR,	CAPT
6 Aug	45BS	VAN WIEREN	1/Lt
7 Aug	45BS	WELSH	1/Lt
8 Aug	25BS	BORGEN	1/Lt
9 Aug	44BS	BERBERICK	CAPT
10 Aug	44BS	MANGO	CAPT
23 Aug	44BS	COHEN	CAPT
14 Aug	25BS	BECKLEY	CAPT
15 Aug	45BS	WELSH	1/Lt
16 Aug	44BS	COLLIER	CAPT
17 Aug	45BS	ZAHARIS	CAPT
20 Aug	44BS	BERBERICK	CAPT
21 Aug	45BS	JOHNSON	CAPT

HQ 4OBOMWGM
OPORD 408-56
1 August 1956

MAINTENANCE DEBRIEFING OFFICER (continued)

22 Aug	45BS	PEACOCK	CAPT
23 Aug	25BS	OSBORN	CAPT
24 Aug	25BS	MONTGOMERY	1/LT
27 Aug	44BS	SMITH, L.W.	CAPT
28 Aug	45BS	SEHON	CAPT
29 Aug	25BS	SWIFT, R.E.	1/LT
30 Aug	25BS	DIBBLE	CAPT
31 Aug	44BS	HITT	1/LT

(23) A consolidated recap of projected flying activities for August 1956 is as follows:

<u>DATE</u>	<u>TACTICAL SQUADRONS</u>
1 Aug	EWP EXERCISE
2 Aug	EWP EXERCISE
3 Aug	EWP EXERCISE
6 Aug	1 aircraft "Devil Fish"
7 Aug	1 aircraft "Devil Fish"
8 Aug	20 aircraft "Devil Fish"
9 Aug	1 aircraft "Devil Fish"
10 Aug	1 aircraft "Devil Fish"

FORM 40BOMBWGM
 FORM 408-56
 1 August 1956

16

<u>DATE</u>	<u>TACTICAL SQUADRONS</u>
13 Aug	Normal Flying
14 Aug	Normal Flying
15 Aug	Normal Flying
16 Aug	Normal Flying
17 Aug	Normal Flying
20 Aug	Normal Flying
21 Aug	Normal Flying
22 Aug	Normal Flying
23 Aug	Depart For Bombing Competition
24 Aug	Normal Flying
27 Aug	Normal Flying
28 Aug	Normal Flying
29 Aug	Normal Flying
30 Aug	Normal Flying
31 Aug	Normal Flying



ADMINISTRATION AND LOGISTICS: Normal
COMMAND AND COMMUNICATIONS: Normal

ANNEXES:

INTELLIGENCE (Omitted)
OPERATIONS REQUIREMENTS
COMMUNICATIONS
ADMINISTRATION AND LOGISTICS
MAINTENANCE ORDER
William M Bowden
WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

BERTON H BURNS
Colonel, USAF
Commander

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ANNEX "A"
TO
OPERATIONS ORDER
408-56
INTELLIGENCE

HQ 40BOMWGM
OPORD 408-56
1 August 1956

ANNEX "A"

TO

OPERATIONS ORDER

408-56

INTELLIGENCE - AUGUST

Omitted.

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICIES: Omitted

DISTRIBUTION:
(Same as OPOD)

HQ 40BOMWGM
OPOD 408-56
1 August 1956

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

408-56

OPERATION REQUIREMENT

FLYING AND GROUND TRAINING

HQ 40BOMWCM
OPORD 408-56
1 August 1956

ANNEX "B"
TO
OPERATIONS ORDER

408-56

FLYING AND GROUND TRAINING

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

1. GENERAL: August is a special training month. Areas of training to be emphasized are generally as follows:
 - a. Compliance with AFR 60-2.
 - b. Accomplishment of Higher authority directed missions.
 - c. Non combat ready crew training.
 - d. Co-pilot to Aircraft Commander up-grading.
 - e. Preparation for and participation in the Annual SAC Bombing and Navigation Competition.
 - f. 5X Crew proficiency training.
 - g. All Crews complete Phase II of SAC Reg 50-24, "Ground Training Requirements".
 - h. Observers of thirty-eight (38) ready, lead and select crews excluding standboard and competition crews accomplish the following minimum training.
 - (1) Two visual RBS.
 - (2) Two Bomb releases.

HQ 40BOMBWING
OPORD 408-56
1 August 1956
ANNEX "B"

- (3) One Nite celestial leg.
- (4) One celestial Grid Leg.
- (5) One GPI Navigation leg.

2. **STRIKE BASE:** Smoky Hill AFB, Kansas will be the pre-strike and post-strike base for all operations unless otherwise directed, excluding in-flight emergencies.

3. **FLYING HOURS AND SORTIES:** The maintenance capability to support flying activities for the month of August 1956 is as follows:

<u>SQUADRON</u>	<u>HOURS</u>	<u>SORTIES</u>
25BS	520	80
44BS	500.5	77
45BS	500.5	77
40ARS	TDY	TDY
TOTAL	1521	234

The scheduling committee projected a total of 1400 B-47 flying hours for August 1956.

4. **AUGUST TANKER/RECEIVER SCHEDULE:** The following is the tanker/receiver schedule for August 1956:

DATE	25BS		44BS		45BS	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
2 Aug	1			1		1
3 Aug	1		1			1
6 Aug		1	1			1

HQ 40BOMWGM
 OPORD 408-56
 1 August 1956
 ANNEX "B"

Tanker Schedule for August (continued)

DATE	25BS		44BS		45BS	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
7 Aug	1					
9 Aug			1			
10 Aug	1		1			1
13 Aug		1	1		1	
14 Aug	1			1	1	
15 Aug			1		1	
16 Aug	1		1			1
17 Aug	1		1		1	
20 Aug	1(w)	1		1(w)	2	
21 Aug	1(w)			1(w)		1(w)
22 Aug		1(w)	1(w)		1(w)	
23 Aug	1(w)			1(w)		1(w)
24 Aug	1(w)		1		1	
27 Aug		1	1		1	
28 Aug	1			1		1
29 Aug			1			
30 Aug		1			1	
31 Aug	1		1			

NOTE: (w) Indicates 4050TH AREFW, Westover AFB. All others are from DOW AFB.

HQ 40BOMWGM
 OPORD 408-56
 1 August 1956
 ANNEX "B"

5. FLYING TRAINING REQUIREMENTS:

(1) Flying Commitments:

1. HIGHER HEADQUARTERS DIRECTED MISSIONS:

a. "Devil Fish, 6, 7, 8, 9, and 10 August 1956.

Approximate ETD for 8 August 1956 is 0050C.

(a) Squadron commitments are as follows:

DATE	25BS	44BS	45BS
6 Aug	1 primary		1 spare
7 Aug		1 spare	1 primary
8 Aug	5 primary 2 spares	5 primary 1 spare	5 primary 1 spare
9 Aug	1 spare	1 primary	
10 Aug	1 primary	1 spare	

*All single sorties will be briefed in Major Hughes Office.

2. The following schedule of events will be applicable for B-47 crews:

a. General Briefing: 0800 hours, 6 August 1956 in the Base Ground Training Auditorium.

b. Specialized Briefing: Following General Briefing in the Base Ground Training Auditorium.

c. Debriefing: After landing in the Base Ground Training Auditorium.

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

d. Critique: 0800 hours, 17 August 1956, in the
Base Ground Training Auditorium.

(2) WING DIRECTED MISSIONS:

(a) - SAC Competition Preparation:

1. Crews:

S-04 DUNAWAY

L-12 MOSIER

S-39 GALLIGAN

2. Three aircraft Bomber Stream missions:

1 August 1640 / 15 min intervals

3 August 1640 / 15 min intervals

7 August 0740 / 15 min intervals

10 August 0825 / 15 min intervals

15 August 1540 / 15 min intervals

3. Briefings 1230 on work day previous to scheduled flight.

4. Critiques: 0800, 6, 8, and 11 August, at 1300 16 August.

(b) SAC Competition: 22-31 August.

1. Two crews to be selected from 5 a (2) (a) 1 above.

2. Depart 22 August 1956.

(c) Bench Warmer Practice Mission: 17 August 1956.

1. Participating Commanders:

40BOMWGM

25BS

44BS

45BS

HQ 40BOMWGM
OPORD 408-56
1 August 56
ANNEX "B"

2. The 45BS will provide one (1) aircraft for the Wing Commander.

(3) The following B-47 Combat Crews will be assigned to the Wing Standardization Board for standardization flight and ground checks. Respective squadrons will furnish the most reliable aircraft available on the days flight checks are scheduled:

<u>SQUADRON</u>	<u>CREW NO</u>	<u>DATES</u>	<u>FLIGHT CHECKS</u>	
			<u>PILOT</u>	<u>OBSERVER</u>
44BS	L-38 Creel		7 Aug 56	
44BS	R-47 Martin		7 Aug 56	
44BS	R-43 Sears			9 Aug 56
25BS	N-25 Hanaway	10- 17 Aug	14 Aug 56	16 Aug 56
25BS	N-27 Wetzell	10 - 17 Aug	14 Aug 56	16 Aug 56
45BS	R-75 Bank	17 - 24 Aug	21 Aug 56	23 Aug 56
45BS	L-72 Musterman	17 - 24 Aug	21 Aug 56	23 Aug 56
25BS	N-26 Garrison	24 - 31 Aug	28 Aug 56	30 Aug 56
45BS	R-62 Scruggs	24 - 31 Aug	28 Aug 56	30 Aug 56
25BS	N-29 Beeson	24 - 31 Aug	29 Aug 56	31 Aug 56
44BS	N-56 Thomas	24 - 31 Aug	29 Aug 56	31 Aug 56

(4) Specialized Observer Training Requirements for August 1956. Each Observer except those on competition and standardization duties will accomplish the following: Two (2) Visual RBS, Two(2) Bomb Releases, One (1) Nite Celestial, One (1) Grid Celestial, One (1) GPI Celestial.

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

(5) During August the following crews are programed to be up-graded to Combat Ready status:

- a. N-25 HANAWAY
- b. N-26 GARRISON
- c. N-27 WETZELL
- d. N-29 BEESON
- e. N-56 THOMAS

(6) The following pilots are to be given instrument flight checks by the due date indicated:

- a. DULL 10 August 1956
- b. LIEBICH 11 August 1956
- c. BURNS 16 August 1956
- d. CLIFTON 12 August 1956
- e. WOLKING 21 August 1956
- f. AULL 23 August 1956
- g. HARRINGTON 25 August 1956
- h. BIE 28 August 1956
- i. DAVIS, H.E. 29 August 1956
- j. MAIER 30 August 1956
- k. SCOTT 3 September 1956
- l. DENNISON 4 September 1956

HQ 4OBOMWGM
CFORD 408-56
1 August 1956
ANNEX "B"

- m. SWEARINGEN 7 September 1956
- n. HOLCOMBE 9 September 1956
- o. MARABLE 9 September 1956
- p. NYSTROM 11 September 1956

(7) The following named pilots are to enter an accelerated Aircraft Commander qualification program:

- a. WETZELL
- b. RANKIN
- c. BRETZIUS
- d. CARTER
- e. CLIFTON
- f. CONLEY
- g. DOOLITTLE
- h. DRURY
- i. DULL
- j. HOLCOMBE
- k. POST
- l. RUDDY
- m. WEIMER

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

(8) a. Tactical squadrons will attempt to schedule all Combat Crew Observers for RBS activity on the PACESETTER V RBS complexes:

- a. HOUSTON
- b. LITTLE ROCK
- c. ST LOUIS

(8) b. Maximum use of double bombing teams will be made to accomplish Observer requirements and practice on PACESETTER V targets.

(9) Annual SAC Navigation and Bombing Competition.

a. The following crews will fly practice missions over competition routes and RBS complexes to determine which two (2) 4OBOMBWG Crews will participate in the Annual SAC Bombing and Navigation Competition, 22 to 31 August 1956:

- (1) S-04 DUNAWAY
- (2) L-12 MOSIER
- (3) S-39 GALLIGAN

(10) The following is the primary and alternate flight test crew schedule for August 1956:

<u>DATE</u>	<u>PRIMARY CREW</u>	<u>ALTERNATE CREW</u>
6 August	L-63 JONES	R-75 BANK
7 August	R-75 BANK	R-75 BANK
8 August	R-47 MARTIN	R-75 BANK
9-10 August	R-51 MAXEY	R-75 BANK

<u>DATE</u>	<u>PRIMARY CREW</u>	<u>ALTERNATE CREW</u>
13-19 August 56	25BS	44BS
20-26 August 56	45BS	25BS
27 August - 2 Sep 56	44BS	45BS

6. GROUND TRAINING REQUIREMENTS:

a. Block Ground Training, 50-24 Phase II: B-47 classes will begin each Monday and will last for a period of five work days. The following crews are scheduled to attend on the dates indicated:

<u>DATE</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
6 Aug	L-13,	L-37	L-63
9-10 Aug	Maj Fitschen and Capt Wolf		
13 Aug	L-10 co-pilot Lt Pulliam	R-48	S-60
13 Aug	N-25		R-79
20 Aug		R-51	R-78
27 Aug		R-52	L-66
27 Aug			R-83

b. The following crews are scheduled for USAF Survival Training course as indicated below:

<u>ENTRY DATE</u>	<u>SQUADRON</u>	<u>SPACES</u>	<u>CREW MEMBERS</u>
7 Aug 56	44BS	3	CAPT CROWLEY LT WILLIAMS LT JEWELL

<u>ENTRY DATE</u>	<u>SQUADRON</u>	<u>SPACES</u>	<u>CREW OR INDIVIDUALS</u>
7 August 56	25BS	3	CAPT SMITH, H.R. CAPT MCCHESENEY LT BAILEY
21 August 56	45BS	3	MAJ AULL LT SANDAHL LT LOKEN
21 August 56	44BS	3	CAPT CLEVELAND CAPT RUDDY CAPT HARDING
28 August 56	25BS	3	MAJ STARR CAPT DOWNING
28 August 56	45BS	3	MAJ BANK LT TROMPERTER CAPT SEHON

c. Physical Conditioning: A minimum of two (2) hours of physical conditioning will be accomplished by each crew member during the month of August 1956. Crew members will be scheduled at 60-9A meetings. The 25BS will be scheduled from 1300-1400 hours; the 44BS will be scheduled from 1400-1500 hours; the 45BS from 1530-1630 hours.

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

d. Altitude Chamber Indoctrination:

- (1) Basic: This course will have a three (3) day duration. It is for personnel on flying status who have not previously undergone the basic course as outlined in AFR 50-26, as amended. Personnel listed below will have accomplished flight physical examination within the previous twelve (12) months. AF Form 702, "Physiological Training Record" will be in possession of individuals scheduled to attend this course. The personnel will report to the altitude chamber before 0800 on the dates indicated below:

<u>DATE</u>	<u>SQUADRON SPACES</u>	<u>SQUADRON</u>	<u>RANK</u>	<u>NAME</u>
8 Aug 56	1	25BS	A/1C	COOK
8 Aug 56	1	4OARS	A/3C	SAND
8 Aug 56	1	4OARS	A/3C	SCARBROUGH
8 Aug 56	1	4OARS	A/3C	ROBERTS
8 Aug 56	1	4OA&EMS	A/3C	CARRANS
8 Aug 56	1	4OFMS	S/SGT	RUIZ

- (2) Refresher: This is a two (2) day course that will be given to rated crew members who have previously completed the basic course, as authorized in AFR 50-26, as amended. AF Form 702, will be in possession of the individuals scheduled to attend this course.

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

<u>DATE</u>	<u>SQUADRON</u>	<u>SPACE</u>	<u>RANK</u>	<u>NAME IN FULL</u>
20 Aug 56	25BS	1	LT	DENISON JOHN R.
20 Aug 56	25BS	1	LT	DOUGLAS, LESTER V.
20 Aug 56	44BS	1	CAPT	MARKOWSKI, IGNATIUS R.
20 Aug 56	44BS	1	CAPT	CLOAK, RICHARD J.
20 Aug 56	45BS	1	CAPT	HOUSER, PAUL R.
20 Aug 56	45BS	1	MAJ	CAMPBELL, J.M.
27 Aug 56	25BS	1	CAPT	DAVIS, HENRY E. JR
27 Aug 56	25BS	1	LT	NOVAK, LAWERENCE R.

- (e) OQ Range: In accordance with SAC Reg 50-24, Supplement II, all co-pilots will complete an OQ exercise once each year. For the month of August 1956, the 4OBOMBWGCM has received six(6) quotas as for the dates indicated below. Each squadron will insure that the persons scheduled for this training will report in flying clothes to the range not later than 1200 hours. The period spent on the range will span two (2) days from 1200 to 1200 hours. Names may be submitted at the weekly 60-9A meeting:

<u>DATE</u>	<u>SQUADRON</u>	<u>SPACE</u>	<u>RANK</u>	<u>FULL NAME</u>
14 Aug 56	25BS	1	LT	JARRETT, JAMES P
14 Aug 56	44BS	1	LT	MAIER, LOthAR T.
14 Aug 56	45BS	1	LT	FOGELER, FREDERICK J

HQ 4OBOMBWGCM
 OPORD 408-56
 1 August 1956
 ANNEX "B"

<u>DATE</u>	<u>SQUADRON</u>	<u>SPACE</u>	<u>RANK</u>	<u>NAME</u>
29 Aug 56	25BS	1	LT	JOSEPH DAVIS.
29 Aug 56	44BS	1	LT	SPEARS, JOHN N.
29 Aug 56	45BS	1	LT	EGANHOUSE, GERALD R.

(f) Special Weapons for N Crews: It is the policy of this headquarters that N Crews will be scheduled into the Special Weapons academic portion of Block Ground Training. Each squadron will schedule one N crew into this training each week. This one time requirement will be in effect for all N Crews in being and new N Crews that will be formulated in the future.

(g) C-11 Trainer: The following periods of C-11 Trainer are available to the 4OBOMWGM on the dates indicated. Personnel will be scheduled to insure their meeting the requirements of Supplement II, SAC REG 50-24. This requires two (2) hours per aircraft commander and co-pilot per phase. Phase II ends 31 August 1956. Periods available that are not scheduled will be designated as "make-up" periods and will be utilized to reschedule missed periods, staff personnel and practice for instrument cards. The names of these personnel may be submitted at the 60-9A meetings:

<u>DATE</u>	<u>25BS PILOTS</u>	<u>44BS PILOTS</u>	<u>45BS PILOTS</u>
1 Aug 56	0700-0900	0900-1100	
2 Aug 56	0900-1100		0700-0900
3 Aug 56		0700-0900	0900-1100

HQ 4OBOMWGM
 OFORD 408-56
 1 August 1956
 ANNEX "B"

<u>DATE</u>	<u>25BS PILOTS</u>	<u>44BS PILOTS</u>	<u>45BS PILOTS</u>
6 Aug 56	0700-0900	0900-1100	
7 Aug 56	0900-1100		0700-0900
8 Aug 56		0700-0900	0900-1100
9 Aug 56	0700-0900		0900-1100
10 Aug 56	0700-0900	0900-1100	
13 Aug 56	0900-1100		0700-0900
14 Aug 56		0700-0900	0900-1100
15 Aug 56	0700-0900	0900-1100	
16 Aug 56	0900-1100		0700-0900
17 Aug 56		0700-0900	0900-1100
20 Aug 56	<u>C O M M A N D E R S</u>	<u>C A L L</u>	-----
21 Aug 56	0700-0900	0900-1100	
22 Aug 56	0900-1100		0700-0900
23 Aug 56		0700-0900	0900-1100
24 Aug 56	0700-0900	0900-1100	
27 Aug 56	0900-1100		0700-0900
28 Aug 56		0700-0900	0900-1100
29 Aug 56	0700-0900	0900-1100	
30 Aug 56	0700-0900		0900-1100
31 Aug 56		0900-1100	0700-0900

HQ 4OBOMWGM
 OPORD 408-56
 1 August 1956
 ANNEK "B"

(h) B-47 Flight Simulator: The following periods are available to the 4OBOMWGM. Supplement II, SAC REG 50-24, requires four (4) hours per four (4) months. Aircraft Commanders and co-pilots will be scheduled into these periods to meet their minimum requirements. Periods available and not scheduled will be utilized as make-up periods and will be utilized for AC's and CP's that failed to make periods. Staff personnel and weak crew members that need additional training. Names will be confirmed at the weekly 60-9A meetings. Periods will be from 1200-1600 hours on the dates indicated:

<u>DATE</u>	<u>SQUADRON</u>	<u>CREW NUMBER</u>	<u>A/C NAME</u>
1 Aug			
2 Aug			
3 Aug	STANDARDIZATION BOARD		
6 Aug	STANDARDIZATION BOARD		
7 Aug			
8 Aug			
9 Aug			
10 Aug			
13 Aug			
14 Aug			
15 Aug			
16 Aug			

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

17 Aug STANDARDIZATION BOARD
 20 Aug STANDARDIZATION BOARD
 21 Aug
 22 Aug
 23 Aug
 24 Aug STANDARDIZATION BOARD
 27 Aug STANDARDIZATION BOARD
 28 Aug
 29 Aug
 30 Aug
 31 Aug STANDARDIZATION BOARD

(i) T-1A Schedule: The following T-1A periods will be available to the 40BOMWGM on the dates indicated. Personnel will be scheduled into these periods to insure their meeting the requirements of Supplement II, SAC REG 50-24, which requires two (2) hours per co-pilot per two (2) months. Periods available that do not have to be scheduled to meet the requirements of 50-24, will be designated as make-up periods and will be utilized to re-schedule co-pilots that failed to make their regular periods. Names may be given at the weekly 60-9A meetings:

<u>DATE</u>	<u>25BS COPILOT</u>	<u>44BS COPILOT</u>	<u>45BS COPILOT</u>
1 Aug	0900-1100	0700-0900	
2 Aug	0700-0900		0900-1100

HQ 40BOMWGM
 OPOD 408-56
 1 August 1956
 ANNEX "B"

KODAK SAFETY FILM

<u>DATE</u>	<u>25BS COPILOTS</u>	<u>44BS COPILOTS</u>	<u>45BS COPILOTS</u>
3 Aug		0900-1100	0700-0900
6 Aug	0900-1100	0700-0900	
7 Aug	0700-0900		0900-1100
8 Aug		0900-1100	0700-0900
9 Aug	0900-1100		0700-0900
10 Aug	0900-1100	0700-0900	
13 Aug	0700-0900		0900-1100
14 Aug		0900-1100	0700-0900
15 Aug	0900-1100	0700-0900	
16 Aug	0700-0900		0900-1100
17 Aug		0900-1100	0700-0900
20 Aug	<u>C O M M A N D E R S</u>	<u>C A L L</u> - - - - -	
21 Aug	0900-1100	0700-0900	
22 Aug	0700-0900		0900-1100
23 Aug		0900-1100	0700-0900
24 Aug	0900-1100	0700-0900	
27 Aug	0700-0900		0900-1100
28 Aug		0900-1100	0700-0900
29 Aug	0900-1100	0700-0900	
30 Aug	0700-0900		0900-1100
31 Aug		0900-1100	0700-0900

HQ 4OBOMWEM
 OPORD 408-56
 1 August 1956
 ANNEX "B"

(j) T-2A: The following periods are available to the 40BOMWGM.

Personnel will be scheduled into these periods for EWP and Wing mission requirements. Each observer concerned with EWP will be scheduled once each month. Special requirements will be levied upon the organizations as the need arises. Names of observers scheduled into this training will not be required until the 60-9A meetings. Periods not scheduled will be designated as "make-up" periods and will be utilized for observers that failed to make their assigned periods, or for special mission requirements.

<u>DATE</u>	<u>25BS OBSERVERS</u>	<u>44BS OBSERVERS</u>	<u>45BS OBSERVERS</u>
1 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
2 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
3 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
6 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
7 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
8 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
9 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
10 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
13 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530
14 Aug	0730-0900 1600-1730	0900-1030 1300-1400	1030-1200 1400-1530

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

15 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
16 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
17 Aug	0730-0900 1600-1730	0900-1030 1300 -1430	1030-1200 1400-1530
20 Aug	<u>C O M M A N D E R S</u>		<u>C A L L</u> - - - - -
21 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
22 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
23 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
24 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
27 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
28 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
29 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
30 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530
31 Aug	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1400-1530

HQ 40BOMWGM
OPOR 408-56
1 August 1956
ANNEX "B"

(k) Aquatic Survival: This yearly requirement for all rated personnel must be completed by 15 September 1956. Classes start at 0800 hours at building 479, Room 8, each weekday. The program lasts one morning. Crews or members that have not attended will be scheduled by crew number (or name). Names may be furnished at the weekly 60-9A meetings.

(l) Base Instrument School: Information relative to dates this school will be conducted will be published as soon as it is obtained.

(m) A-5 Gunnery: This requirement is a yearly one. All co-pilots must attend. This class is conducted on Wednesday afternoons. Names may be furnished at the weekly 60-9A meetings.

(n) IFM: The following periods are available for scheduling IFM. Squadron observers in conjunction with their ground training officers will schedule observers to the following IFM schedule. Each observer is required to get twenty-four hours annually, two (2) hours per month. These classes will be held each afternoon from 1300 to 1530 hours on the dates indicated:

1 Aug

2 Aug

3 Aug

6 Aug

7 Aug

8 Aug

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

(e) Chuck Wagon VII: This exercise will begin 9 August 1956 and run through 16 August 1956. Each squadron will furnish one crew or three crew members that have not participated in this exercise. Crew members from squadrons indicated are listed below;

25BS CREW MEMBERS

CAPT MAURICE N COHN
2/Lt SAMUEL G HARDING
1/Lt JOSEPH M DAVIS JR

44BS CREW MEMBERS

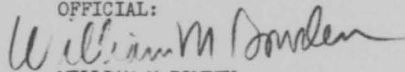
1/Lt RICHARD T FENWICK
1/Lt JOHN N SPEARS
1/Lt JAMES J MANGAN

45BS CREW MEMBERS

Capt ROY E HAMILTON
2/Lt RICHARD A HANNAH JR
1/Lt ROBERT B WELSH

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:



WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

HQ 4OBOMWGM
OPORD 408-56
1 August 1956
ANNEX "B"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

408-56

TRAINING PROJECTIONS AUGUST

HQ 40BOMWGM
OPORD 408-56
1 August 1956
APPENDIX "1"
ANNEX "B"

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

408-56

TRAINING PROJECTIONS FOR AUGUST

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

1. The following code is used in the attachments of this appendix:

AO	AIRDROME OFFICER	P PASS
DS	DETACHED DUTY	PT PHYSICAL TRAINING
AS	ADVANCED SURVIVAL	Q ULTRASONIC TRAINER
F	FLYING	TS TARGET STUDY
G	GROUND SCHOOL	WS WATER SURVIVAL
ALT	ALTITUDE CHAMBER	SW SPECIAL WEAPONS
PS	FLIGHT SIMULATOR	CP CO-PILOT
MP	MISSION PLANNING	A AIRCRAFT COMMANDER
OD	OFFICER OF THE DAY	DB DEBRIEFING OFFICER
O	OBSERVER	OQ OQ GUNNERY RANGE

HQ 40BOMWGM
OPORD 408-56
1 August 1956
APPENDIX "1"
ANNEX "B"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ANNEX "C"

TO

OPERATIONS ORDER

408-56

COMMUNICATIONS

HQ 40BOMWEM
OPORD 408-56
1 August 1956
ANNEX "C"

ANNEX "C"

TO

OPERATIONS ORDER

408-56

COMMUNICATIONS

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

Omitted.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICIES: Omitted

DISTRIBUTION:

(SAME AS OPORD)

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "C"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ANNEX "D"

TO

OPERATIONS ORDER

408-56

ADMINISTRATION AND LOGISTICS

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "D"

ANNEX "D"

TO

OPERATIONS ORDER

408-56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ADMINISTRATION AND LOGISTICS: Normal

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

ANNEX "E"

TO

OPERATIONS ORDER

408-56

MAINTENANCE ORDER 8-56

HQ 40BOMWGM
OPORD 408-56
1 August 1956
ANNEX "E"

ANNEX "E"
TO
OPERATIONS ORDER
MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER.....8-56

HEADQUARTERS, 40TH BOMBARDMENT WING, (M)
Smoky Hill Air Force Base, Kansas
1 August 1956

1. GENERAL:

a. This Maintenance Order presents the maintenance and flying schedule for the month of August 1956 and reflects all requirements known to the Wing at this time.

b. The maintenance and flying schedule (Table Number Schedules) contained in the succeeding annexes implement the flying requirements for the 40th Bombardment Wing (M) as directed by SAC Regulation 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational task for August 1956.

c. This order is based upon B-47 operations.

2. ORDERED COMMITMENTS:

a. Three (3) B-47 aircraft are scheduled into drag angle modification during the month of August. B-47, 52-571 will fly to Tucson the 3rd of August, 52-573 the 14th of August, 52-584 the 22nd of August for modification. In the event of cancellation of any of the above drag angle commitments the aircraft cancelled will be rephased into the established flying schedule. B-47, 52-569 will be available for pick-up from modification on or about 14th of August, 52-576 return 17 August, 52-579 return 24 August.

b. B-47 52-549 is scheduled to return from OCAMA the 13th of August 1956.

c. B-47 52-567 will go to Westover AFB on the 5th of August and return the 7th of August 1956.

MAINTENANCE ORDER 8-56 CONT'D
AUGUST 1956

d. Special weapons loading for munitions requirements will take place as designated in the tail number schedule. Necessary adjustments will be made on a weekly basis by coordination between Job Control and Base Munitions Section. Stand-by loadings will be scheduled as requested by the B-47 Standardization Section.

3. ROUTINE REQUIREMENTS AND PROCEDURES:

a. No sortie will be scheduled for take-off prior to 1200 hours each Monday except those aircraft departing on special flights.

b. Where possible, sorties scheduled for take-off on the second day after the last flight will take-off after 1700 hours to insure two full duty days between flights.

c. No take-off will be scheduled prior to 1415 hours on Monday the 20th of August due to the monthly Commander's Call.

d. Normal work schedule for maintenance personnel is 0730 hours to 1630 hours Monday through Friday.

e. A breakdown of the B-47 aircraft sorties to meet programmed hours are as follows:

(1) 234 Sorties at 7:00 each.

(2) A total of 234 sorties 1638 flying hours are represented on the B-47 August schedule. These schedules incorporate a confirmed 1400 flying hours plus a 8% pad. This pad is distributed throughout the schedule and will be flown in complying with the schedule.

MAINTENANCE ORDER 8-56 CONT'D
AUGUST 1956

f. Postflight inspections, on B-47 aircraft only will be accomplished in accordance with the special evaluation cycle effective 1 June. The office of the Chief of Maintenance and squadron engineering officers will closely monitor the progress of this program to insure the accuracy of information obtained and provide the necessary guidance to assure favorable results.

g. In the event that specialists are required to work on an aircraft after duty hours, a crew chief or representative will be present. Crew and specialists required for early take-offs and late returns (or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to avoid overtime work.

h. Further emphasis will be placed on the effectiveness of the current Technical Order Compliance program. Each squadron engineering officer will insure that his TOC coordinator exercises close follow-up to insure maximum effectiveness of personnel utilization. The Job Control Officer will monitor and insure the over-all program is properly scheduling TOC's to further reduce the TOC rate. Hangar number 2 will be available for B-47 aircraft undergoing compliance with outstanding Technical Orders. TOC compliance will be performed as scheduled in the attached annexes.

4. The aircraft flying schedules as listed in annexes A, B and C are firm. No deviations or changes to this schedule will be made unless authorized by the Wing Commander. Strict consideration of the maintenance capability and program will be accomplished prior to the authorizing such a change, to insure minimum effects on scheduled workload. After the 60-9 weekly meeting schedule is published, aircraft substitutions or make up sorties unless authorized by the Wing Commander.

MAINTENANCE ORDER 8-56 CONT'D
AUGUST 1956

5. Aircraft requiring Tango missions to clear up radar discrepancies will fly only on normal scheduled dates. The Armament and Electronics Maintenance Supervisor will determine if a specialist is required to fly with the aircraft. Tango status aircraft will be fully coordinated between A&E Maintenance Control and Squadron Operations.

6. Any changes in bomb or ammunition requirements will be coordinated with the Wing Chief of Maintenance.

7. All test flights will be included in the 60-9 Schedule and flown on the scheduled date. Test flights following periodic inspection will be scheduled for take-offs at 1229 hours for B-47 aircraft on the day indicated by a "TH" in the tail schedule. Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft aborting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

Annexes
A thru G

Berton H Burns
BERTON H. BURNS
Colonel, USAF
Commander

ANNEX "A"
 TO MAINTENANCE ORDER 8-56
 AUGUST 1956

MAINTENANCE PLAN & SCHEDULE

25th Bombardment Squadron

1. The 25th Bombardment Squadron will schedule 80 sorties for a total of 560:00 flying hours and will be accomplished as follows:

Sorties
 80 SAC Regulation 50-8 at 7:00 560:00 hours

80 Sorties 560:00 hours

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SJDN</u>
558	23 July-26 July	27 July-1 August	2 August
559	27 July-1 August	2 August-7 August	3 August
326	30 July-2 August	3 August-8 August	9 August
466	6 August-9 August	10 August-15 August	16 August
567	13 August-16 August	17 August-22 August	23 August

3. SPECIAL WEAPONS LOADING:

a. The following aircraft will be tentatively made available for special weapons standboard loading on the dates listed below. Loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fireguard and fire bottle is available and a ground wire is attached during all loading. Loading will be performed by base munitions with the assistance of an A&E monitor.

ANNEX "A"

<u>ACFT 21 CONFIG</u>	<u>DATE</u>	<u>ACFT 15 CONFIG</u>	<u>DATE</u>
554	20 Aug 1956	574	22 Aug 1956
554	21 Aug 1956	558	21 Aug 1956
558	22 Aug 1956	554	17 Aug 1956
558	23 Aug 1956	573	13 Aug 1956
		545	13 Aug 1956
		545	14 Aug 1956

b. Special weapons loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadrons will be notified at least twenty four hours in advance of the aircraft selected by tail number.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between Squadron Engineering, Maintenance Control and Armament and Electronics Flight Line Supervisor, Coleman and Driver will be furnished by the squadron concerned.

<u>ACFT</u>	<u>DATE</u>
326	14 Aug 1956
549	20 Aug 1956

5. The following aircraft will undergo TOC on dates indicated below:

<u>T. O. 1B-47-886</u>		<u>T. O. 1B-47-855</u>	
<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
159	20 Aug 1956	159	17 Aug 1956
466	21 Aug 1956	326	23 Aug 1956
549	17 Aug 1956	466	20 Aug 1956
		545	24 Aug 1956
		549	29 Aug 1956
		550	20 Aug 1956
		554	22 Aug 1956
		557	27 Aug 1956
		558	24 Aug 1956
		567	28 Aug 1956

ANNEX "A" CONT'D
MAINT ORDER 8-56
AUGUST 1956

T. O. 1B-47-855

<u>ACFT</u>	<u>DATE</u>
573	13 Aug 1956
574	22 Aug 1956
575	24 Aug 1956
578	17 Aug 1956
595	27 Aug 1956
605	22 Aug 1956

25th BOMBON AUGUST TAIL SCHEDULE

THIS SCHEDULE PRINTS OUT AUG FOR THE MONTH OF AUG. SUPERSEDES ALL PREVIOUS AIR SCHEDULES

CAL DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS		
557 @			F		F			F	F	PF	F		7	P7		7								7	Comp Alt	
575 @			7		7			7	7	PF	F		F	PF		F								F	Comp Alt	
550 *				P7		7			7					7	P7						Sw	Sw		F		
466			W	DOCK	-	-		P/DOCK	-	-	TH	TH				7	P7						7			
554 *				7	P7			7			7		Sw	Sw	Sw		7	P7					7			
578			7			P7					7					7							P7		7	
574 *			7			7	P7			7						Sw					7	P7			7	
567					7			W	DOCK	-	-		P/DOCK	-	-	TH	TH						7	P7	COL BURNS 7-10 WEEKLY 5-7	
159 *					7			7	P7			7				7							7	P7		
558 *	P/D	TH	TH			7			7	P7				7		Sw	Sw	Sw				7		7	P7	
605				Sw		7		AIRBORNE		7	P7					7							7		AIR ENG-10-13	
326	DOCK		P/DOCK			TH	TH				7	P7				7							7			
545 *			7			7		Sw	Sw	Sw			7	P7									7			
573 *			7			7					7															
595				P7		7					7			7	P7								7		AIR MAX AIR ENG 21-24-30	
549	-	-	-	OCAMA	-	-	-				7					7	P7						7			
SORTIES SCHEDULED			6	1	4	7	0	4	4	3	5	3	4	3	4	4	3	3	4	4	4	4	5	5	80 SORTIES	

LEGEND: F-FLIGHT (S) IS CONFIG LOADING (S) 21 SORTS LOADING * INDICATES IS CONFIG ALCT
 @ COMPACTED ALCT (P) POST FLIGHT TH TH T ALL A CHAIR LL THE MARK
 IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 9. QUANTA COMB.

ANNEX *B*
 MAINTENANCE ORDER 8-56
 AUGUST 1956

MAINTENANCE PLAN AND SCHEDULE
 44th Bombardment Squadron

1. The 44th Bombardment Squadron will schedule 77 sorties for a total of 539:00 flying hours and will be accomplished as follows:

Sorties

77 SAC Regulation 50-8 at 7:00 hours 539:00

77 Sorties 539:00 hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SQDN</u>
570	6 AUG - 9 AUG	13 AUG - 16 AUG	17 AUG 1956
555	10 AUG - 15 AUG	16 AUG - 21 AUG	22 AUG 1956
559	17 AUG - 22 AUG	23 AUG - 28 AUG	29 AUG 1956
546	23 AUG - 28 AUG	29 AUG - 3 SEP	4 SEP 1956

3. Special Weapons Loading:

a. The following aircraft will be tentatively made available for special weapons standboard loading on the dates listed below. Loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during loading. Loading will be performed by Base Munitions with the assistance of A&E monitor.

<u>ACFT</u>	<u>21 CONFIG</u>	<u>DATE</u>	<u>ACFT</u>	<u>15 CONFIG</u>	<u>DATE</u>
			561		10 AUG 56
322	23 AUG 56		322		10 AUG 56
322	28 AUG 56		561		13 AUG 56
570	30 AUG 56		584		20 AUG 56
			584		21 AUG 56
			570		29 AUG 56

ANNEX "B" CONT'D
 MAINT ORDER 8-56
 AUGUST 1956

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron Engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor. Coleman and Driver will be furnished by the Tactical Squadron concerned.

<u>ACFT</u>	<u>DATE</u>
322	20 Aug 1956
584	21 Aug 1956
569	31 Aug 1956

5. The following aircraft will undergo TOC on dates indicated below:

T. O. 12R5-2ARA26-501

T. O. 1B-47-886

<u>ACFT</u>	<u>DATE</u>
323	14 Aug 1956
569	31 Aug 1956

<u>ACFT</u>	<u>DATE</u>
322	23 Aug 1956

T. O. 1B-47-855

<u>ACFT</u>	<u>DATE</u>
164	21 Aug 1956
320	16 Aug 1956
322	17 Aug 1956
323	17 Aug 1956
541	24 Aug 1956

<u>ACFT</u>	<u>DATE</u>
546	13 Aug 1956
555	24 Aug 1956
561	21 Aug 1956
564	17 Aug 1956
570	21 Aug 1956
579	28 Aug 1956
582	16 Aug 1956
581	15 Aug 1956
583	22 Aug 1956
584	20 Aug 1956

ANNEX "B" CONT'D
MAINT ORDER 8-56
AUGUST 1956

T. O. 13A1-1-504C

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
164	20 Aug 1956	561	16 Aug 1956
320	13 Aug 1956	564	22 Aug 1956
322	22 Aug 1956	570	20 Aug 1956
323	16 Aug 1956	579	29 Aug 1956
541	23 Aug 1956	581	20 Aug 1956
546	21 Aug 1956	582	21 Aug 1956
555	27 Aug 1956	583	23 Aug 1956
		584	15 Aug 1956

ANNEX "B" CONT'D
MAINT ORDER 8-56
AUGUST 1956

T. O. 1B-47-879

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
164	24 Aug 1956	561	20 Aug 1956
320	27 Aug 1956	564	21 Aug 1956
322	28 Aug 1956	570	28 Aug 1956
323	29 Aug 1956	579	30 Aug 1956
541	29 Aug 1956	581	23 Aug 1956
546	20 Aug 1956	582	24 Aug 1956
		583	28 Aug 1956
		584	17 Aug 1956

4414 BOMBON AUGUST TAIL SCHEDULE

THIS SCHEDULE PRINTED OUT FOR THE MONTH OF AUG
SUPERSEDES ALL PREVIOUS AUG SCHEDULES

CAL DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS	
320	PZ				F					F			F	PZ			F			F				F	
569	DRAG ANGLE MOD				-	-	-	-	F	W	DOCK	-	-	P/DOCK	-	TH	TH								
584 *			PZ		F			F		F						F	DRAG ANGLE MOD				-				
561 *			PZ		F			F		F					F	PZ				F				F	
555			F	PZ	W	DOCK	-	-	P/DOCK	-	TH	TH											F		
581			F	PZ				F		F				F			F	PZ					F		
582 *		F		F	PZ			F		F				F			F	PZ					F		
564			F		F	PZ			F					F			F	A/C		F	PZ				A/C CHG 24-27
322 *					F			PZ		F				F			F						F	PZ	
164 ⊙		F	F			F	F	PZ	F					F			F						F	PZ	COMP A/C
546 *			F		F			F	PZ	F				W	DOCK	-	-	P/DOCK							
583				F		F		F	PZ	A/C						F				F					A/C CHG-17-20
541		F		F		F	F	PZ						F			F						F		
579	DRAG ANGLE MODIFICATION				-	-	-	-	-	-	F													F	
570 *		W	DOCK	-	-	P/DOCK	-	TH	TH					F			F						F		
323 *		F	PZ		F			F		F				F		PZ				F				F	
SORTIES SCHEDULED			4	3	3	7	2	2	4	5	5	3	5	2	2	5/1	2	3/1	5	3	3	4	5	77	SORTIES

LEGEND: F, FLIGHT (SW) IS CONFIG LOADING (SU) 21 CONFIG LOADING * INDICATES 15 CONFIG ACFT
 ⊙ COMPETITION SPT PZ-PZT FLIGHT -H-TEST HOP NO CHANGES TO BE MADE
 IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE HQ BOMBON COMBR.

ANNEX "C"
 MAINT ORDER 8-56
 AUGUST 1956

MAINTENANCE PLAN AND SCHEDULE
 45th Bombardment Squadron

1. The 45th Bombardment Squadron will schedule 77 sorties for a total of 539:00 flying hours which will be accomplished as follows:

Sorties

SAC Regulation 50-8 at 7:00	539:00
77 sorties	539:00 hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SQDN</u>
548	23 JUL - 26 JUL	27 Jul - 1 AUG	2 AUGUST 1956
324	16 AUG - 21 AUG	22 AUG - 27 AUG	28 AUGUST-1956
556	22 AUG - 27 AUG	28 AUG - 31 AUG	13 SEP 56
576	29 AUG - 3 SEP	4 SEP - 7 SEP	10 SEP 56
1	28 AUG -	3 SEP - 6 SEP	7 SEP 56

3. Special Weapons Loading:

a. The following aircraft will be tentatively made available for special weapons standboard loading on dates listed below. Loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during all loading. Loading will be performed by Base Munitions with the assistance of an A&E monitor.

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
158	13 AUG 56	609	20 AUG 56
79	15 AUG 56	543	24 AUG 56
566	16 AUG 56	590	29 AUG 56
588	17 AUG 56		
543	21 AUG 56		
590	24 AUG 56		

15 CONFIG LOADINGS

ANNEX "C" CONT'D
 MAINT ORDER 8-56

b. Special weapons loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadron will be notified at least twenty-four (24) hours in advance of the aircraft selected by tail number.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament and Electronics and Flight Line Supervisor. Coleman and Driver will be furnished by Tactical Squadron concerned.

<u>ACFT</u>	<u>DATE</u>
548	14 AUG 1956

5. The following aircraft will undergo TOC on dates indicated below:

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
T.O. 1B-47-736		T.O. 1B-47-867	
324	30 AUG	576	21 AUG
T.O. 12R5-2ARA26-501	24 AUG	T.O. 1B-47-886	
161		556	15 AUG

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
T.O. 11B24-2-1-504		T.O. 1B-47-897	
324	14 AUG	161	21 AUG
T.O. 1B-47-893			
161	13 AUG		
576	27 AUG		
552	16 AUG		
559	14 AUG		

ANNEX "C" CONT'D
MAINT ORDER 8-56

T.O. 1B-47-898

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
161	23 AUG		
552	15 AUG		

T.O. 1B-47-855

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
158	13 AUG	563	20 AUG
161	17 AUG	566	16 AUG
543	16 AUG	587	21 AUG
548	14 AUG	588	17 AUG
552	24 AUG	590	15 AUG
556	20 AUG	609	23 AUG
559	17 AUG		

T.O. 1B-47-868

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
161	6 AUG	158	21 AUG
552	27 AUG	161	10 AUG
588	28 AUG	543	21 AUG
		552	30 AUG
		556	17 AUG
		559	28 AUG
		563	23 AUG
		566	27 AUG
		587	24 AUG
		588	27 AUG
		590	23 AUG
		609	20 AUG

4574 BOMBAY AUGUST TAIL SCHEDULE

THIS SCHEDULE PRINTED 6 APR FOR THE MONTH OF AUG
SUPERCEDES ALL PREVIOUS AUG SCHEDULES

CAL DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS	
552						7					7			7	P7						7			7	
588 *						7		7			7			7	P7							7			
324						7								W DOCK								TH TH			7
158 *					7	AIR CHG					7			7	P7							7			7
556					7	P7	AIR CHG				7														AIR CHG-6-7-8
609 *						7	P7				7														AIR CHG-8-9
543 *					7		7	P7																	7
576																									7
563							7																		7
587						7																			7
161																									7
548																									7
590 *																									7
566 *																									7
539																									7
571 *																									7
SORTIES SCHEDULED																									77

LEGEND: F-FLIGHT (SW) IS CONFLG LOADINGS (SW) AI LOADINGS * INDICATES IS CONFLG HOPT
 PF-POST FLG (T.H) TEST HOPT, NO CAL RES WILL BE MADE IN THE MONTHLY TAIL
 SCHEDULE WITHOUT THE APPROVAL OF THE 46 BOMBAY COMDR.

ANNEX "D"
 MAINTENANCE ORDER 8-56
 AUGUST 1956

MAINTENANCE PLAN AND SCHEDULE
 40th Periodic Maintenance Sq

1. The 40th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following aircraft through periodic inspections on dates indicated below:

I	SQDN	DOCK NO	DOCK		POST DOCK		RET TO SQDN
			IN	OUT	IN	OUT	
548	45	B	23JUL	26JUL	27JUL	1AUG	2AUG
558	25	C	24Jul	27Jul	30JUL	2AUG	3AUG
559	25	B	27JUL	1AUG	2AUG	7AUG	8AUG
326	25	C	30JUL	2AUG	3AUG	8AUG	9AUG
570	44	B	6AUG	9AUG	13AUG	16AUG	17AUG
466	25	C	6AUG	9AUG	13AUG	16AUG	17AUG
567	45	B	13AUG	16AUG	17AUG	22AUG	23AUG
555	44	C	10AUG	15AUG	16AUG	21AUG	22AUG
569	44	B	17AUG	22AUG	23AUG	28 AUG	29AUG
324	45	C	16AUG	21AUG	22AUG	27AUG	28AUG
545	44	B	23AUG	28AUG	29AUG	3SEP	4 SEP
556	45	C	22AUG	27AUG	28AUG	31AUG	3SEP
576	45	B	29AUG	3SEP	4SEP	7SEP	10SEP
161	45	C	28AUG	31AUG	3SEP	6SEP	7SEP

ANNEX "E"
 TO MAINTENANCE ORDER 8-56
 AUGUST 1956

MAINTENANCE PLAN AND SCHEDULE

1. 40th Field Maintenance Squadron:
 - a. Will provide necessary personnel, tools, and equipment to support the normal B-47 Thirteen (13) day cycle flying schedule in addition to 65 B-47 Post Flight Inspections as outlined in Annex's A, B, and C.
 - b. Will support periodic maintenance squadron in accomplishing their required periodic inspections outlined in Annex "D".
 - c. Will maintain pre-issue and bench stocks as authorized and required.
 - d. Provide specialists to comply with all scheduled TOC's.
 - e. Maintain capability and workload requirements for each shop as listed for the month of August.

<u>SHOP</u>	<u>PROJECTED DIRECT M/HR'S AVAILABLE</u>	<u>PROJECTED M/HR COST PER FLY/HR</u>	<u>COMPUTED M/HR REQD TO SUPPORT SLY PROGRAM</u>
Jet Eng Shop	1599	1.4	1820.0
Instrument	1355	.6	780.0
Fuel Systems	325	.1	130.0
Wheel & Tire	311	.1	130.0
Ground Power	2355	1.1	1430.0
IPR	37	.5	65.0
Repair/Reclm	566	.3	390.0
Electrical Shop	3305	1.0	1300.0
Surv/Fabric	2652	.9	1170.0
Struct Repair	1256	.9	1170.0

ANNEX "E" CONT'D
 MAINTENANCE ORDER 8-56
 AUGUST 1956

2. Armament and Electronics Squadron:

- a. Will provide necessary personnel tools and equipment to accomplish 234 B-47 Pre-Flight and 59 Post-Flight Inspections in addition to supporting the normal B-47 Thirteen (13) cycle flying schedule as outlined in Annex's A, B, and C.
- b. Will support periodic maintenance squadron in accomplishing their required periodic inspections as outlined in Annex "E".
- c. Will maintain pre-issue and bench stocks as authorized and required.
- d. Each BOMB Squadron will furnish two (2) 15 configuration and one (1) 6-6 configuration ready aircraft each day insuring that proper configurations are installed and that all necessary electrical and functional checks are completed and entered in form 781-2 prior to aircraft going on ready status. In addition will monitor all special weapons, bomb and ammunition loadings.
- e. Will accomplish all TOC's clalendar inspections and compass swings as scheduled by Job Control.
- f. Will maintain capabilities and accomplish workload requirements as listed below:

A&E PRODUCTIVE MANHOOR EVALUATION

<u>SHOP</u>	<u>PROJECTED DIRECT M/HRS AVAILABLE</u>	<u>ESTIMATE M/HR COST PER F/HR</u>	<u>PROJECT M?HRS REQUIRED TO SUPPORT FLY PROGRAM</u>
Bm/Nav Sys	3953	2.30	2990.0
Comm/Nav Sys	853	.79	1027.0
Fire Control	1902	.80	1040.0
Release Sys	1478	.88	1144.0
Camera Sys	441	.23	290.0
Electronic CM	168	.75	97.5
Comm Nav (PM)	1511	.81	1053.0
Flt Line			
Fld Shops			
Bm/Nav Shop	1574	.96	1248.0
Com/Nav Shop	742	.46	598.0
Fire Control	212	.28	364.0
Weapons Rel	498	.41	533.0
Camera Shop	38	.18	23.4
Electr C/M	117	.19	247.0
Auto Pilot	41	.03	39.0

ANNEX "E" CONT'D
MAINTENANCE ORDER 8-56
AUGUST 1956

MAINTENANCE PLAN AND SCHEDULE

1. 802d Air Base Group:
 - a. 802d Motor Vehicle Squadron:
 - (1) Provide daily dispatch of vehicles as required to support the flying maintenance schedules as outlined, in this maintenance order in accordance with SAC Regulation 66-24.
 - (2) Provide and coordinate any additional vehicle support as deemed necessary by the 40th Director of Materiel and Base Materiel Officer.
 - (3) Coordinate vehicle maintenance status with 40th Job Control, placing top priority on radio control vehicles.
 - b. 802d Refueling Section:
 - (1) Provide the necessary personnel and equipment to fulfill the 40th Bomb Wing's aircraft and ground power refueling requirements. Requirements for the month of August consists of 3 JP top off defueling trucks, three (3) 115-145 pits, one (1) 115-145 top off defueling truck and one diesel truck, Water alcohol will be required on all aircraft scheduled during the month of August consisting of 234 sorties.
 - (2) In the event of an alert on or after special missions, additional pits as determined feasible by the 40th Director of Materiel and 802d Refueling Officer will be required.
 - c. 802d Supply Squadron:
 - (1) Base Supply:
 - a. Provide supply support for flying and maintenance schedules as heretofore.
 - b. Aircraft service unit will provide immediate delivery of all items requested via supply expeditor network and will maintain C.Q. for after duty hours.

- c. Provide additional support as required in the event of an alert.
- d. 802d Munitions Squadron:
- (1) Provide personnel, material and equipment to support the necessary special weapon, bombing and gunnery requirements as needed to accomplish 50-8 requirements and necessary training of the 40th Bombardment Wing.
 - (2) All special weapons, bombs and ammunition requirements will be listed on weekly 60-9 schedule. Loading schedule will be coordinated between Job Control A&E Supervisor and Munitions Section 24 hours in advance. There will be no changes in bomb or ammunition requirements after the weekly 60-9 schedule has been published except for weather cancellations.
 - (3) The special weapons loading schedule is listed in Annexes A, B, and C. In case an aircraft cannot be made available on the scheduled date, the responsible squadron will be required to furnish another. Job Control will coordinate any changes with munitions section and A&E at least 12 hours in advance.
- e. 802d Food Service Squadron:
- Provide normal messing facilities except in event of an alert and any special mission requirements. Additional requirements will be coordinated as necessary.
- f. 802d Air Police Squadron:
- Provide security guards as deemed necessary by the 40th Bomb Wing Security Officer and the 802d Provost Marshal. Normal requirements exists for the month of August 1956.



North departure use Minneapolis 060. South departure left turn two minutes after release brakes to MH of 350°. Maintain assigned altitude until 10NM north V4 then climb on course to St Joseph VOR.

Climb 310K IAS 96% until reaching .74 mach then climb .74 mach to level off.

Switch to interplane freq. (321.0 CH10) (5710.5kc CH6) after take-off and contact leader.

All aircraft use transmit - receive - receive guard position of UHF at all times.

Lead aircraft Set Parrot Squawk 2. ^{ALL OTHERS} ~~A~~st Parrot Squawk Lazy. Recall word "Saturday".

If forced to about turn 90° and descend 2000' below lowest block altitude. Contact ARTC for clearance to destination. Caution will be exercised to avoid violations of ADIZs, Airspace restricted areas, and active RBS. All aircraft will use 29.92 altimeter setting the entire mission except for take off and landing.

A. Turn point Minneapolis Homer. Climb on course to St Joseph.

B. 40-02N 94-24W. Level off 31-33.5M. Leader maintain .70 mach. #2 .72. #3 .74 #4.76 #5 .78 #6 .80 to formate on course.

C. Turn point St Joseph VOR. Continue climb to 31-33.5M. Stacked up 500' in trail.

#1 T&R 255.4 Ch 5 St Joseph Radio (114.8 STJ) this is AJAX _____, DEVIL FISH ALPHA flight of _____, A/C over St Joseph _____, at _____ (Alt). Burlington at _____ (191NM). Lafayette.



D. Turn point Burlington VOR. Continue formate maintain altitudes.

#2 T&R 255.4 Ch 5 Burlington Radio (117.9 Brl) this is AJAX _____, DEVIL FISH ALPHA flight of _____ A/C over Burlington _____, at _____ (Alt). 24 North Lafayette at _____ (170N). Cleveland.

Keep on lookout for fighters. Their freq. is 364.2 Ch #12, get them if you need them.

CHANNELIZATION: UHF

CH #1	236.6	Control Twr
CH #2	260.2	SHAFB Cont. Twr
CH #3	275.8	Cont. Twr Sec.
CH #4	257.8	Cont. twr Civil
CH #5	255.4	GAA range
CH #6	301.4	ARTC center
CH #7	327.4	AR Ship Shape
CH #8	256.0	AR Fog Horn
CH #9	286.6	Lincoln Lab
CH #10	321.0	Interplane & Cont.
CH #11	338.4	Lincoln Lab
CH #12	364.2	
CH #13-18	See Fac Chart	



#3 T&R 255.4 Ch5 Lafayette radio (113.5 LAF) this is AJAX _____, DEVIL FISH ALPHA flight of _____ A/C .24 north Lafayette at _____, at _____ (Alt). Cleveland at _____ (210NM). Binghamton.
 Start getting ready for rendezvous. Leader place APN 76 "ON". All others Place APN 76 to standby.

SHIP SHAPE
 APN 76 Settings T-7 R-4
 APN 11 or 69 Code 2
 Initial contact prim Ref. Ch 7. 327.4
 HF Back up Ch 6. 5710.5
 UHF SEC. 311.0

FOG HORN
 T-6 R-8
 1-2-1
 Ch 8. 256.0

LINCOLN LAB COMMUNICATIONS

CALL SIGNS: Lincoln Lab. Flight Operations: "Strong Arm" (338.4)
B-47As: "Time Curtain" plus individual Suffix (101-116)
Control Site: "Wave Heat" 286.6



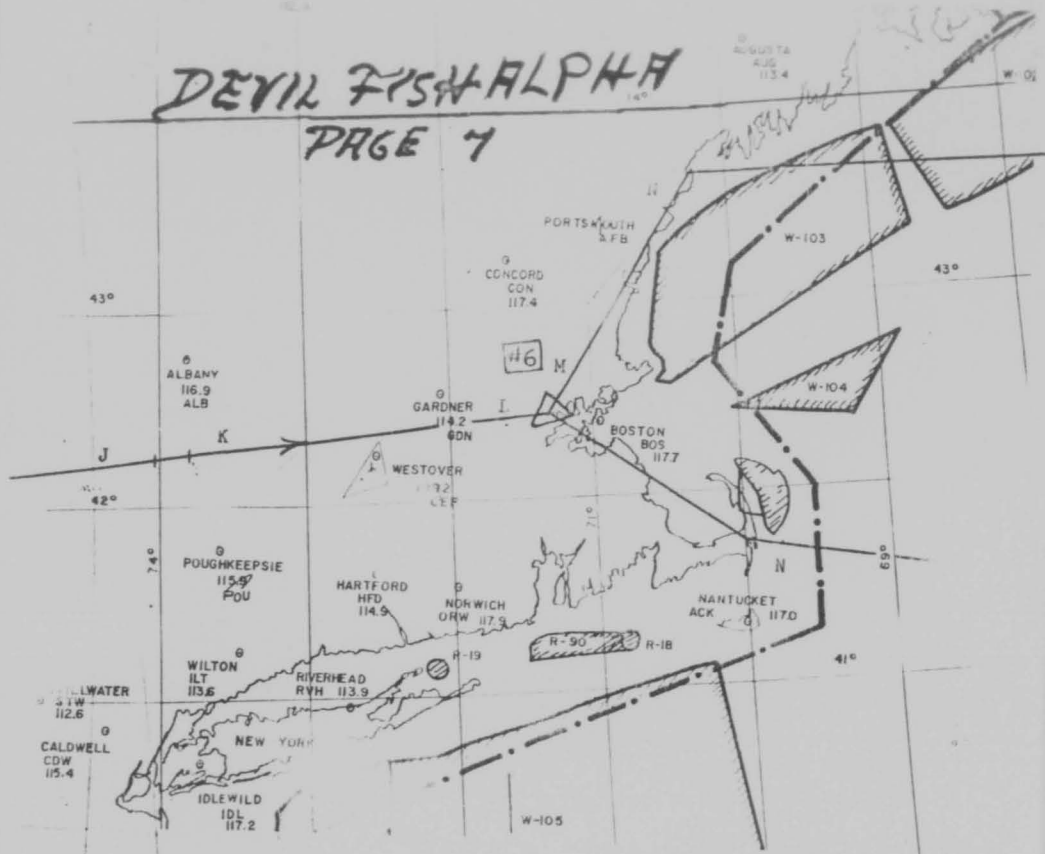
- E. Turn point Lima, Ohio, Begin Control problem to the left to arrive at Control Point Cleveland, Ohio, Maintain enroute trail cell. Maintain altitudes. Attempt to contact tanker "SHIPSHAPE NELL LEADER". You are AJAX ALPHA LEADER. Other aircraft in cell will use corresponding cell position number. (Example AJAX ALPHA FOUR)
- F. Turn Point SW tip Toledo, Ohio, North Corner of Control Triangle.
- G. Control point Cleveland, Ohio.
 #4 T&R 301.4 Ch6 Cleveland Center (VOR 113.6 CLE) this is AJAX DEVIL FISH ALPHA
 Flight of _____ A/C over Cleveland _____ at _____ (Alt) Binghamton at _____ (300NM)
 Boston.



H. 41-54N 78-45W. Tanker Orbit Point "Nell". Assume 10 degree right echelon and prepare for descent for refueling. On descent leader will maintain 290K IAS idle RPM. Other aircraft will maintain IAS and power settings required to remain in position. Formating airspeed is 195K IAS. Level off base altitude 14.5M stacked up 400 feet until in observation position. Aldis lamp color code: Leader - Green. #2- Amber. #3 White. #4- Blue. #5- Red #6- Green. Odd Aircraft have navigation lights on "bright and flashing". Even aircraft navigation lights "bright and steady".



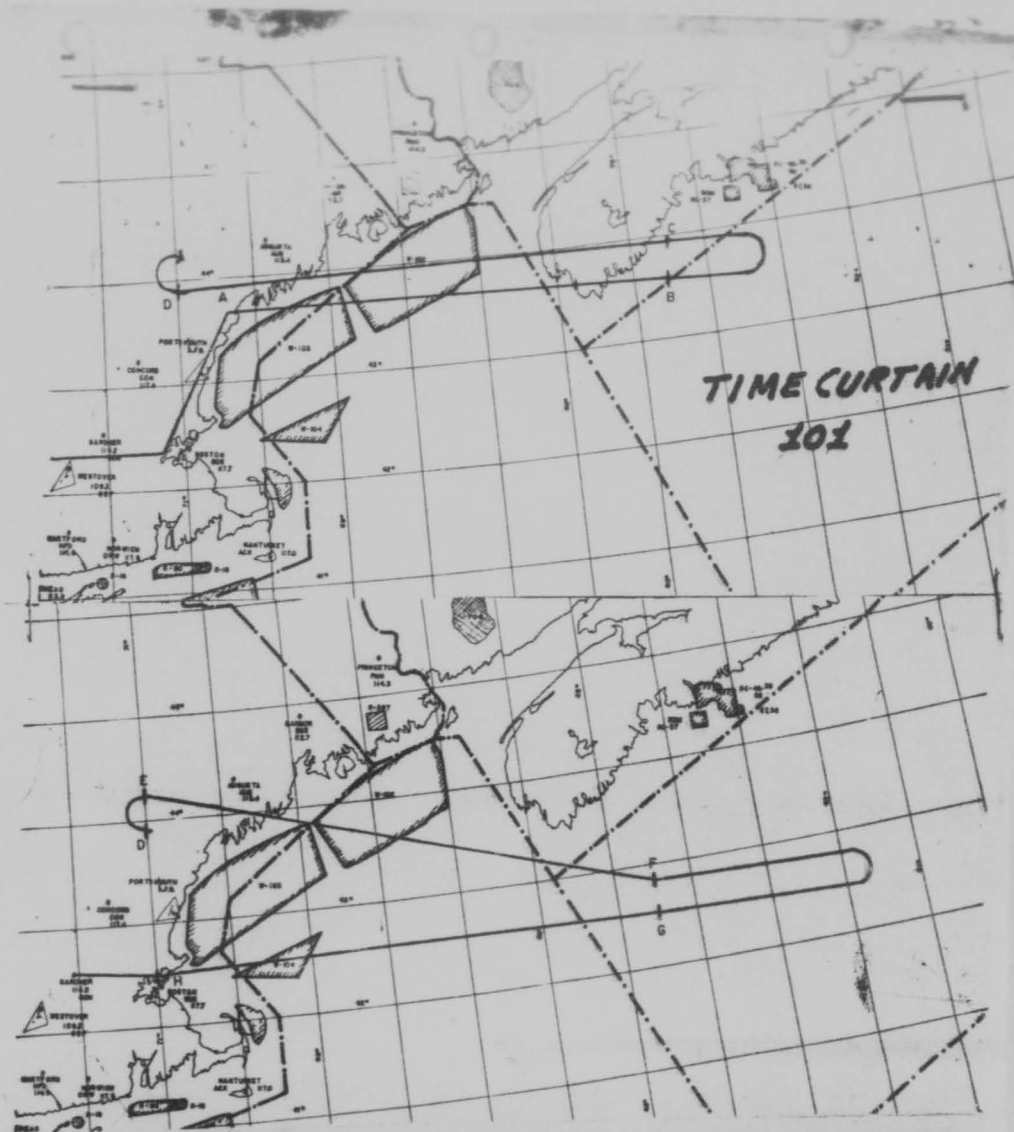
1. 42-02N 77-26W Rendezvous Point "Nell". After reaching observation position all aircraft start refueling on command of leader. Briefed on load for aircraft with external tanks is 35,000. On load for aircraft without external tanks will refuel to full tanks. This should be about 35,000#.
5. Have tanker leader give position report at Binghamton for entire formation. Next report will be to Boston 10NW 300NM. Next succeeding report will be Gardner VOR.



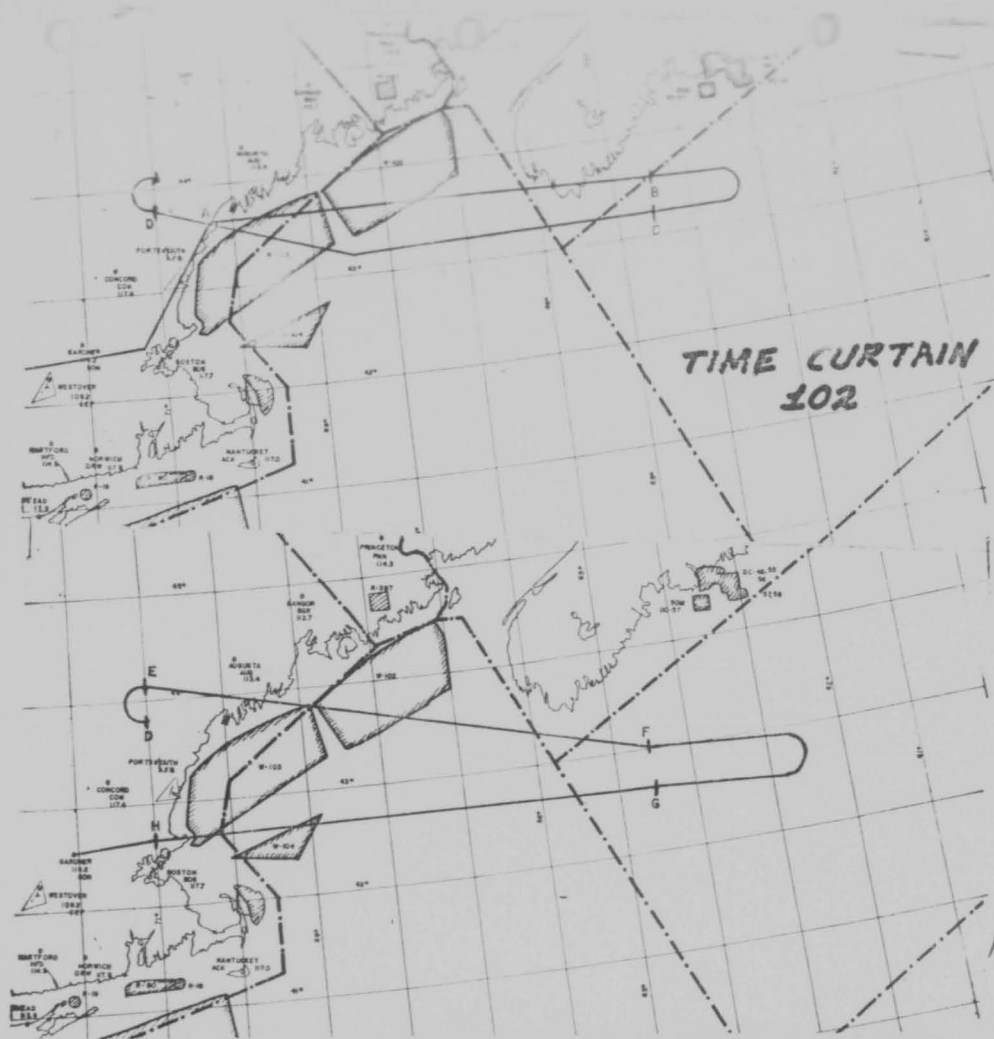
- J. 42-14N 74-02W. End AR start accelerate to 310K IAS.
- K. 42-15N 73-49W. Start climb 310K IAS 96% RPM. Climb in reverse order at 30 sec. intervals. Climb to 28-30, 5M release spare aircraft just prior to climb if not necessary for him to fill in.
- L. 42-27N 71-35W, Level off 28-30, 5M.
- M. 42-28N 71-17W 10NW Boston, "Strong Arm" on Ch 11 338.4 with following information:
- (1) "TIME CURTAIN" number of flight leader.
 - (2) "TIME CURTAIN" numbers of other aircraft in flight.
 - (3) Position relative to Boston.
 - (4) Estimated endurance in the test area.
 - (5) ETA for departure initial wave control points. (On time, up to 5 minutes late) Lincoln Lab Operations ("Strong Arm") will turn control over to control site "Wave Heat" 286.6 MCS.

Time curtains 101, 102, 103, and 104 turn left to point N (North) Portland, Me.
Time curtains 105 and 106 turn right to point N (South) 41-44N 70-00W.
These points are same as point A on Time Curtain Routes.

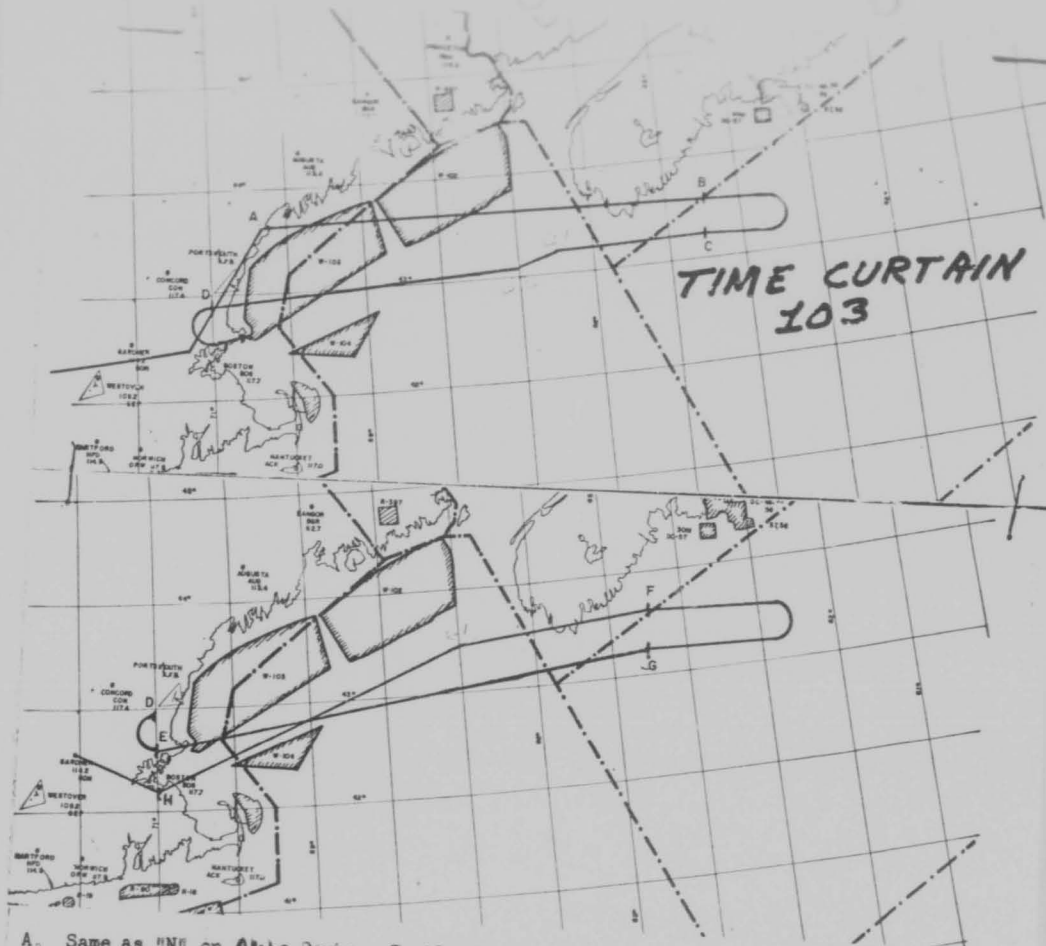
- N. Set Parrot Squawk Lazy, Squawk 3, if Parrot Operation is specifically requested by control site. May Day as required for emergencies.



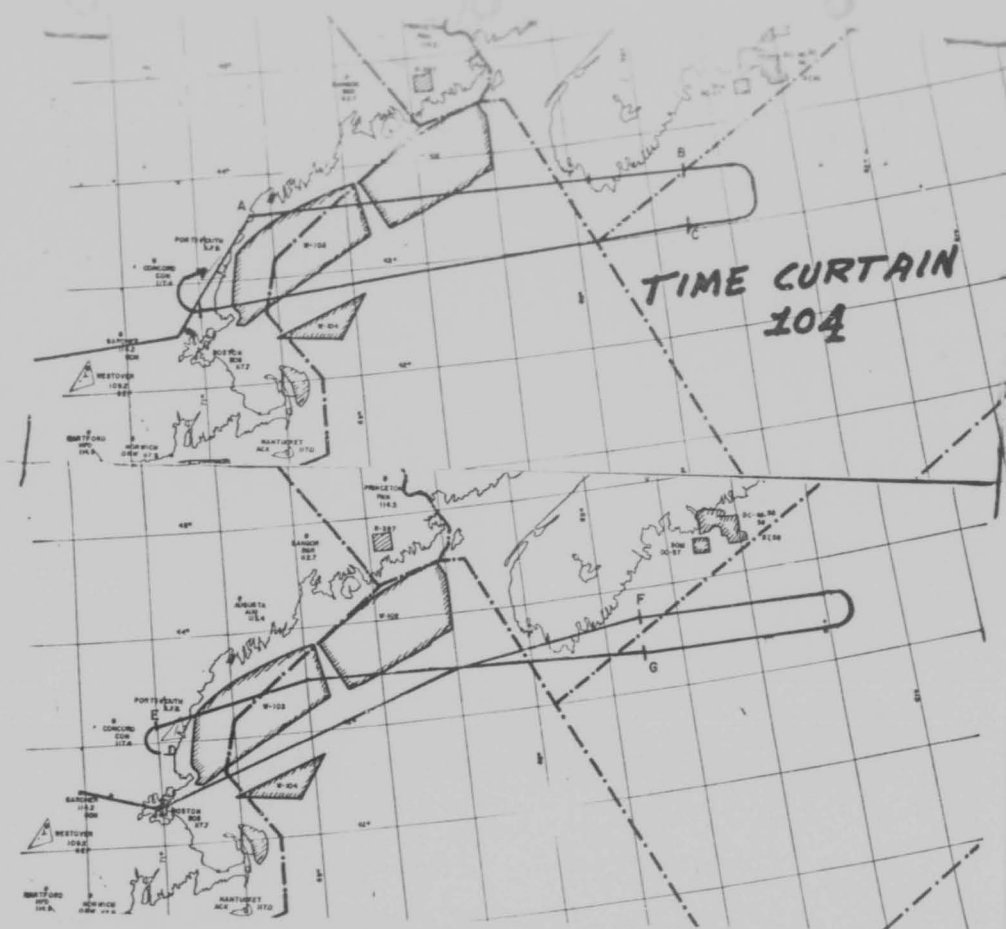
- A. Same as "N" on Alpha Route. Portland Me. Maintain altitude.
- B. 43-34N 64-30W. Start time from this point to arrive at control point (C) on control time. Climb to 32M prior to reaching Pt. C.
- C. 43-55N 64-30W. Control Point. Depart 1100Z 32M. Entire wave should depart on time at same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 thus must establish this new control time if it is necessary. Since he is designated wave leader.
- D. 43-55N 71-00W. Target point. First run terminates over this point. Turn right to Pt E. Start climb to 36M.
- E. 44-17N 71-00W. Roll out on course to second entry point.
- F. 42-50N 64-30W. Turn point abeam second control point. Start time problem on reciprocal of inbound track to make good control time at Pt. G.
- G. 42-30N 64-30W. Control Point. Depart 1230Z. Again all aircraft of this increment leave on time.
- H. 42-30N 71-00W. Target point. Second run terminates over this point. Turn on course to Gardner VOR. Maintain 36M.



- A. Same as "N" on *Alpha* Route. Portland, Me. Maintain Altitude.
- B. 43-34N 64-30W. Start time from this point to arrive at control point (C) on control time. Climb to 30 M and allow *Alpha 3* (Time Curtain 103) to form on left wing.
- C. 43-17N 64-30W. Control Pt. depart 1100Z 30M. Entire wave should depart on time at same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (*Alpha* Leader) will establish new control time if one is required.
- C1 43-13N 66-30W. Turn Point. Break off time Curtain 103.
- C2 43-09N 68-24W. Turn Point.
- D. 43-48N 71-00W. Target Point. First run terminates. Start right turn.
- E. 44-10N 71-00W. Roll out on course to second entry point. Climb to 34M.
- F. 43-00N 64-30W. Turn point abeam second control point. Start time to arrive Control Point on time.
- G. 42-40N 64-30W. Control Point depart 1150Z 34M.
- H. 42-40N 71-00W. Target Point. Second run terminates here. Turn on course to Gardner VOR formate with leader 36M.



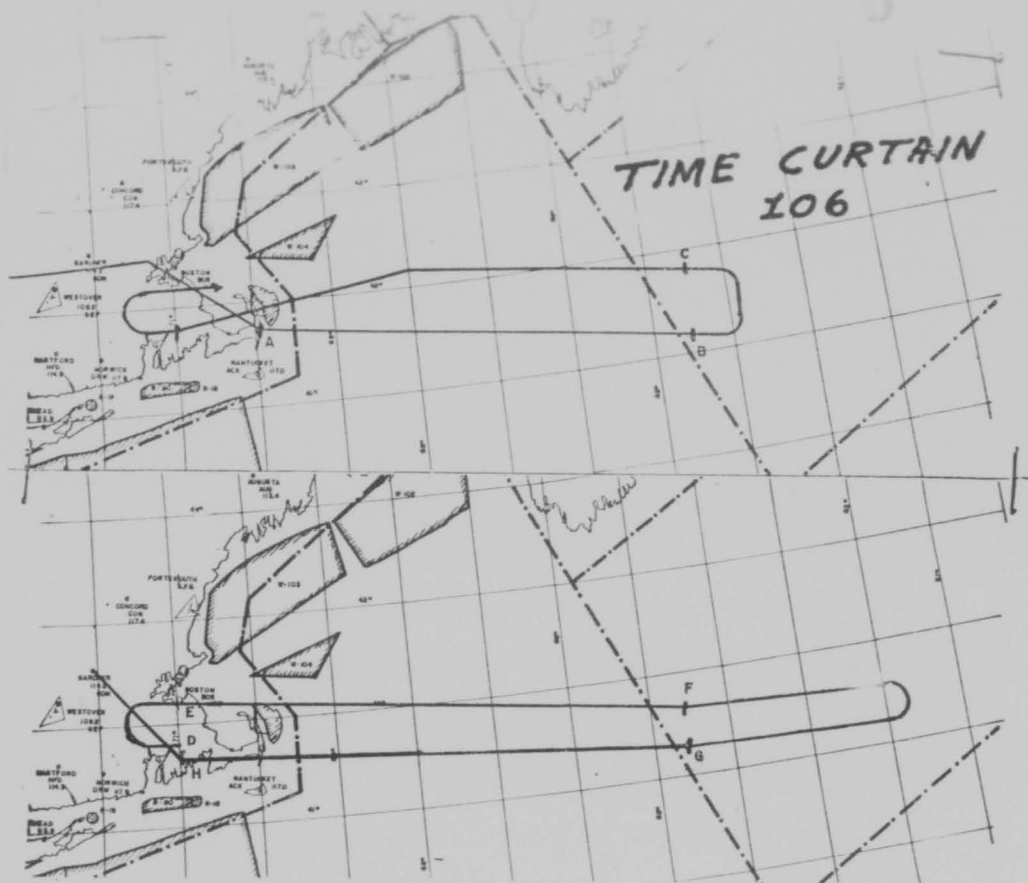
- A. Same as "N" on Alpha Route. Portland, Me. Maintain altitude.
- B. 43-34N 64-30W. Start time from this point to arrive at Control Point (C) on Control time climb to 30M and assume position on left wing Alpha 2 (Time Curtain 102).
- C. 43-17N 64-30W. Control Point. Depart 1100Z, 30M. Entire wave should depart on time; if wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (Alpha Leader) will establish new control time if one is required.
- C1. 43-13N 66-30W. Turn Point. Break off from Time Curtain 102.
- C2. 43-05N 67-00W Turn Point.
- D. 42-53N 71-00W. Target Point. First run terminates. Start left turn.
- E. 42-31N 71-00W. Roll out on course to next turn point. Maintain 30M.
- F. 43-13N 64-30W. Turn point abeam second control point. Start time to arrive control point on time.
- G. 43-35N 64-30W. Control Point. Depart 1250Z 30M.
- G1. 43-18N 67-00W. Turn Point.
- H. 42-10N 71-00W. Target Point. Second run terminates here. Turn on course, to Gardner VOR, formate with leader 36M.



- A. Same as "N" on Alpha Route, Portland, Me. Maintain altitude.
- B. 43-34N 64-30W. Start time from this point to arrive at control point (C) on Control time. Climb to 32M prior to reaching Pt. C.
- C. 43-02N 64-30W. Control Point. Depart 1100Z 32M. Entire wave should depart on time at same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (Alpha Leader) will establish new control time if one is required.
- D. 42-46N 71-00W. Target Point. First run terminates. Start right turn.
- E. 43-08N 71-00W. Roll out on course to next turn point. Maintain altitude.
- El. 43-30N 69-00W. Turn Point.
- F. 43-30N 64-30W. Turn point abeam second control point. Start time to arrive control point on time.
- G. 43-45N 64-30W. Control Point. Depart 1150Z 32M.
- G1. 43-28N 67-00W. Turn Point.
- H. 42-20N 71-00W. Target Point. Second run terminates here. Turn on course to Gardner VOR. Formate with leader 36M.



- A. 41-44N 70-00W. Same as point W (South) on Alpha 2 route. Alpha 6 (Time Curtain 106) assume position on left wing Alpha 5. Descend to 28M.
- B. 41-20N 64-30W Start time from this point to arrive at Control Point (C) on control time. Maintain formation and altitude.
- C. 41-50N 64-30W. Control Point. Depart 1100Z 28M. Entire wave should depart on time at same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (Alpha Leader) will establish new control time if one is required.
- C1. 42-10N 68-00W Turn Point. Release Time Curtain 106. Maintain altitude.
- D. 42-20N 71-00W. Target Point. First run terminates. Start left turn.
- E. 42-00N 71-00W. Roll out on course to second entry point. Climb to 30M.
- F. 42-10N 64-30W. Turn-point abeam second control point. Start time to arrive Control Point on time.
- G. 41-43N 64-30W. Control Point. Depart 1250Z 30M.
- G1. 42-01N 68-30W. Turn Point.
- H. 41-23N 71-00W. Target Point. Second run terminates here. Turn on course to Gardner VOR for format with leader 36M.



A. 41-44N 70-00W. Same as "N" (South) on *Alpha* Route. Descend to 28M and get on left wing of *Alpha* 5 (Time Curtain 105).

B. 41-10N 64-30W. Start time from this point to arrive at Control Point (C) on Control Time. Maintain 28M. Stay in formation.

C. 41-50N 64-30W Control Point. Depart 1100Z 28M. Entire wave should depart on time at the same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (*Alpha* Leader) will establish new control time if one is required.

C1. 42-10N 68-00W. Turn Point. Depart Formation. Maintain 28M.

D. 41-50N 71-00W. Target Point. Continue on course 1 minute climbing to 32M. Start right turn.

E. 42-10N 71-00W. Roll out on course to next entry point.

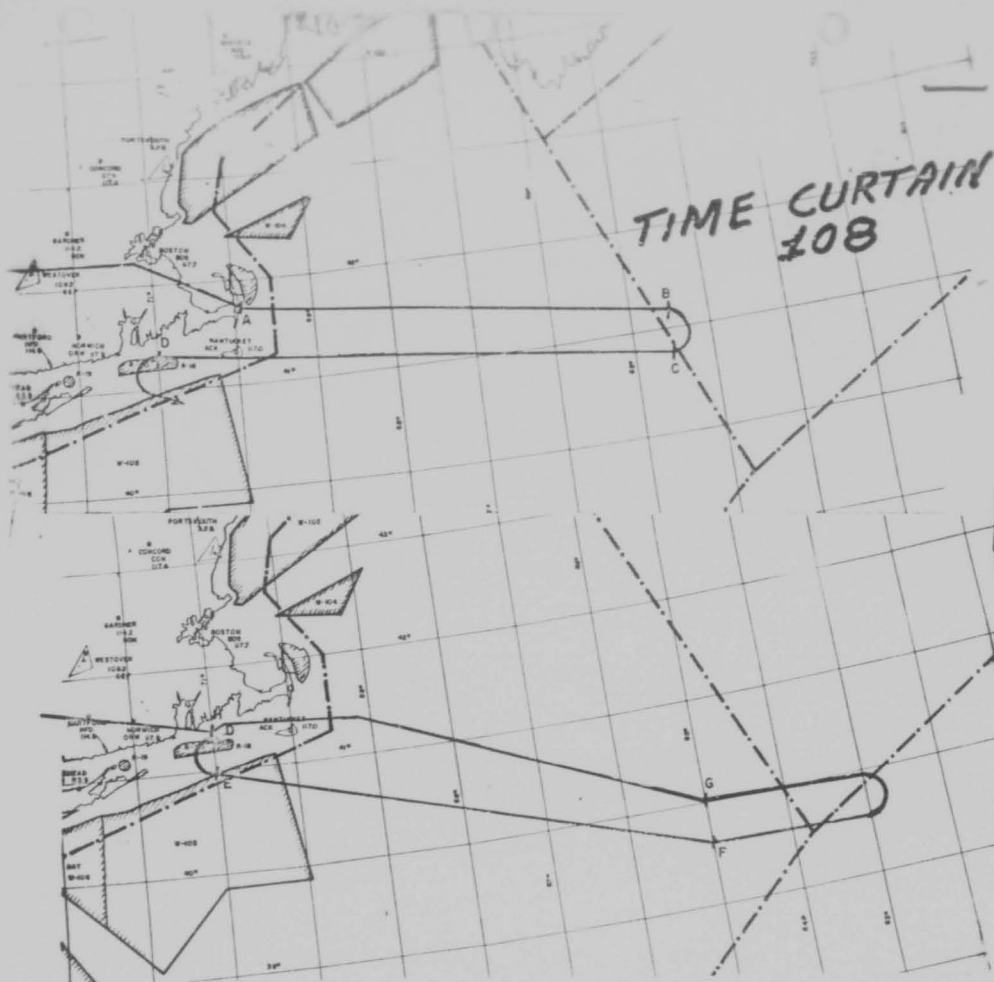
F. 41-40N 64-30W. Turn point abeam second control point. Start time to make Control Point on time.

G. 41-18N 64-30W. Control Point. Depart 1230Z. 32M.

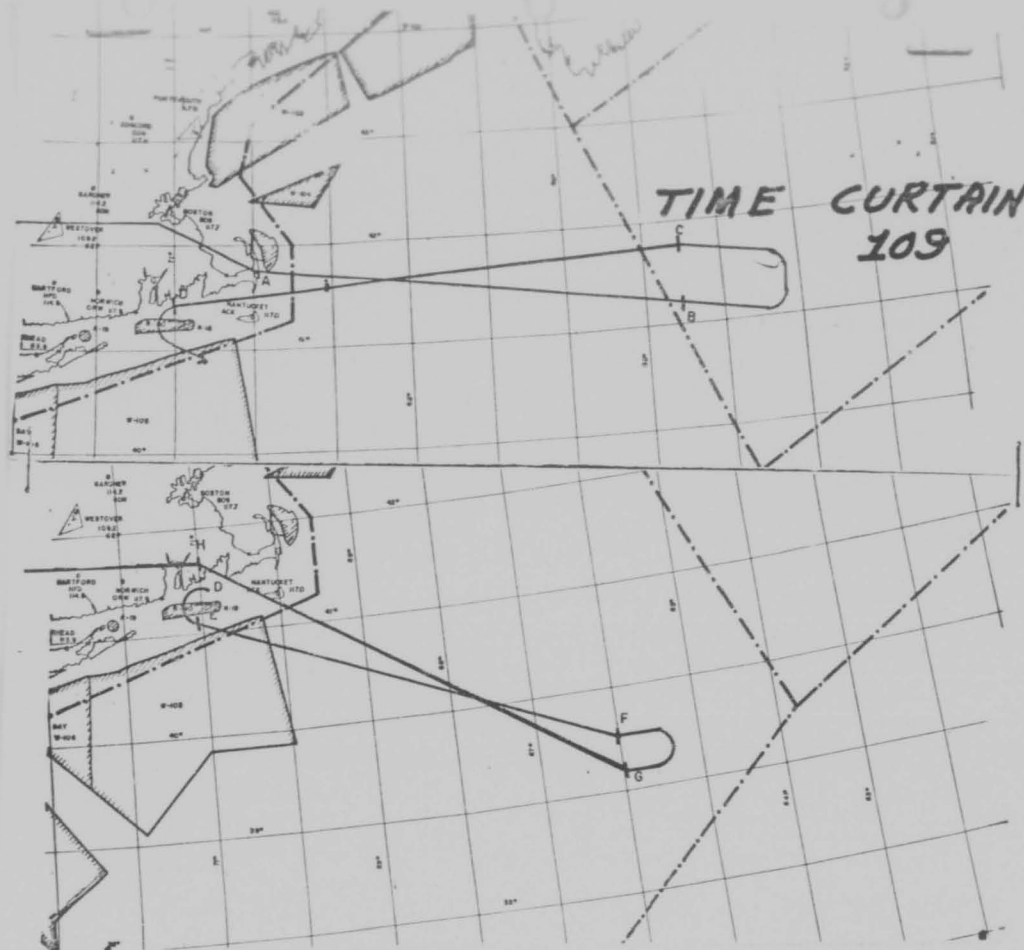
H. 41-40N 71-00W. Target Point. Second run terminates here. Turn to Gardner VOR for formate with leader at 36M.



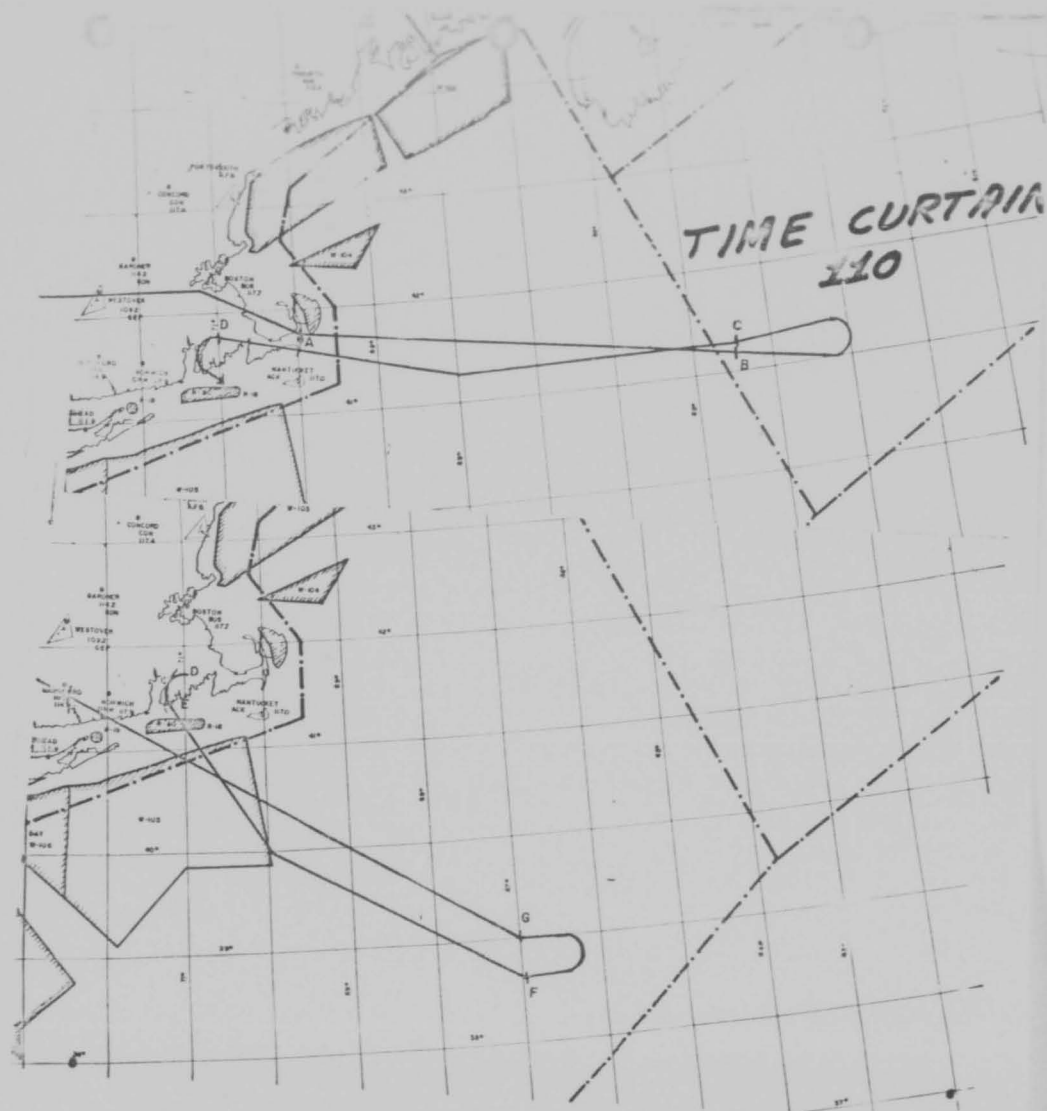
- A. 41-44N 70-00W. Same as "M" on Bravo route. Maintain cell to next point.
- B. 41-10N 64-30W. Cell break up. Turn left. Start time from this point to arrive at Control Point (C) on control time. Climb to 30M.
- C. 41-30N 64-30W. Control Point. Depart 1100Z 30M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (Alpha Leader) will establish new control time if one is required.
- D. 41-40N 71-00W. Target Point. First run terminates. Start left climbing turn to 34M.
- E. 41-20N 71-00W. Roll out on course to next entry point. 34M.
- F. 40-30N 64-30W. Turn point abeam second control point. Start time to make control point on time.
- G. 40-50N 64-30W. Control Point. Depart 1830Z. 34M.
- H. 41-23N 71-00W. Target point. Second run terminates. Turn to Poughkeepsie VOR for formate. Climb to 36M enroute.



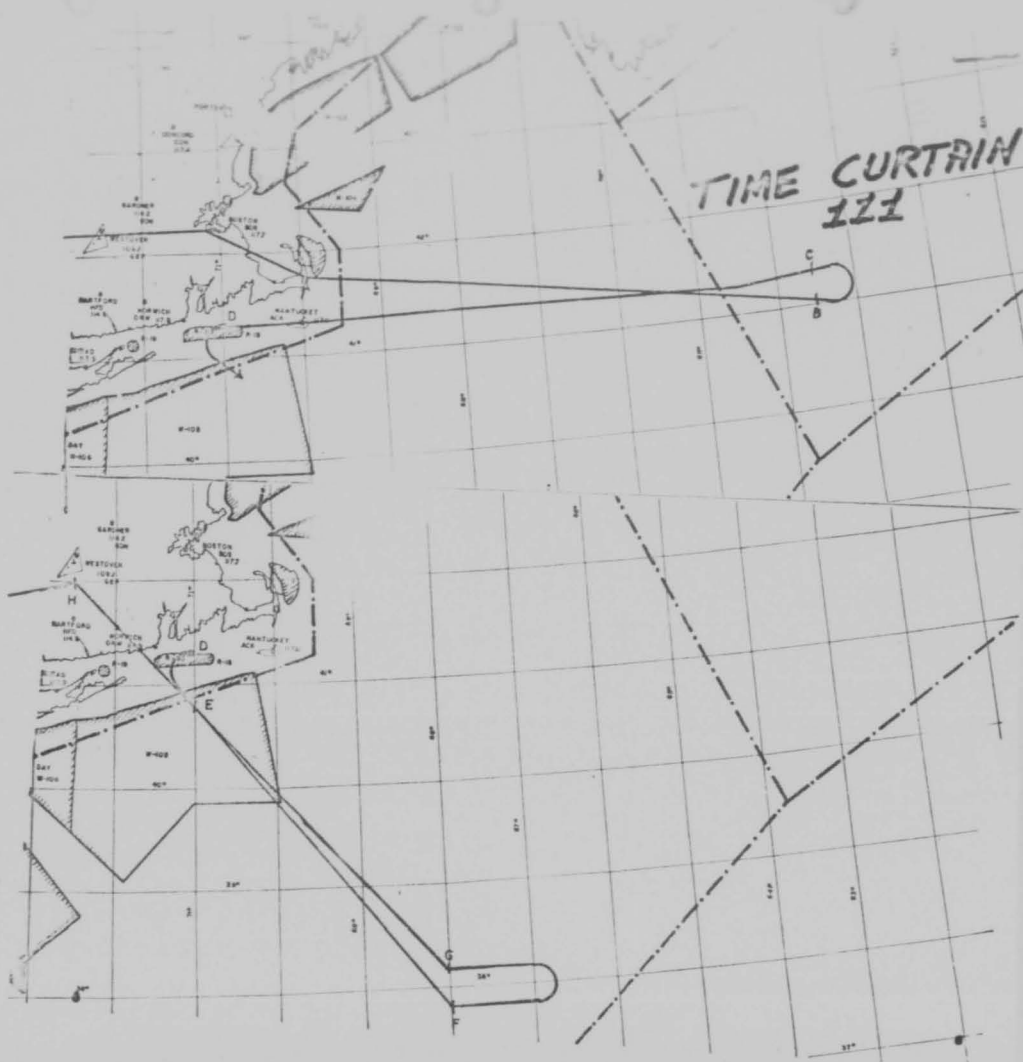
- A. 41-44N 70-00W. Same as "M" on ~~Draw~~ Route. Maintain cell to next point.
- B. 41-10N 64-30W. Cell break up. Turn right. Start time from this point to arrive at Control Point (C) on control time. Climb to 32M.
- C. 40-45N 64-30W. Control Point. Depart 1100Z 32M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 101 (Alpha Leader) will establish new control time if one is required.
- D. 41-18N 71-00W. Target Point. First run terminates here. Turn left. Maintain 32M.
- E. 40-58N 71-00W. Roll out on course to next entry point. Maintain 32M.
- F. 39-40N 65-00W. Turn point abeam second control point. Start time to make control point on time.
- G. 40-00N 65-00W. Control Point. Depart 1250Z. 32M.
- Gl. 41-14N 69-00W. Turn Point. Maintain 32M.
- H. 41-23N 71-00W. Target Point. Second run terminates here. Turn to Poughkeepsie VOR for formate. Maintain 32M. Climb to 36M in orbit.



- A. 41-44N 70-00W. Same as "M" Base Route, maintain cell to next point.
- B. 41-10N 64-30W. Cell Break up, continue on course starting time from this point to arrive at Control Point (C) on control time. Climb to 30M.
- C. 41-45N 64-30W. Control Point. Depart 1115Z 30M. Entire wave should depart on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Coca Leader) will establish new control time if one is required.
- D. 41-25N 71-00W. Target Point. First run terminates here, continue on course until left turn to 180 degrees true will track down 71-30W latitude. Climb to 36M.
- E. 41-00N 71-00W. Roll out on course to next entry point 36M.
- F. 39-30N 66-00W. Turn point abeam second control point. Start time to make control point on time.
- G. 39-10N 66-00W. Control Point. Depart 1250Z. 36M.
- H. 41-40N 71-00W. Target Point. Second run terminates here. Turn to Poughkeepsie VOR for format. Maintain altitude. Orbit at 36M.



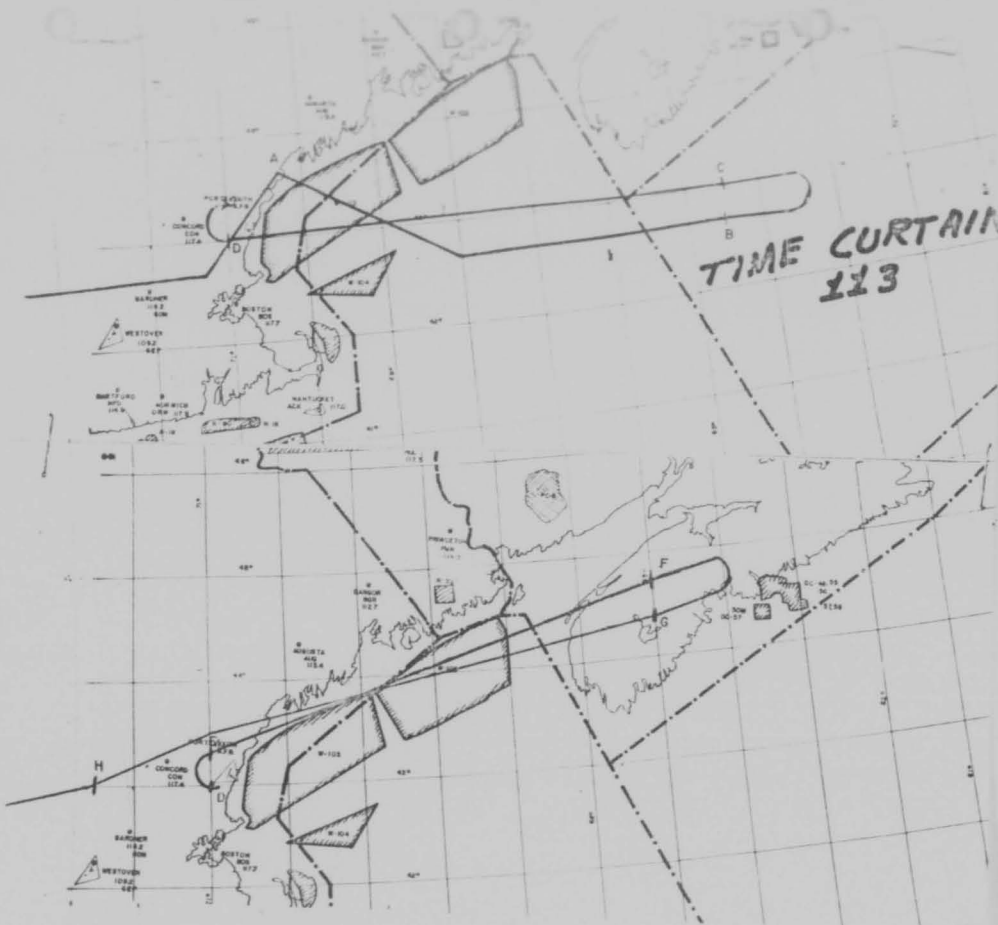
- A. 41-44N 70-00W. Same as "M" on Bravo Route. Maintain cell to next point.
- B. 41-10N 64-30W. Cell break up. Continue on course with Bravo 05 (Time Curtain 111) forming on left wing. Climb 32M.
- C. 41-15N 64-30W. Control Point. Depart 115Z 32M. Formation, entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Coca leader) will establish new control time if one is required.
- C1. 41-15N 68-00W. Turn Point. Time Curtain 111 leaves formation.
- D. 41-45N 71-00W. Target Point. First run terminates here. Turn left, start climb to 34M.
- E. 41-15N 71-00W. Roll out on course to next entry point. 34M.
- F. 38-40N 67-00W. Turn point abeam second control point start time to make good control point on time.
- G. 39-00N 67-00W. Control Point. Depart 1230Z 34M. H-TP 1 41-00N 71-00W
- H. 41-00N 71-00W. Turning Point 1.
- H1. 41-30N 72-30W. Target Point. Second 90W terminates here. Turn to Poughkeepsie VOR for formation. Arrive orbit 34M. Climb to 36M for formation.



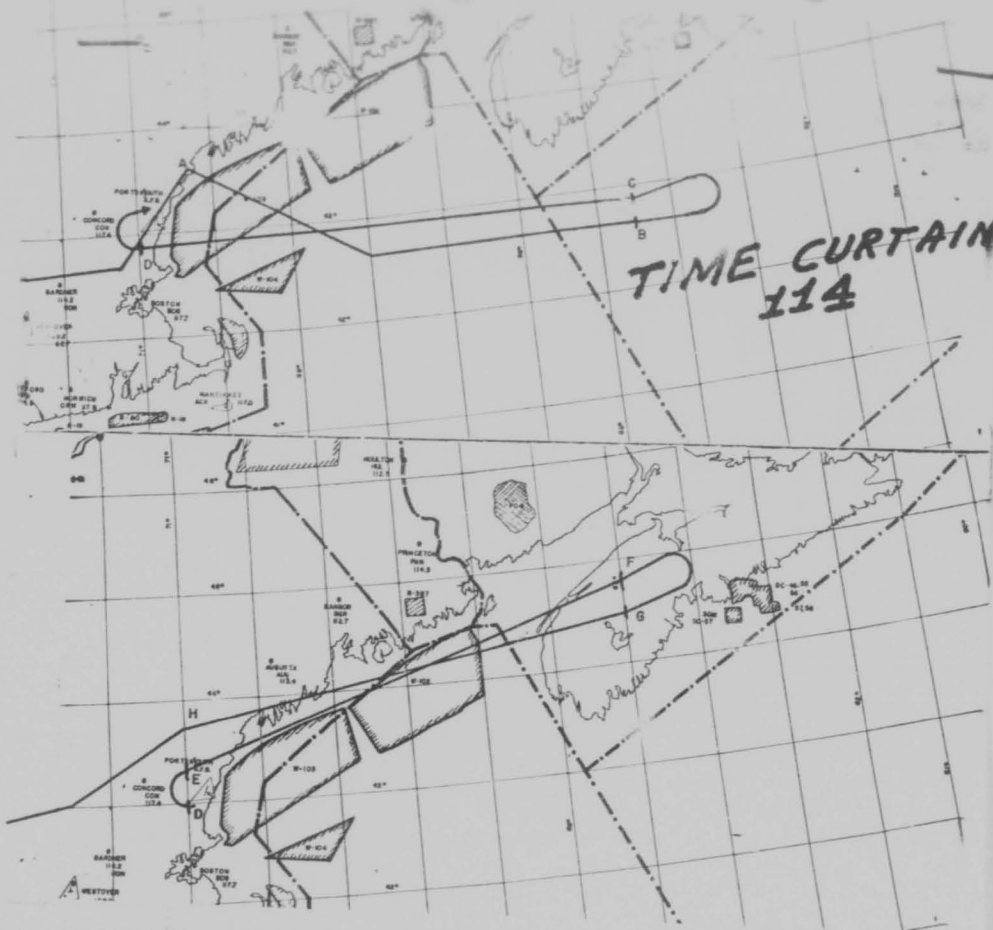
- A. 41-44N 70-00W. Same as "M" Bravo Route. Maintain cell to next point.
- B. 41-10N 64-30W. Cell break up. Form on left wing of Bravo 4 (Time Curtain 110) climb to 32M. Start time to make good Control Point (c) on time.
- C. 41-15N 64-30W. Control Point. Depart 115Z. 32M. Formation: Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Coca leader) will establish new control time if one is required.
- Cl. 41-15N 68-00W. Continue on course. Time Curtain 110 will turn right here and break formation.
- D. 41-15N 71-00W. Target Point. First run terminates here. Turn left maintain altitude.
- E. 40-50N 71-00W. Roll out on course to second entry point. Maintain 32M.
- F. 37-50N 68-00W. Turn point abeam second control point.
- G. 38-10N 68-00W. Control Point. Depart 1750Z 32M. Turn Point on course [41-32N, 72-00W]
- H. 42-00N 72-30W. Target Point. Second run terminates here. Turn to Poughkeepsie VOR for formation. Arrive orbit 32M. Climb to 36M in orbit.



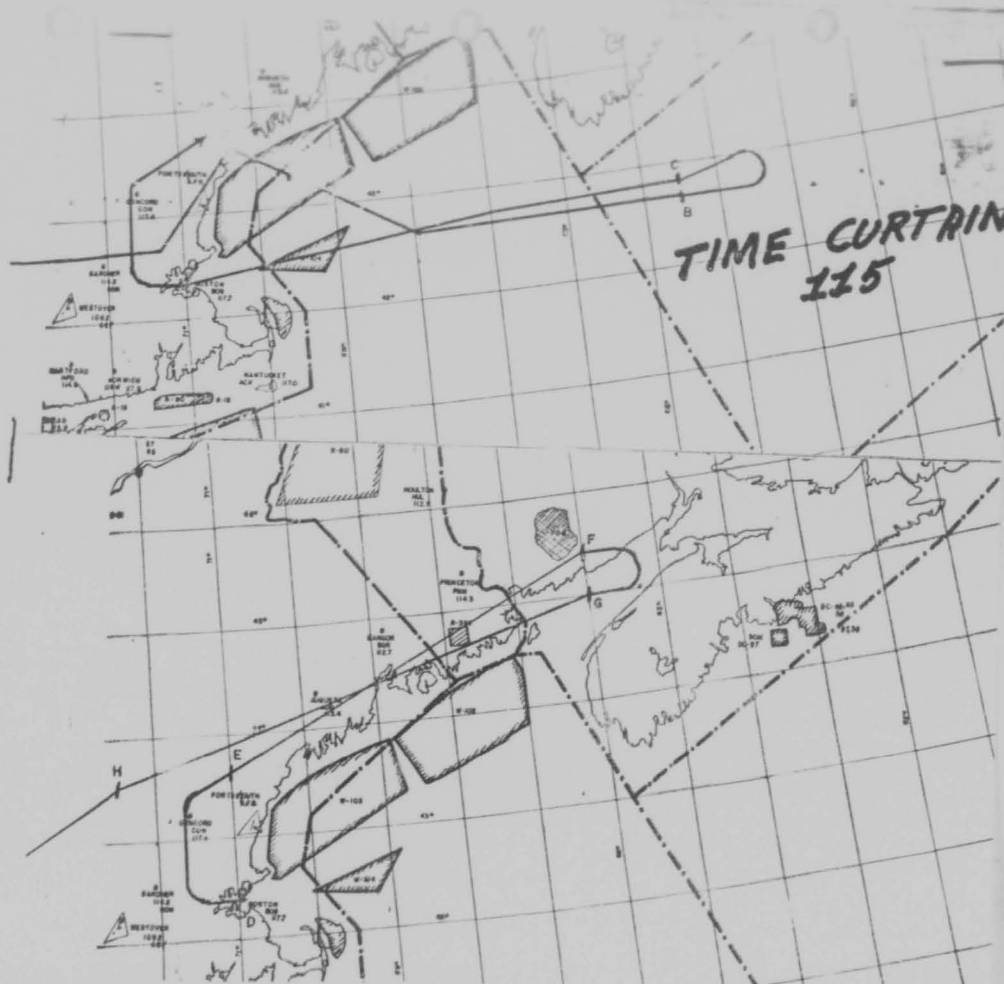
- A. Portland, Me. Same as "N" on *Coca* Route.
- Al. 42-40N 68-00W. Turn point maintain altitude.
- B. 42-40N 64-30W. Turn point abeam Control Point (C) Start time to make control point on time. Climb to 30M. Cell break up.
- C. 43-23N 64-30W. Control Point. Depart 115Z 30M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Yet *Coca* Leader (Time Curtain 112) will establish new Control Time if one is required.
- C1. 43-24N 68-00W. Turn Point.
- C2. 43-10N 69-00W. Turn Point.
- D. 43-50N 71-00W. Target Point. First run terminates. Turn right, maintain 30M.
- E. 44-10N 71-00W. Roll out on course to next entry point.
- F. 43-50N 65-00W. Turn point abeam second control point. Start time to make control point on time.
- G. 44-10N -65-00W. Control Point. Depart 1250Z, 30M.
- H. 42-42N 71-00W. Target point. Second run terminates. Turn to Albany VOR. When past Gardner VOR climb to 36M for formate orbit.



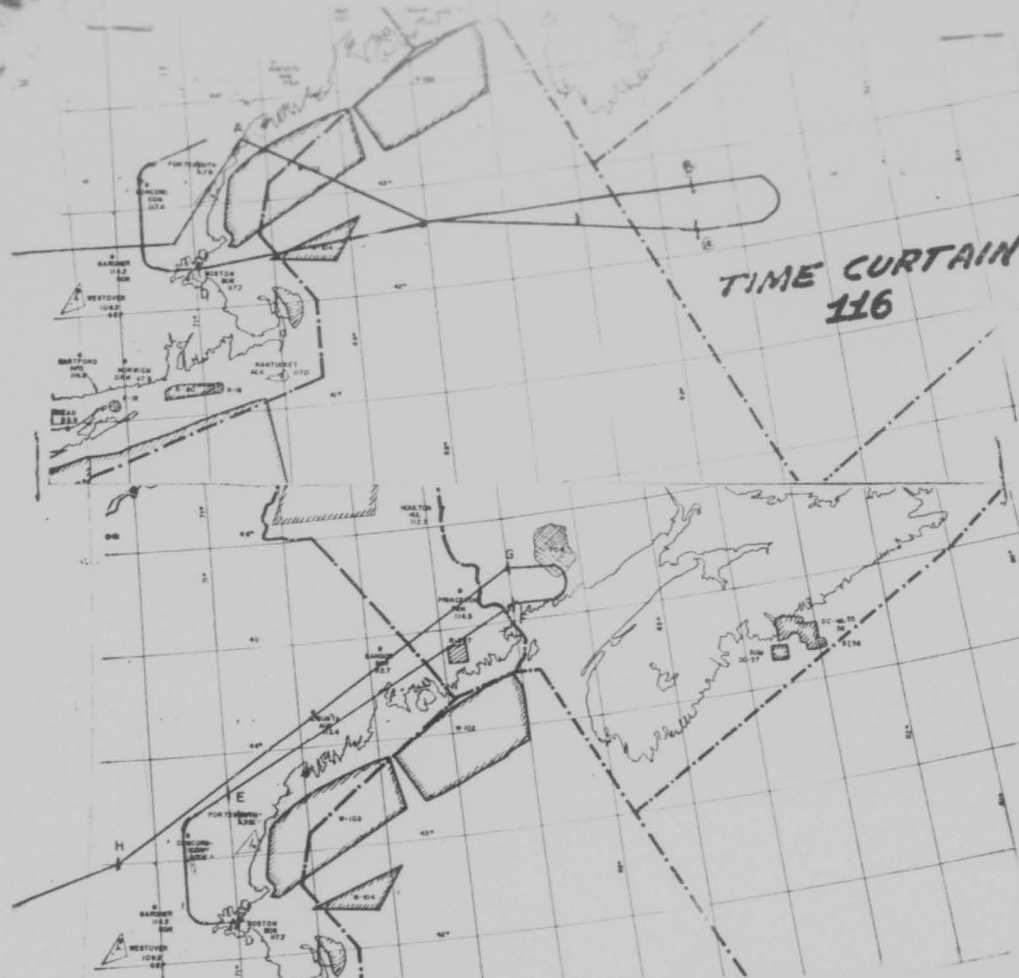
- A. Portland, Me. Same as "N" on Coda Route.
- A1. 42-40N 68-00W. Turn Point. Maintain cell.
- B. 42-40N 64-30W. Turn point abeam Control Point (C), start time to make control point on time. Climb to 32M. Cell break up.
- C. 43-00N 64-30W. Control Point. Depart 1145Z 32M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Coda Leader) will establish new Control Time if one is required.
- D. 43-00N 71-00W. Target Point. First run terminates. Turn right. Climb to 34 M.
- E. 43-20N 71-00W. Roll out on course to second entry point. 34M.
- F. 44-43N 65-00W. Turn Point abeam second control point. Start time to make control point on time.
- G. 44-23N 65-00W. Control Point. Depart 1150Z 34M.
- G1. 44-06N 67-00W. Turn Point.
- H. 43-30N 71-00W. Target point. Second run terminates. Turn to Albany VOR arrive Albany 34M. Climb to 36M in orbit.



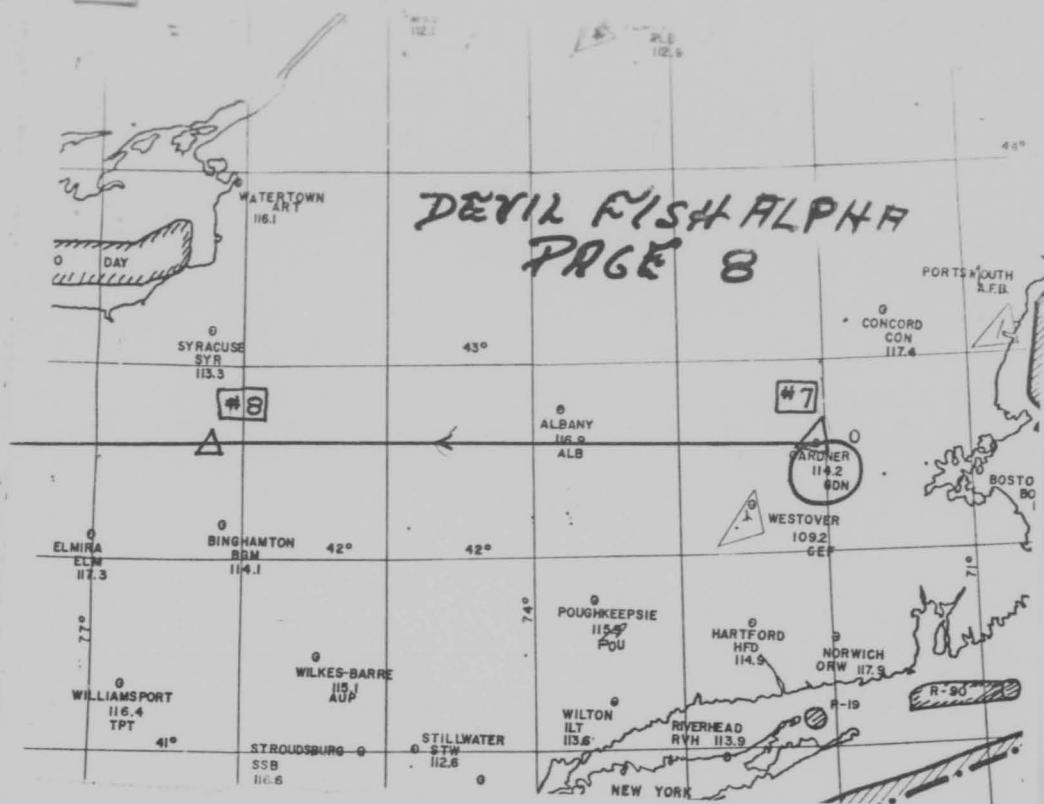
- A. Portland, Me. Same as "N" on Coca Route.
- Al. 42-40N 68-00W. Turn Point. Maintain cell.
- B. 42-40N 64-30W. Turn point abeam control point (C). Start time to make control point on time. Descend to 28M. Cell break up.
- C. 42-54N 64-30W. Control Point. Depart 1145Z 28M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Coca Leader) will establish new control time if one is required.
- D. 42-54N 71-00W. Target Point. First run terminates. Turn left climb to 32M.
- E. 43-15N 71-00W. Roll out on course to second entry point. 32M.
- F. 44-50N 65-00W. Turn point abeam second control point. Start time to make control point on time.
- G. 44-30N 65-00W. Control Point. Depart 1250Z 32M.
- H. 43-45N 71-00W. Target Point. Second run terminates. Turn to Albany VOR. Maintain 32 M to Albany. Climb to 36N in orbit.



- A. Portland, Me. Same as "N" on *Coca* route.
- A1. 42-40N 68-00W. Turn Point. Maintain cell.
- B. 42-40N 64-30W. Turn point abeam control point (C). Start time to make control point on time. Climb to 32M. Cell break up.
- C. 42-48N 64-30W. Control Point. Depart 1115Z 32M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (*Coca* leader) will establish new control time if one is required.
- C1. 42-48N 67-00W. Turn Point.
- C2. 42-40N 68-00W. Turn Point.
- D. 42-22N 71-00W. Target Point. Turn right to 360° TC. Maintain altitude.
- D1. 43-30N 71-20W. Turn Point. Climb to 34M.
- E. 43-40N 71-00W. Roll out on course to second entry point. 34M.
- F. 45-20N 66-00W. Turn Point abeam second control point. Start time to make control point on time.
- G. 45-00N 66-00W. Control Point. Depart 1250Z 34M.
- H. 43-30N 72-30W. Target Point. Second run terminates. Turn to Albany VOR. Arrive Albany 34M. Climb to 36M in orbit.



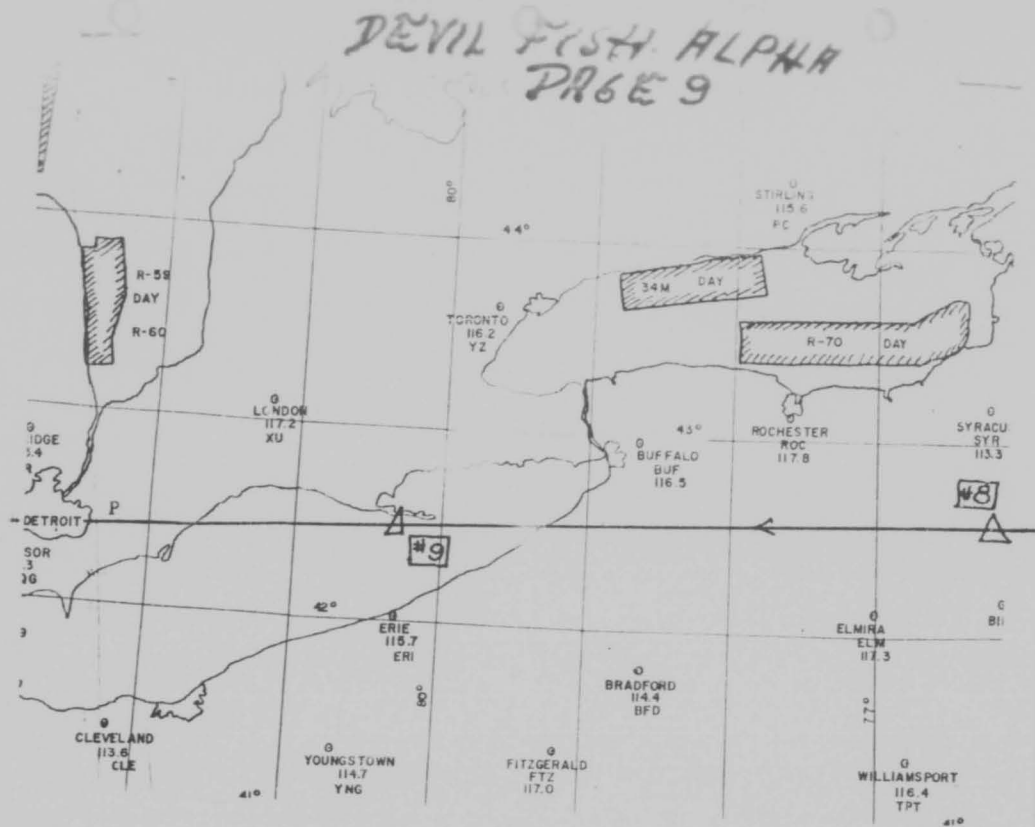
- A. Portland, Me. Same as "N" on Caca Route.
- Al. 42-40N 68-00W. Turn Point. Maintain cell.
- B. 42-40N 64-30W. Turn point abeam Control Point (C). Start time to make control point on time. Descend to 28M. Cell break "p".
- C. 42-15N 64-30W. Control Point. Depart 1115Z 28M. Entire wave should depart on time on same time. If wave cannot depart together on time it is better to be late together than for "MOST" to depart on time with one or more stragglers. Time Curtain 112 (Caca Leader) will establish new control time if one is required.
- C1. 42-40N 68-00W. Turn Point.
- D. 42-22N 71-00W. Target Point. Turn right to 360 degrees T.C., maintain altitude.
- D1. 43-30N 71-20W. Turn Point. Climb to 30M.
- E. 43-40N 71-00W. Roll out on course to second entry point. 30M.
- F. 45-10N 67-00W. Turn point abeam second control point. Start time to make control point on time.
- G. 45-30N 67-00W. Control Point. Depart 1250Z 30M.
- H. 43-00N 72-30W. Target Point. Second run terminates. Turn to Albany VOR. Arrive Albany 30M. Climb to 36M in orbit.



D. Gardner VOR. Orbit Point to reassemble formation. Assemble 36M in 6 ship Vee in left hand orbit. 30 minutes has been allowed for assembly but can depart in advance if assembled. Aircraft departing test area set Parrot Squawk 2. After cell formation has been affected cell leaders set Parrot Squawk 2, all other aircraft will have Parrot Squawk Lazy.

#7 T/R Ch 5 Gardner radio this is AJAX _____ DEVIL FISH ALPHA, flight of _____ A/C over Gardner at _____ (Time), at _____ (Alt). 36 South Syracuse at _____ (190NM) Erie.

#8 T/R Ch 5 Syracuse radio this is AJAX _____ DEVIL FISH ALPHA flight of _____ A/C 36 South Syracuse at _____ (Time), at _____ (Alt). 29 North of Erie at _____ (180). Willow Run.



#9 T/R Ch 5 Erie radio this is AJAX _____ DEVIL FISH ALPHA flight of A/C 29 North of Erie at _____ (Time), at _____ (Alt) Willow Run at _____, (170NM) Naperville.

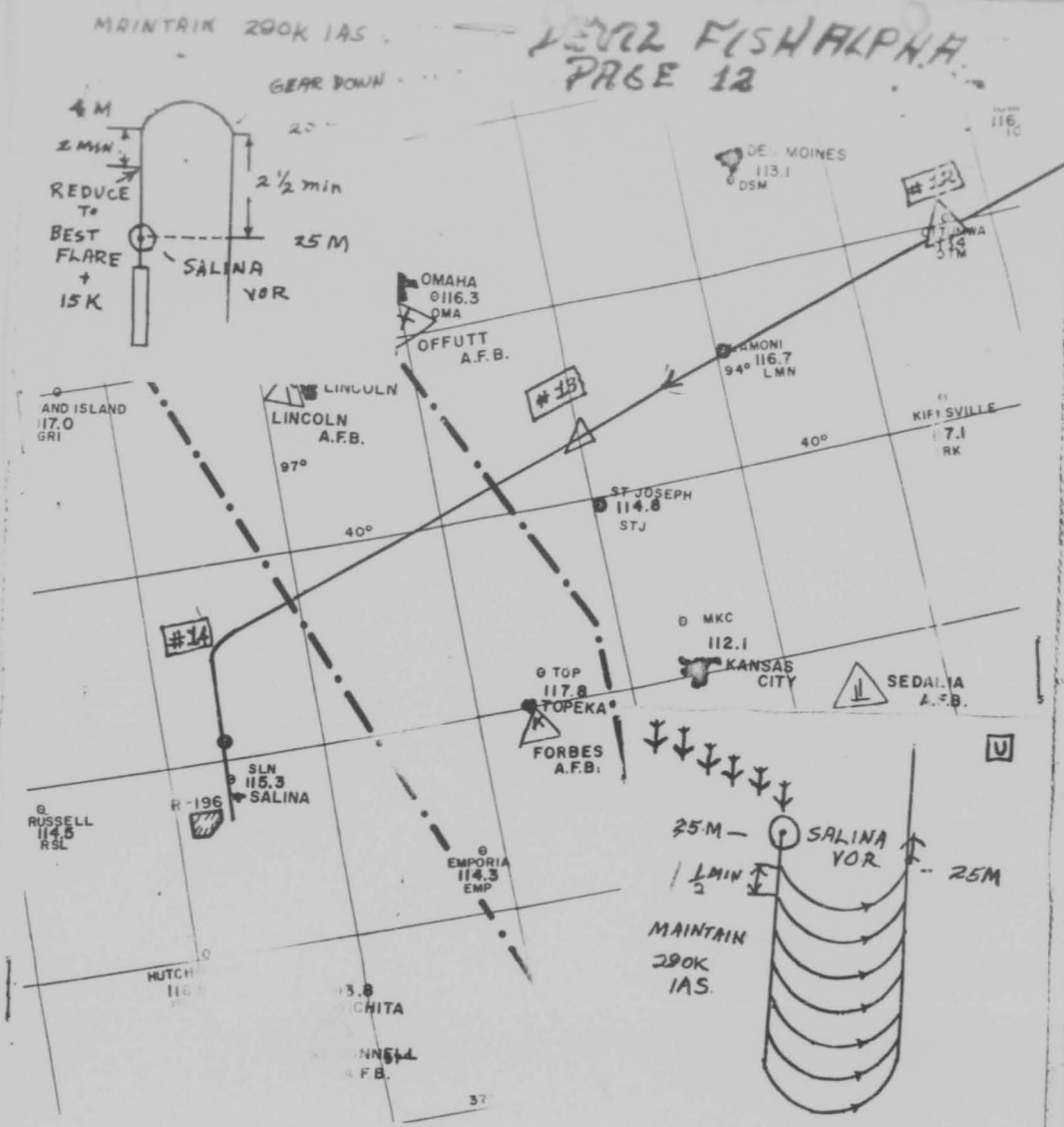


#10 T/R Ch 4 Willow Run radio this is AJAX _____, DEVIL FISH ALPHA flight of _____ A/C
over Willow Run at _____ (Time), at _____ (Alt) NAPERVILLE at _____ (210NM).



#11 T/R Ch 5 NAPERVILLE radio this is AJAX _____, DEVIL FISH ALPHA flight of _____ A/C NAPERVILLE at _____ (Time), at _____ (Alt) OTTUMWA at _____ (195). St Joseph.
 #12 T Ch 5 R (Omni Receiver) (113.4) OTTUMWA radio this is AJAX, _____, DEVIL FISH ALPHA flight of _____, A/C over OTTUMWA at _____ (Time), at _____ (Alt) 22 NORTH of St Joseph at _____ (130NM) CONCORDIA.

Watch for other flights which should be joining your route at Lamoni with BRAVO Flight 10 minutes behind and COCA Flight 20 minutes behind.



#13 T/R Ch 5 St Joseph radio this is AJAX _____, DEVIL FISH ALPHA flight of _____ A/C
 22 N of St Joseph at _____ (Time), at _____ (Alt). CONCORDIA at _____ (130NM) CONCORDIA.
 Request ARTC Clearance to descend enroute so as to cross CONCORDIA at 25,000 feet.
 Start clean descent 500 feet per minute to cross CONCORDIA at 25,000 feet.

#14 T/R Ch 15 Shaky approach control this is AJAX _____, DEVIL FISH ALPHA, flight of _____
 A/C over CONCORD at _____ (Time) at _____ (Alt). Request further clearance for cell
 break-up Free Folw approach and GCA landing at SHAFB.

POSITION	TIME CURT	ACFT COMDR	CREW NO	SQDN NO	ACFT NO	AJAX CALL	STAT TIME	START ENG	TAXI	TAKE OFF	CT CLEV	AR REND	(CP 1ST WAVE)	(CP 2ND WAVE)	LAND DEST
ALPHA L	101	WHAYNE	L-06	25	550	10	2200C	0020C	0030C	0050C	0850Z	0918Z	1100Z	1250Z	1128CST
	2	BOWLES	L-10	25	573	22	2200C	0021C	0031C	0051C	0850Z	0918Z	1100Z	1250Z	1131CST
	3	DAVIS	R-21	25	159	16	2200C	0022C	0032C	0052C	0850Z	0918Z	1100Z	1250Z	1134CST
	4	HARMON	R-24	25	545	12	2200C	0023C	0033C	0053C	0850Z	0918Z	1100Z	1250Z	1137CST
	5	ONDES	R-11	25	558	17	2200C	0024C	0034C	0054C	0850Z	0918Z	1100Z	1250Z	1140CST
	6	FITSCHEN	R-23	25	574	20	2200C	0025C	0035C	0055C	0850Z	0918Z	1100Z	1250Z	1143CST
	7	ELLIS	R-20	25	595	25	2200C	0026C	0036C	0056C	0850Z	0918Z	ALL	1250Z	ALL
BRAVO L	107	CLARK	L-37	44	541	40	2200C	0027C	0037C	0057C	0900Z	0922Z	1100Z	1250Z	1146CST
	2	RICHTER	R-46	44	582	55	2200C	0028C	0038C	0058C	0900Z	0922Z	1100Z	1250Z	1149CST
	3	WOHLFORD	R-42	44	582	51	2200C	0029C	0039C	0059C	0900Z	0922Z	1115Z	1250Z	1152CST
	4	MAXEY	R-51	44	584	53	2200C	0030C	0040C	0100C	0900Z	0922Z	1115Z	1250Z	1155CST
	5	BURNSTAD	R-48	44	323	42	2200C	0031C	0041C	0101C	0900Z	0922Z	1115Z	1250Z	1158CST
	6	WOODALL	R-52	44	564	46	2200C	0032C	0042C	0102C	0900Z	0922Z	1115Z	1250Z	1158CST
COCA L	112	MUSTERMAN	L-72	45	543	73	2200C	0033C	0043C	0103C	0900Z	0925Z	1115Z	1250Z	1201CST
	2	HOUSER	R-81	45	609	86	2200C	0034C	0044C	0104C	0900Z	0925Z	1115Z	1250Z	1204CST
	3	SCRUGGS	R-62	45	548	70	2200C	0035C	0045C	0105C	0900Z	0925Z	1115Z	1250Z	1207CST
	4	SCOTT	R-77	45	566	79	2200C	0036C	0046C	0106C	0900Z	0925Z	1115Z	1250Z	1210CST
	5	HARRINGTON	R-71	45	588	85	2200C	0037C	0047C	0107C	0900Z	0925Z	1115Z	1250Z	1213CST
	6	MILLER	R-78	45	590	84	2200C	0038C	0048C	0108C	0900Z	0925Z	ALL	1250Z	ALL
1. SPARE -ALL ALL STANDBY ON RAMP				45	161		2200	ALL	ALL	ALL	ALL	ALL	ALL	1250Z	ALL

NOTE: Station times, start engine times, Taxi times, and take-off times are 49 minutes earlier if FOGHORN area is to be utilized. The area will be announced in pre-take-off briefings.

ALPHA BLACK ROUTE OPORD PLAN 38-56 "Devil Fish" Primary Refueling Ship Share

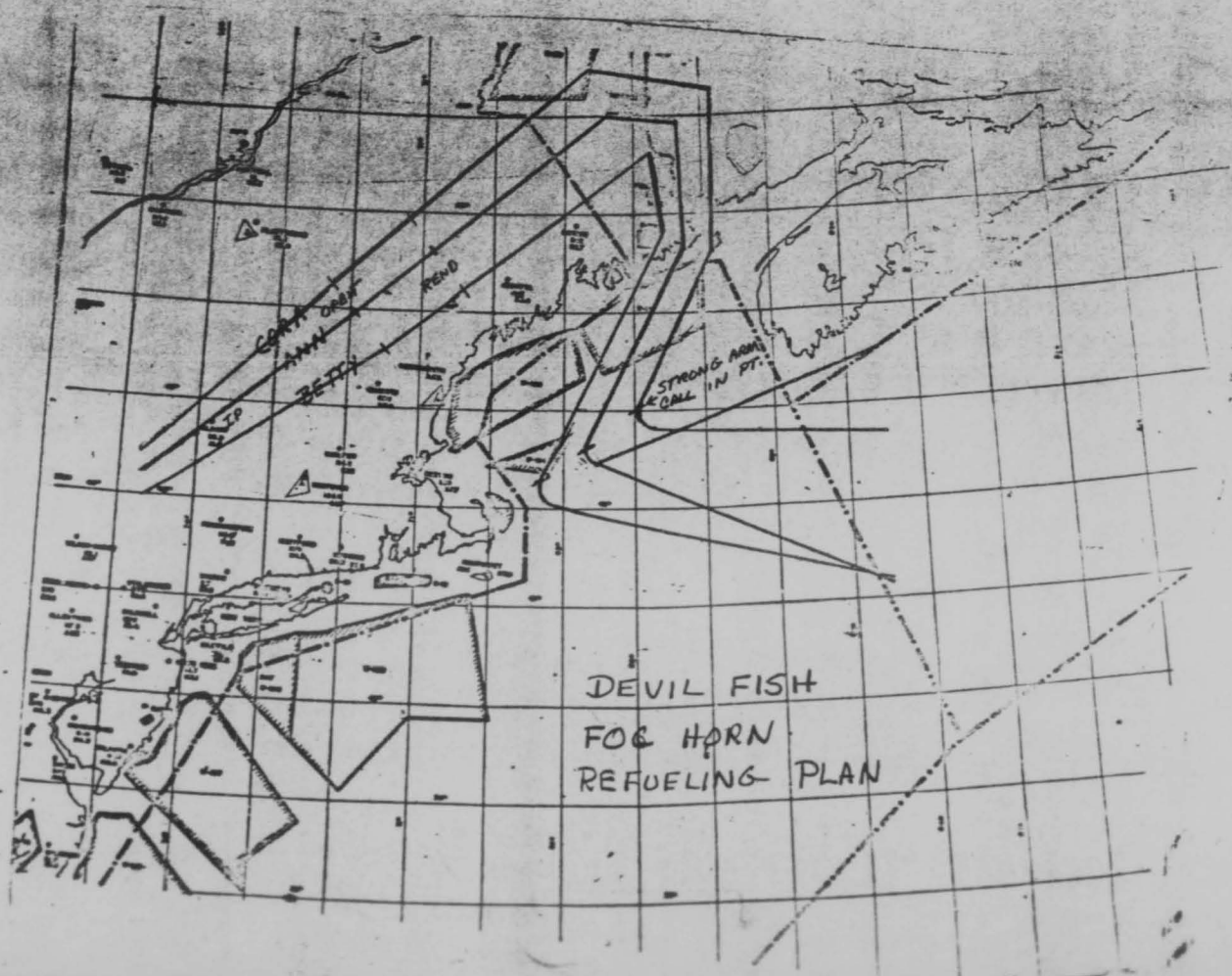
MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		DEVIL FISH		40BOMWZ	B-47E			
POUNDS				POUNDS				
ACFT BASIC	82,000	FM	18,752	BOMBS				
CREW	975	CM	17,984	AMMO				
OIL	1,223	AM	21,952	WATER AUG	4,800			
ATO	7,808	FWD AUX	6,336	STATIC	199,793	NR FULL ATO REQUIRED		
RACK		R.R.	20,672	START ENGINES AND TAXI FUEL ALLOWANCE	3,265	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (EMPTY)	1,595	EXT	76,496	TAKE-OFF GROSS	196,528	ATO FIRING SPEED		
MISCELLANEOUS		TOTAL FUEL	110,000					
CHAFF								
OPERATING	84,993							

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	SHAFB															110,000	199,793
	Start Taxi												25			5,325	194,468
	T.O. & ACCELERATE												103	15	*	104,675	189,668
A	TURN AT MINNEAPOLIS KANSAS	CL	003	280/15 -2	001	-10	351		IAS	310	332	329	24	105	24	104,675	189,668
B	ST JOSEPH, MO	CL	069	280/15 -1	068	-9	059		IAS	310	415	429	134	119	130	104,675	189,668
C	40-01N 94-37W L/O	CL	075	280/15 -1	074	-8	066	29-31		415	460		158	127	169		
L	BURLINGTON IOWA VOR	CE	076	280/30 -2	074	-6	068	29-31		425	451		174	129	185	9,300	9,300
E	LIMA, OHIO	CR	090	280/30 -1	089	-2	087	29-31		425	454		175	123	165	95,375	180,368
F	TOLEDO, OHIO	CR	022	280/30 -4	018	42	020	29-31		425	430		310	141	291	5,100	5,100
G	CLEVELAND VOR C.P.	CR	100	280/30 0	100	43	103	29-31		425	455		659	133	647	8,750	8,750
H	41-54N 78-45W ORBIT POINT	CR	078	275/30 -1	077	46	083	29-31		425	454		54	108	53	81,525	166,518
I	42-02N 77-26W RENDEZVOUS POINT	DS	082	275/25 -1	081	48	089	15-17		450	475		713	147	697	7,470	7,470
J	42-13N 74-23W CONTACT & REFUEL		085	275/20 -1	084	410	094	15-17	IAS	310	435	452	69	109	65	80,055	165,018
	ON LOAD												782	140	759	1,760	1,760
K	42-14N 71-05W ACCELERATE		086										156	121	146	78,295	163,288
L	42-28N 71-23W LEVEL OFF	98%	083	275/25 -1	082	415	099	29-31		310	435	452	938	211	905	74,295	159,288
													60	108	57	700	700
													928	219	962	73,595	158,588
													136	128	128	7,875	7,875
													1134	217	1090	65,720	150,713
																35,000	35,000
																100,720	185,713
													13	102	13	1,200	1,200
													1147	2149	1108	99,520	184,513
													121	116	116	5,150	5,150
																94,370	179,363

SAC FORM 18 APR 55 18 FC 2720

14 FORM-SAC, OFFICE D-1049(38)

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
42-28N 71-17W			275/30													
STRONG AFB CALL PT	CR	085	-1	084	15	099	29-31		425	454	5	1:01	5		94,370	17,500
LINCOLN LAR											1273	3:06	1224		94,270	17,500
GARDNER VOR	CR						28-36		425	425	2830	4:18	1830		48,800	17,500
DETROIT			275/30								3103	7:24	3054		45,820	17,500
3-20W 83-08W	CR	269	0	269	19	278	36-38		425	396	493	1:15	590		11,420	17,500
CHICAGO			275/30								3596	8:39	3586		34,600	119,393
41-51N 87-42W	CR	262	1	263	1	264	36-38		425	396	206	1:31	221		4,450	4,450
LAMONI VOR			280/30								3802	8:10	3805		29,950	174,943
40-36N 93-59W	CR	255	1	257	-5	252	38-40		425	398	295	1:45	314		6,160	6,160
CONCORDIA KANS			280/30								4097	9:55	4119		23,790	104,703
SHAFB	CR	250	1	252	-9	243	38-40		425	399	182	1:27	194		3,600	3,600
			280/30								4279	10:22	4313		20,190	104,703
	CR	180	1	184	-10	174			425	429	46	1:06	46		825	825
											4325	10:28	4359		19,365	104,358



ALPHA BLACK ROUTE GDS PLAN 38-56 "DEVIL FISH" "BROCHORN" (ALTERNATE REFUELING ROUTE)

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT P.	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS
	SAME AS ORIGINAL ROUTE TO CONTROL POINT																
				275/30								156	23	116		6,000	
I	41-54N 78-45W	CR	078	-2	077	46	083	29-31		425	454	938	2:11	905		74,235	159,235
E	42-12N 74-42W	CR	084	-2	083	49	092	29-31		425	459	1121	2:35	1095		69,695	154,695
J	AR IP ALBANY VOR	CR	049	-3	046	15	059	29-31		425	449	50	1:07	47		680	980
K	ORBIT POINT			275/35								1171	2:42	1122		68,715	153,705
L	43-58N 71-55W	CR	048	-3	045	15	060	29-31		425	449	1274	2:56	1225		65,565	151,555
	RENDEZVOUS POINT			275/30								60	1:08	57		700	700
M	44-36N 70-51W	DS	050	-3	047	12	064	15-17		450	449	1339	3:04	1283		65,865	150,855
	END REQUELING			275/25								136	1:28	128		7,875	7,875
	46-02N 68-18W		052	-4	046	20	066	15-17		270	289	1475	3:32	1411		57,990	142,983
	ON LOAD															35,000	35,000
	& TURN											13	1:02	13		1,200	1,200
N	46-03N 67-56W		095			22						1488	3:34	1424		91,790	176,783
O	45-58N 67-19W	CL	097	275/30	097	421	118		IAS			26	1:04	24			
P	44-39N 67-13W	CL	182	275/30					310	370	400	1514	3:38	1448			
Q	44-32N 67-18W L/O	CL	209	270/40	186	421	207			445	444	82	1:11	82			
R	STRONG ARM CALL IN			270/40								06	1:01	06		4,950	4,950
	42-41N 68-38W	CR	208	270/40	214	421	235	29-31		445	424	1502	3:50	1536		86,840	171,833
T	GARDNER VOR			270/40								123	1:8	129		3,770	3,770
	42-32N 72-03W	CR		270/40				29-31		425	405	1725	4:08	1665		83,070	168,063
U	DETROIT			275/30								1500	3:32	1500		26,100	26,100
V	42-20N 83-08W	CR	269	0	269	49	278	28-36		425	425	3225	7:40	3165		46,970	131,963
W	CHICAGO			275/30								493	1:15	530		11,600	11,600
	41-51N 87-42W	CR	262	275/30	263	41	264	36-38		425	396	3924	9:26	3916		30,850	115,813
X	LAMONI VOR	CR	255	280/30	257	-5	252	36-40		425	398	295	1:45	314		6,120	6,120
	CORDIA	CR	250	280/30	252	-9	243	38-40		425	399	4219	10:11	4230		24,730	109,723
Y	SHAFB	CR	180	280/30	184	-10	174			425	429	182	1:27	194		3,110	3,630
				280/30								4407	10:38	4424		21,000	106,093
				280/30								46	1:05	46		825	825
				280/30								4447	10:44	4470		20,275	105,268

SAC FORM 1b 85 878

All Times - SAC, Offset 0-1050 (56)

CONFIDENTIAL

40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Kansas

Part IV. Wing Commander's Remarks

August 1956

1. Hours Flown performing missions ordered by:

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) Operation "Devil Fish"	200:00	162:00
(2) Operation "Some Sweat"	00:00	60:00
(3) Bombing Competition	50:00	50:00
(4) Ferrying Aircraft	<u>00:00</u>	<u>29:00</u>
TOTAL	250:00	301:00

(a) Reference commitment (1). Time programmed not flown due to aborts.

(b) Reference commitment (2). No time programmed due to commitment not received in time.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month.

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	00:00	00:00
2	Strategic Evaluation	00:00	21:00
3	Noncombat ready crew training	418:00	313:00
4	Noncombat ready individual training	75:00	80:00
5	Standardization Flight checks	80:00	90:00
6	Combat ready and above training	507:00	392:00
7	Staff crew proficiency	<u>120:00</u>	<u>130:00</u>
	TOTAL	1200:00	1026:00
	TEST FLIGHTS	00:00	54:00
	HIGHER HEADQUARTERS	<u>250:00</u>	<u>301:00</u>
	GRAND TOTAL	1450:00	1381:00

(a) Reference Priority 2: No time programmed due to crew expected to complete in July.

CONFIDENTIAL

6671c

40-377-C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

- (b) Reference Priority 3: Time programmed not flown due to maintenance cancellations and time devoted to other commitments.
- (c) Reference Priority 4: More time flown than programmed due to longer sorties.
- (d) Reference Priority 5: More time flown than programmed due to longer sorties.
- (e) Reference Priority 6: Time programmed not flown due maintenance cancellations and time devoted to other commitments.
- (f) Reference Priority 7: More time flown than programmed due to longer sorties.

(2) Flying time programmed for the following month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	00:00
2	Strategic Evaluation	00:00
3	USCM "Strong Heart"	403:00
4	"Bench Warmer"	40:00
5	Noncombat ready crew training SAC REG 50-8	227:00
6	Combat ready and above crew training SAC REG 50-8, to include required Standardization board checks.	544:00
7	Compliance with SAC REG 51-26	286:00

2. Weather or local conditions:

Not applicable this reporting period.

3. Air Traffic control delay information.

ATC DELAYS

<u>TYPE</u>	<u>TOTAL NUMBER</u>	<u>TOTAL TIME</u>
Departure	0	00:00
Arrival	<u>0</u>	<u>00:00</u>
TOTAL	0	00:00

DELAYS AFFECTING UNIT MISSIONS

Not applicable for this reporting period.

DELAYS OVER 30 MINUTES

Not applicable for this reporting period.

6671c

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

4. Restrictive directives: Not applicable for this reporting period.
5. Combat crew member gains and losses.
 - a. Crew members gained:
 - One (1) aircom from Wing Staff.
 - Seven (7) aircom from Wichita.
 - Eight (8) Co-pilots from Wichita.
 - Thirteen (13) Observers from Wichita.
 - b. Crew member losses:
 - One (1) Aircom to SES.
 - Two (2) Aircom to Wing Staff.
 - One (1) Aircom permanently grounded.
 - One (1) Co-pilot grounded (fear of flying).
 - One (1) Observer transferred to Portsmouth AFB.
 - Two (2) Observers to Wing Staff.
6. Crew member changes:
 - Five (5) Aircom, Crews S-03, L-06, L-14, IN-59, and L-80.
 - Seven (7) Co-pilots, Crews L-16, R-64, R-81, IN-84, IN-86, IN-05 and IN-28.
 - Four (4) Observers, Crews IN-54, N-56, IN-85, IN-54.
7. New Crews:
 - IN-02, IN-18, N-57, IN-58, IN-59, N-33, N-87, IN-88, IN-89, R-90, IN-91.
8. Crew Status changes:
 - N-25 to R-25, 31 AUG 56, upgraded.
 - N-26 to R-26, 31 AUG 56, upgraded.
 - IN-27 disbanded, 20 AUG 56, AC assigned to another crew, CP assigned to another crew, Obsr assigned to another crew.
 - N-29 to R-29, 31 AUG 56, upgraded.
 - R-35 disbanded, 10 AUG 56, AC to Wing Staff, CP assigned to another crew, Obsr to Wing Staff.
 - R-47 to L-47, 14 AUG 56, upgraded.
 - IN-49 disbanded, 1 AUG 56, all crew members to other crews.
 - N-56 to R-56, 31 AUG 56, upgraded.
 - N-33 to R-33, 31 AUG 56, upgraded.

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

R-62 disbanded, 16 AUG 56, AC to Wing Staff, CP and Obsr to other crews.

L-63 disbanded, 10 AUG 56, AC to Wing Staff, CP to another crew, Obsr to Wing Staff.

L-72 disbanded, 17 AUG 56, AC and CP to other crews, Obsr transferred FCS.

N-87 to R-87, 31 AUG 56, upgraded.

9. Standardization Crews:

a. Wing standardization crew: S-60, 1 AUG 56.

b. Squadron standardization Crews:

(1) 25th BOMRON: S-03, 5 April 56, S-04, 1 AUG 56.

(2) 44th BOMRON: L-37, 19 SEP 55, S-39, 5 April 56.

(3) 45th BOMRON: S-70, 13 July 56.

10. Additional Material and Personnel problems:Material Problems.

- a. The shortage of seven-level supervisory personnel in the "43" career field still continues to adversely effect the maintenance effort and the flying training program in the B-47 Squadrons. At the present time this wing has an assigned strength of 38 personnel as against an authorized 96 in the seven-level career field. This is 40 percent of the authorized strength. All personnel eligible for OJT to this level are continuously under-going training. In the ground powered repairman field, AFSC 472X0, this Wing shows a percentage of 80 percent body manned with an effective manning which is presently 55 percent. This is especially critical in the 5 level area in which 17 are authorized with 7 assigned.
- b. The shortage of drivers through-out this Wing is continuing to hamper the maintenance effort on the flight line, and specialist personnel in the support squadrons are being utilized as drivers of the support squadrons' vehicles as well as carrying out their duties as support squadron specialists. Percentage manned is 61 percent and effective manning is 50 percent. This effects both the Field Maintenance Squadron and the A & E Squadron. Vehicle operator 603X0, authorized 18, assigned 11.
- c. Shortage of non-commissioned officers in the A & E Squadron continues to hamper maintenance effectiveness. Some help has been realized through the recent promotion of ten airmen to NCO grade though NCO manning effectiveness is still only twenty-five percent of authorized strength. Every effort is being made to utilize NCO's in key positions commensurate with career field training and individual capabilities but inadequate supervision continues to be a major problem.
- d. A continuing problem is the B-net radio sets. To date none have been received to implement the communications net as required by SAC Manual 66-12. This is hampering the dispatching of specialist personnel.

CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

- e. Loss of a number of aircraft days during the month greatly affected training accomplishments.

- (1) Aircraft 52-549 has been lost to OCAMA for major maintenance on a cracked fuselage. This aircraft has been lost for 90 days and was estimated to return on or about 27 AUG 56. To date this aircraft has not been declared ready for pickup.
- (2) During the month of August, five aircraft were in drag angle modification, causing 75 aircraft days lost. These aircraft numbers were:
 1. 52-574 17 days
 2. 52-584 8 days
 3. 52-576 12 days
 4. 52-571 21 days
 5. 52-579 17 days
- (3) This Wing was required to make inspection of all engines in accordance with Safe maintenance message 56-11C, reference Eighth Air Force Message DMM4A 41167, 3 AUG 56. This Wing lost eight aircraft days as a result of this safe maintenance message. Four engines were required to be changed as a result of this inspection.

- f. The Wing experienced another month of excessive major maintenance. However, this did not hamper the Wing's effort during the month with the exception of one aircraft. Aircraft 52-158 missed three flights due to an elevator change. We were required to change 30 control surfaces and one forward main strut. A breakdown of these major maintenance changes were:

- (1) 6 flap changes
- (2) 3 flaperon changes
- (3) 20 aileron changes
- (4) 1 elevator change

The heavy work load in both the sheet metal repair and the Air frame sections of the 40th Field Maintenance Squadron necessitated the request of an airframe and sheet metal assistance team from OCAMA on 28 August 56. Subject team, previously assigned from OCAMA, was fully utilized until the expiration of their orders on 24 AUG 56. The work pending at present consists of 64 aileron surface changes, which include removal, repair, and reinstallation which will account for the following estimated man hours: 3072 hours for removal and replacement of the surfaces and 1792 hours for structural repair on the aileron surfaces. In addition, the assigned fuel tank repair team, consisting of five airmen, are experiencing an extremely high amount of fuel leaks from rapid changes in temperature.

- g. This Wing is faced with two anticipated problems.

- (1) This Wing will begin its conversion to new aircraft in OCT. We will also begin sending our present aircraft to depot for modification during this period. This Wing desires the authority to schedule aircraft into the depots. This request is based on a requirement to change tail number schedule to enable this Wing to better meet flying requirements with aircraft that do not have a history of system troubles. All IRAN input dates would be met by substituting those aircraft that require excessive maintenance, and consistently do not have reliable inflight capabilities. This would involve the changing of only two aircraft

5
CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

tail numbers (52-466 in lieu of 52-550 to Boeing and 52-564 in lieu of 52-158 to Lockheed). Message from your headquarters, DMM2 41479, 27 AUG 56, did not favorably consider this request. It is requested that your headquarters again reconsider the Wing's request.

- (b) It is further desirable that a schedule be furnished this Wing pertinent to information on dates and tail numbers of new aircraft pickup. SAC message to your Headquarters, DM4P2-303471, 4 AUG 56, info to this Wing, stated no pickup dates or tail numbers could be given because of the number of bomb Wings converting during this same period. It is imperative for proper scheduling to have this type of information. It is requested that sufficient information be furnished this Wing at the earliest possible date in order to satisfactorily plan our October monthly flying schedule.
- h. Aircraft 52-564: Persistent malfunctions continued to result in loss of training. A team of two auto-pilot personnel from OCAMA arrived on base 17 August and have been working on the aircraft. A test hop revealed major system malfunctions (N-1 Compass) remaining as of this date. Electricians from OCAMA, requested 25 August, arrived on base 27 August to assist in clearing up the remaining malfunctions.
- i. The testing of fuel probes is being seriously hampered by the lack of fuel probe testers, S/N 7CAC-806250. In order to test fuel probes on B-47 and KC-97 type aircraft the following substitute items may be used: S/N 7CAC-806555 tester and S/N 7CAC-131800 box calibration. However, these must be used as a pair to make one complete unit. At present this base has only one box calibration unit assigned (7CAC-131800) and it has become unserviceable during the month of August, it was hand carried to Gentile Air Force Depot where it was coded beyond economical repair "Condemned". One box calibration unit was obtained from Lincoln AFB on loan basis but it is being used by the 40th Air Refueling Squadron at its TDY base. This base is authorized four each S/N 7CAC-806250 fuel probe testers. Estimated delivery date of these items is January 1957. Four each of the two substitute stock numbers were at one time on the base, however, when this equipment became unserviceable it was shipped to depot for repair. Requisitions for replacement items have been returned, coded "Item no longer in production". Request redistribution of at least one within Air Force assets be made at the earliest practicable date. 67-3 action, Number 56-41, has been initiated. The latest information received was from Eighth Air Force indicating the action was being forwarded to SAC.
- j. A shortage of two each wattmeters, Stock Number 7CAC-979564-25, in the A & E Squadron is hampering our maintenance capability. Three each are authorized: one each is on hand: two each were requisitioned on 10 May 1956. Requisition Number 17C-57-23. Coded action received from depot indicates estimated delivery date as December 1956. These wattmeters are required to check AN/arc-27 on pre-flight inspection. Supply difficulty letter Number 57-9 was submitted on 8 July 1956 in accordance with SAC REG 67-3, 13 July 1953. Acknowledgement and receipt has been received from Eighth Air Force indicating action would be taken within five days. No other action has been received this date.

6
CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

- k. Seven each jacks, Type B-4A, Stock Number 8200-368127, are short in the 40th Periodic Maintenance Squadron. Item was requisitioned on 21 November 1955, requisition number 19A-56-81. Action received from AFD 2230 indication that item is back-ordered against contract, estimated delivery date 30 September 1956. Supply difficulty letter number 57-14 was submitted on 27 August 1956 in accordance with SAC REG 67-3. These jacks are urgently required to make retraction tests on all aircraft in the Wing and the shortage of this item is slowing our maintenance operation.
- l. Collimator Assembly, Stock Number 70AC-207550: authorized 6, on hand 3. Of the six authorized, three are under-going repair by contractual maintenance (Sperry Gyro Corporation); one each Collimator was received on 10 August 1956 from contractual maintenance. Estimated date of return of the three presently under-going repair is unknown.
- m. Eleven each compressors, Stock Number 8100-221822-5, are authorized in the Wing. Only six are on hand. Item was requisitioned from AFD on requisition 17A-55-289. Estimated delivery date is 30 January 1957. Local purchase of spare parts to maintain compressors now on hand is ineffective in that the only source of supply is direct from the manufacturer. The critical shortage of spare parts, in addition to being short three each compressors, is greatly effecting the maintenance capabilities and operations of the Wing. In order to alleviate the possibility of bases being without spare parts due to plant strikes it is recommended that spare parts for this type of compressor be centrally procured.
- n. Cooling units to bring cockpit temperatures down on aircraft being worked on, on the flight line is a very definite requirement. At present the Wing is authorized eight each air conditioners, Type A-3, S/N 8200-030375, per squadron. These air conditioners are on requisition from Shelby AFD on the following Base Requisitions: 19A-56-221, 19A-56-220 and 19A-56-254. A UR Serial NR 40BW-56-46, was submitted by the 45th Bomb Squadron on 29 March 1956 indicating unsuitability of A-1 type air conditioners, S/N 8200-172010, and all conditioners were turned into Base Supply. In reply, Shelby AFD agreed that the A-1 cooler, S/N 8200-172010, had proven unsatisfactory for use on B-47 type aircraft. It is requested that reconsideration be given to upgrading the supply priority assigned Smoky Hill Air Force Base.

PERSONNEL PROBLEMS.

- a. Very little change has come about in the personnel situation within this Wing. Our problem areas remain very much the same as before. Almost all of our critical shortages are at the supervisor level and hinder the effective operation of fulfilling our Wing flying, training and maintenance requirements. Outlined below are some of the more critical areas.

(1) 271XO Operations Specialist

	<u>AUTH</u>	<u>ASGD</u>
27130	0	1
27150	2	4
27170	<u>8</u>	<u>4</u>
TOTAL	10	9

CONFIDENTIAL

66710

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

% manned 90%
% eff 60%

(2) 43171E Aircraft Maintenance Technician (Jet over 2)

Manning in the "7" level, B-47 Aircraft Maintenance Technician, continues to be an outstanding shortage in the Wing. There are only 38 airmen assigned in relation to an authorization of 96. All airmen eligible for training to the "7" level in their AFSC are entered in OJT. The lack of adequate supervisors has a definite correlation on the quality of maintenance performed on the aircraft in this Wing.

(3) 472XO Ground Power Repairman

	<u>AUTH</u>	<u>ASGD</u>
47230	3	9
47250	17	7
47270	5	4
TOTAL	25	20

% Manned 80%
% Eff 55%

(4) 603XO Vehicle Operator

The skill level and body manning in this career field hinders the effective operation of Wing as far as movement of aircraft and expediting parts and specialists. There exists a definite requirement for assignment of five experienced Coleman drivers to allow for 24 hour operation in the Bomb Squadrons and normal daily operations in the Support Squadrons.

	<u>AUTH</u>	<u>ASGD</u>
60330	3	1
60350	15	10
TOTAL	18	11

% Manned 61%
% Eff 61%

(5) Photo Interpreter

The skill level and the shortage of one airman in this career field is a critical situation in the Photo Interpreter Section since no provisions are made for filling in from other sections a vacancy in their section. Trained personnel and 100% manned is very essential in their AFSC. One of the two "5" level airmen assigned is scheduled for separation in September. The airman with the longer retainability is an A/2C and cannot be placed on OJT.

	<u>AUTH</u>	<u>ASGD</u>
20650	1	2
20670	2	0
TOTAL	3	2

% Manned 66%
% Eff 50%

CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

(6) 73170 First Sergeant

The shortage of First Sergeants in this Wing is further aggravated by the already existing shortages of supervisor ("7" level) airmen in the Squadrons. "Hard Core" airmen are not to be trained to "Soft Core" career fields and the shortage of "Soft Core" supervisors makes it undesirable to train them as First Sergeants. In July and August the Wing lost two 73170's to overseas assignments. Another first sergeant is departing in September for overseas assignment. Request that qualified first sergeants be assigned to this Wing to fill vacancies created by assignment of 73170's to Base Leadership and Retraining Schools. Authorized 8, assigned 6.

- (7) The Armament and Electronics Maintenance Squadron is critically short of airmen in Non-Commissioned Officer grades as outlined below by major career fields:

<u>AFSC</u>	<u>SSGT</u>	<u>TSGT</u>	<u>MSGT</u>
30153B	4/0		
30173		2/0	1/0
30151A	10/0		
30150B	5/0		
30150C	3/0		
30170	0/1	7/5	7/5
30171		5/1	1/0
30472			0/1
<u>TOTAL</u>	<u>22/1</u>	<u>14/6</u>	<u>9/6</u>
32150E	24/2		
32170E	0/1	21/1	12/2
32350C	20/0		
32370C		5/2	5/0
32371C		1/0	
<u>TOTAL</u>	<u>44/3</u>	<u>27/3</u>	<u>17/2</u>

- b. The following officer shortages exist within this Wing:

1 - Director of Intelligence 2016
 1 - Armament Systems Officer 3234
 1 - Production Control Officer 4355
 1 - Armament Officer 3244

- (1) Two of the Six officers in the Armament and Electronics Maintenance Squadron in the 32 career field are at the entry level. Along with the shortage of NCO's in the squadron, the experience level of the officers is very critical.
- (2) No replacement is available within this Wing to fill the Intelligence Staff Officer (2016) position.

11. Refueling Data:

- a. Number of refueling sorties scheduled and confirmed - 71
- b. Number of Sorties:

CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

- (1) Airborne - 52
- (2) Effecting complete electronic rendezvous - 42
- (3) Transferring required fuel - 42
- c. Number of aborts due to:
 - (1) Adverse weather - 0
 - (2) Aircraft malfunction - 13 B-47
 - (3) Electronic rendezvous equipment malfunction - 0
 - (4) Refueling Equipment malfunction - 0
 - (5) Other causes : Cancellations - 16 TKR CANX
- d. Mass night refuelings:
 - (1) Confirmed sorties - 20
 - (2) Airborne sorties - 16
 - (3) Sorties effecting complete rand. - 12
 - (4) Sorties transferring required fuel - 12

12. Comments and recommendations of the Wing Commander:

- a. This Wing has upgraded twenty (20) non-ready crews to combat ready status during the period of 1 April 1956 to 1 September 1956. At the beginning of this period, there were thirty-four (34) combat ready crews assigned with fifty-four (54) crews forecast to be ready by 1 September 1956. During this period two combat ready crews were lost due to fatal crashes and four (4) combat ready crews were lost due to the following: individual PCS transfers, filling vacancies in Wing Staff and one permanent grounding. This gives the Wing a net gain of fourteen (14) combat ready crews, bringing the total to forty-eight (48) crews.
- b. Accomplishment of heavy weight refuelings has been difficult. All tankers have been furnished by the refueling wings in the northern area, requiring long distances to be traveled for refueling. This has made it necessary to utilize two tankers to accomplish heavy weight refuelings. The heavy upgrading program and the limited number of tankers available has reduced the number of heavy weight refuelings accomplished. With the return of the 40th ARS from TDY, this problem will no longer exist.
- c. The minimums set down by BAF was not accomplished in its entirety for the month of August due to the following:
 - (1) The EMP walk through on 1, 2, & 3 August cost the Wing three flying days.
 - (2) Operation "Devil Fish" on 8 August 1956 and Operation "Some Sweat" on 29 August 1956 did not allow for the type of training needed to meet these minimums.

10

CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

- (3) The heavy upgrading program also further reduced accomplishment of these minimums.

13. Ground training

- a. Combat ready crews attending SAC REG 50-24 requirement 46.
- b. Combat ready crews completing SAC REG 50-24 requirement 46.
- c. Combat ready crews scheduled to attend block ground training in accordance with SAC REG 50-24 during September 13.
- d. Factors precluding crews from completing ground training during August. All crews completed as scheduled.

14. Hi Jinks Tactics

A	B	C	D	E	F	G	H	I
S-03	yes	yes	yes	no	0	10	-	-
S-04	yes	yes	yes	no	0	8	-	-
L-06	yes	yes	no	no	0	5	-	30 Sept.
L-10	yes	yes	yes	no	0	10	-	-
R-11	yes	yes	no	no	0	4	-	30 Sept.
L-12	yes	yes	yes	no	0	9	-	-
L-13	yes	yes	yes	no	0	13	-	-
L-14	yes	yes	yes	no	0	16	-	-
L-16	yes	yes	yes	no	0	18	-	-
R-19	yes	yes	yes	no	0	16	-	-
R-20	yes	yes	yes	no	0	11	-	-
R-21	no	no	no	no	0	0	30 Sept.	30 Sept.
R-23	yes	yes	yes	no	0	6	-	-
R-24	yes	yes	yes	no	0	10	-	-
R-25	yes	yes	no	no	0	3	-	30 Sept.
R-26	no	no	no	no	0	0	30 Sept.	30 Sept.
R-29	no	no	no	no	0	0	30 Sept.	30 Sept.
L-36	yes	yes	yes	no	0	7	-	-
L-37	yes	yes	yes	no	0	7	-	-
L-38	yes	yes	yes	no	0	14	-	-
S-39	yes	yes	yes	no	0	8	-	-
L-41	yes	yes	yes	no	0	6	-	-

11
CONFIDENTIAL

6671C

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

August 1956

A	B	C	D	E	F	G	H	I
R-42	yes	yes	yes	no	0	7	-	-
R-43	yes	yes	yes	no	0	11	-	-
R-44	yes	yes	yes	no	0	9	-	-
L-45	yes	yes	yes	no	0	12	-	-
R-46	yes	yes	no	no	0	3	-	30 Sept.
L-47	yes	yes	yes	no	0	6	-	-
R-48	yes	yes	yes	no	0	8	-	-
R-51	yes	yes	yes	no	0	8	-	-
R-52	yes	yes	yes	no	0	7	-	-
R-33	no	no	no	no	0	0	30 Sept.	30 Sept.
R-56	no	no	no	no	0	0	30 Sept.	30 Sept.
S-60	yes	yes	yes	no	0	6	-	-
R-64	yes	yes	yes	no	0	6	-	-
L-65	yes	yes	yes	no	0	9	-	-
L-66	yes	yes	no	no	0	4	-	30 Sept.
S-70	yes	yes	yes	no	0	8	-	-
R-71	yes	yes	yes	no	0	10	-	-
R-75	yes	yes	yes	no	0	17	-	-
R-77	yes	yes	yes	no	0	7	-	-
R-78	yes	yes	yes	no	0	6	-	-
R-79	yes	yes	yes	no	0	6	-	-
L-80	yes	yes	yes	no	0	8	-	-
R-81	yes	yes	no	no	0	5	-	30 Sept.
R-83	yes	yes	no	no	0	5	-	30 Sept.
R-87	no	no	no	no	0	0	30 Sept.	30 Sept.
R-90	no	no	no	no	0	0	30 Sept.	30 Sept.

15. This document is classified CONFIDENTIAL in accordance with paragraph 3a(2), SAC Regulation 50-23, 1 May 1956.

- 3 Incls:
 Non Ready Tng Program
 1. 25BOMRON
 2. 44BOMRON
 3. 45BOMRON

Berton H. Burns
 BERTON H. BURNS
 Colonel, USAF
 Commander

CONFIDENTIAL

6671c

CONFIDENTIAL

25th BOMB SQUADRON UPGRADING PROGRAM CHART

proj actual not avail

Crew Number	Crew Member	Date Enter	Crew Tng	Prev B-47 Tng	Upgrading Progress							Proj GBR
					10	20	30	40	50	60	70	
N-25	HANAWAY	JULY	513		///	///	///	///	///	///	///	31 AUG
	BORTHICK		111		///	///	///	///	///	///	///	
	MONTGOMERY		187		///	///	///	///	///	///	///	
This crew was upgraded on 31 August as projected.												
N-26	GARRISON	JUNE	480		///	///	///	///	///	///	///	31 AUG
	McEWEN		168		///	///	///	///	///	///	///	
	BORGREN		218		///	///	///	///	///	///	///	
This crew was upgraded on 31 August as projected.												
N-29	BEESON	JULY	516		///	///	///	///	///	///	///	31 AUG
	NYSTROM		207		///	///	///	///	///	///	///	
	MAGLEAN		422		///	///	///	///	///	///	///	
This crew was upgraded on 31 August as projected.												
IN-02	WYMAN	OCT	-		*****	*****	*****	*****	*****	*****	*****	-
	DESPRES		-		*****	*****	*****	*****	*****	*****	*****	
	LOWREY		-		*****	*****	*****	*****	*****	*****	*****	
No upgrading date set for this crew due to members not present for duty.												
IN-05	McCARTY	OCT	-		*****	*****	*****	*****	*****	*****	*****	-
	JOHNSON		-		*****	*****	*****	*****	*****	*****	*****	
	KLINE		-		*****	*****	*****	*****	*****	*****	*****	
No upgrading date set for this crew due to members not present for duty.												
IN-17	HURT	OCT	-		*****	*****	*****	*****	*****	*****	*****	-
	COHN		-		*****	*****	*****	*****	*****	*****	*****	
	HENDERSON		-		*****	*****	*****	*****	*****	*****	*****	
No upgrading date set for this crew due to members not present for duty.												
IN-18	KEISER	-	-		*****	*****	*****	*****	*****	*****	*****	-
	HEINRICH		-		*****	*****	*****	*****	*****	*****	*****	
	GRIFFITHS		-		*****	*****	*****	*****	*****	*****	*****	
No upgrading date set for this crew due to members not present for duty.												
IN-28	MARPIL	OCT	-		*****	*****	*****	*****	*****	*****	*****	-
	MAY		-		*****	*****	*****	*****	*****	*****	*****	
	HARDING		-		*****	*****	*****	*****	*****	*****	*****	
No upgrading date set for this crew due to crew members not present for duty.												
SPARE	WETZEL (AC)		50		///	///	///	///	///	///	///	
	GERE (O)		-		*****	*****	*****	*****	*****	*****	*****	
	GREY (O)		-		*****	*****	*****	*****	*****	*****	*****	

CONFIDENTIAL

6671C

CONFIDENTIAL

44th BOMB SQUADRON UPGRADING PROGRAM CHART												
PROJ ACTUAL NOT AVAIL												
Crew Number	Crew Member	Date Crew Enter Tng	Prev B-47 Tng	0	10	20	30	40	50	60	70	Proj CBR
N-33	JOHNSON FASLER PAGLIERO	AUGUST	555 688 726									31 AUG
This crew was upgraded on 31 AUG as projected.												
N-56	THOMAS KEMPTON HITT	MAY	559 127 107									28 AUG
This crew was upgraded to Ready on 31 AUG 86.												
N-57	ASH THOMAS M-EWAN	AUGUST	516 130 82									28 SEPT
IN-53	ADAMS SPEARS WARD	SEPT	46 19 56									29 NOV
IN-54	CRANE GRAY AKITA	OCT	188 - -									28 OCT
IN-55	HARRINGTON FENWICH FOWLER	OCT	- - -									-
No upgrading date assigned due to crew members not present for duty.												
IN-58	SUMMERLAND DART CARPENTER	OCT	- - -									-
No upgrading date assigned due to crew members not present for duty.												
IN-59	CARLSON JARRETT FLEMMING	OCT	- - -									-
No upgrading date assigned due to crew members not present for duty.												
SPARES	KRAMER (CP) MCMULLEN (O) HAYES (O) BAILEY (O) MANGAN (O)	Due 8 Oct PFD Due 20Aug PFD PFD	- - - - 77									

CONFIDENTIAL

66710

CONFIDENTIAL

45th BOMB SQUADRON UPGRADING PROGRAM CHART		PROJ ACTUAL NOT AVAIL		*****									
Crew	Crew	Date Crew Enter	Crew Tag	Prov B-27 Tag	0	10	20	30	40	50	60	70	Proj CBR
M-87	DRURY HEFFERNAN CONNETT	AUGUST		568 151 170	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	31 AUG
This crew was upgraded on 31 August as projected.													
IN-84	NICHOLAS HAMILTON DAVIS, R.L.	SEPT		0 48 0	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	-
No crew upgrading date assigned due to crew members not present for duty.													
IN-85	AULL HANNAH MISPAGEL	OCT		- - -	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	10
No crew upgrading date assigned due to crew members not present for duty.													
IN-86	HAMILTON FRANCIS SANDAHL	OCT		- - -	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	-
No crew upgrading date assigned due to crew members not present for duty.													
IN-89	MAGNAN MOCARSKI McKITTERICK	OCT		- - -	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	-
No crew upgrading date assigned due to crew members not present for duty.													
IN-91	GOPENHAVER ASTORINO KING	OCT		- - -	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	-
No crew upgrading date assigned due to crew members not present for duty.													
IN-83	PURCELLEY MAZINGO TURNER	OCT		- - -	0-67	0-67	0-67	0-67	0-67	0-67	0-67	0-67	-
No crew upgrading date assigned due to crew members not present for duty.													

CONFIDENTIAL

6671C

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I						UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL																						
						40th Bombardment Wing, Medium	August 1956	1	6	5-SAC-T12																						
A. GENERAL					B. BOMBING					C. NAVIGATION						D. REFUELING																
1	2	3	4	5	6	7	8		9			10			11				12	13		14	15	16		17	18					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	TOTAL	NR OF CIRCULAR REL. ERROR	TOTAL LEGS	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT-TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT						
							MACH #1 WITH 180A	FIXED ANGLE					1	2	3	4		1	2			NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35			
S-60	B0047	001	006																													
S-03	B0047	001	004	Co-pilot TDY, Obex referee for bombing competition.																												
S-03	B0047			No accomplishments by new aircraft commander - DNI.																												
S-04	B0047	013	080										004	008	008	017	017															
S-04	B0047												002	018	043																	
S-39	B0047	007	050																													
S-70	B0047	001	007							003																						
L-37	B0047																															
STANDBOARD TOTAL		023	147							003			006																			
L-06	B0047	001	011																						001	001	01	01				
L-06	B0047			No accomplishments by new aircraft commander.																												
L-10	B0047	001	004																		001											
L-12	B0047	014	081										004	004	010	017	033															
L-13	B0047	002	012							001									001	024												
L-14	B0047	003	019							002			001	018					001	004												
L-14	B0047																															

SAC FORM 15 4-54 15 PREVIOUS EDITION IS OBSOLETE. FC 272

40-3777-C

Air Force-SAC, Other 66710 (When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 2	NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12										
A. GENERAL					B. BOMBING					C. NAVIGATION					D. REFUELING														
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 BOMBER STREAM	7 RES. AT MACH .81	8 RADAR ATTACKS CAMERA SCORED		9 VIS. ATTACKS CAMERA SCORED	10 VISUAL RELEASES			11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID CIRCULAR ERROR		14 RADAR GRID	15 PRESS. PAT. TENN	16 TOTAL REFUELINGS		17 MASS NIGHT REFUELINGS		18 MAX GROSS WEIGHT NIGHT			
							MACH .81 WITH IBSA	FIXED ANGLE		TOTAL	NR OF CIRCULAR REL.	CIRCULAR ERROR	TOTAL LEGS	1	2	3		4	NR OF LEGS			TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
L-36	B0047	001	005	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	001	-	-	001	001	-	-	-	-	-
L-36	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-36	B0047	001	006	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-38	B0047	007	034	-	-	-	004	-	004	002	-	-	001	003	-	-	-	-	-	001	004	-	-	-	-	-	-	-	-
L-41	B0047	001	007	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-45	B0047	002	010	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	001	002	-	-	-	-	-	-	-	-
L-49	B0047	001	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-55	B0047	002	011	-	-	-	-	-	-	002	-	-	001	002	-	-	-	-	-	001	009	-	-	-	-	-	-	-	-
L-56	B0047	008	034	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-72	B0047	002	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-80	B0047	003	017	-	-	-	001	-	-	002	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	-	-	-	-
L-80	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-87	B0047	-	-	Crew upgraded to Lead status, 14 August.										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Lead & Select Total		049	264	-	-	-	005	001	005	013	-	-	007	-	-	-	-	-	-	006	-	-	002	002	01	01	-	-	-
R-47	B0047	002	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	011	-	-	-	-	-	-	-	-
R-11	B0047	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	01	01	-	-

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium

MONTH: August 1956

PAGE NUMBER: 3

NUMBER OF PAGES: 6

REPORTS CONTROL: 5-SAC-T12

GENERAL			BOMBING							NAVIGATION										REFUELING									
1 SERIAL NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 RANGE IN STRECH	7 RADAR AT MACH 81	8 RADAR ATTACKS CAMERA SCORED			9 VISUAL ATTACKS SCORED MACH 81	10 VISUAL RELEASES			11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID		14 RADAR GRID	15 PRESS. PAT. TERN	16 TOTAL REFUELINGS		17 MISC NIGHT REFUELINGS				
							MACH 81 WITH IRDA	FIXED ANGLE	TOTAL		NR OF CIRCULAR REL.	NR OF CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR			NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	
														1	2	3	4			1									2
	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27		
P-19	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
P-20	B0047	004	027	-	-	-	-	-	-	-	-	-	001	019	-	-	-	001	001	005	-	-	-	001	001	01	01		
P-21	B0047	001	024	-	-	-	-	-	-	004	-	-	001	013	-	-	-	001	001	032	-	-	-	001	001	01	01		
P-23	B0047	002	009	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
P-24	B0047	004	021	-	-	-	-	-	-	004	-	-	-	-	-	-	-	001	013	-	-	-	-	001	001	01	01		
P-25	B0047	-	-	Crew disbanded 10 August.							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
P-26	B0047	004	024	-	-	-	002	-	-	-	-	-	-	-	-	-	-	001	020	-	-	-	-	002	002	01	01		
P-28	B0047	006	030	-	-	-	-	-	-	002	-	-	001	003	-	-	-	001	017	-	001	-	-	-	-	-	-		
P-30	B0047	002	015	-	-	-	-	-	-	002	-	-	-	-	-	-	-	001	015	-	-	-	-	-	-	-	-		
P-35	B0047	005	031	-	-	-	-	-	-	004	-	-	001	011	-	-	-	001	001	010	-	-	-	001	001	-	-		
P-36	B0047	005	028	-	-	-	003	-	-	004	-	-	001	016	-	-	-	001	000	-	-	-	-	-	-	-	-		
P-37	B0047	005	033	-	-	-	-	-	-	003	-	-	001	005	-	-	-	001	010	-	-	-	-	002	002	01	01		
P-38	B0047	002	018	-	-	-	-	-	-	-	-	-	001	015	-	-	-	001	014	-	-	-	-	002	002	01	01		
P-52	B0047	003	014	-	-	-	003	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	01	01		
P-54	B0047	004	025	-	-	-	-	-	003	003	-	-	001	026	-	-	-	-	-	-	-	-	-	001	001	-	-		
P-56	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
P-71	B0047	004	026	-	-	-	-	-	-	002	-	-	001	018	-	-	-	-	-	-	-	-	-	002	002	01	01		

134 PREVIOUS EDITION IS OBSOLETE.

48710

AF Form-54C, (Rev. 9-16-55)

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART I

UNIT
40th Bombardment Wing, Medium

MONTH
August 1956

PAGE NUMBER
4

NUMBER OF PAGES
6

REPORTS CONTROL NO.
5-SAC-T12

GENERAL						BOMBING						NAVIGATION										REFUELING																										
1 SERIAL NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 BOMBING SYSTEM	7 SUBST. MACH. NO.	8 RADAR ATTACKS CAMERA SCORED				9 RADAR ATTACKS CAMERA SCORED		10 VISUAL RELEASES		11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID		14 RADAR GRID	15 PRESS. PAT. TERN	16 TOTAL REFUELINGS		17 MSS NIGHT REFUELINGS		18 MACH. NO.																				
							MACH. NO. WITH ISDA	FIXED ANGLE	MACH. NO. WITH ISDA	FIXED ANGLE	TOTAL	HR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR				TOTAL LEGS	CIRCULAR ERROR		HR OF LEGS	HR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.																			
															1	2	3	4		1	2																											
	18-15	17-19	21-23	29-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54			
001	B0047	006	027	-	-	-	002	-	-	003	-	-	001	042	-	-	-	-	001	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
002	B0047	001	005	-	-	-	-	-	-	002	-	-	001	045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
003	B0047	005	024	-	-	-	-	-	001	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
004	B0047	002	013	-	-	-	-	-	-	004	-	-	001	015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
005	B0047	005	031	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	029	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
006	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
007	B0047	002	011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
008	B0047	001	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	008	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
009	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
010	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
011	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
012	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
013	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
014	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
015	B0047	-	-	-	NEGATIVE	-	CREW UPGRADED	-	TO READY	STATUS, 31	AUGUST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
016	READY	079	466	-	-	-	010	-	004	041	-	-	012	-	-	-	-	004	014	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
017	B0047	003	016	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

U.S. AIR FORCE FORM 134 PREVIOUS EDITION IS OBSOLETE. (When Filled In)

6671E AIR FORCE - SAC, ORR (O-NEWS)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 1	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12												
E. GENERAL	F. DRY CONTACTS	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING				J. FORMATION				K. PILOT PROF.	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK					
19	20	21		22		23		24		25		26		27		28		29		30		31	32	33	34	35	36	37		
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-13/76 RENDEZVOUS		PER CENT FIRE-OUT MAX LOAD		NR OF S.E.O. GUNNERY MISSIONS		ATTACK MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR DIRECTED APPROACHES	NR OF AIRBORNE PILOT-CUMMANT POSITION	MONTH LAST STANDARDIZATION COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	NR OF S.E.O. GUNNERY MISSIONS	ATTACK MISSIONS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR DIRECTED APPROACHES	NR OF AIRBORNE PILOT-CUMMANT POSITION	MONTH LAST STANDARDIZATION COMPLETED		
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71		
S-60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	MAY		
S-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB	
S-03	No accomplishments by new aircraft commander - DNIF.											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S-04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	003	003	AUG		
S-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	-	-	DEC		
S-70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	APR		
L-37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JUN		
STDED TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	008	004	003	-		
L-06	-	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	008	008	-	-	001	-	FEB		
L-06	No accomplishments by new aircraft commander.											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	AUG		
L-12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	007	011	-	JUN		
L-13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	AUG			
L-14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	AUG		
L-14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-			
L-16	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	003	-	-	-	-	MAY		

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II														UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 2	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12									
E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING				J. FORMATION			K. PILOT PROF.	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK							
19 CREW NUMBER	20 NR OF DRY CONTACTS	21 TOTAL RENDEZVOUS		22 DURING DARKNESS		23 AN/APN-12/76 RENDEZVOUS		24 PER CENT FIRE-OUT MAX LOAD		25 NR OF SE.G. MISSIONS	26 FIGHTER ATTACK MISSIONS	27 BIG SNOW		28 LITTLE SNOW		29 LITTLE RIVER		30 BIG PHOTO CHATTER RUNS		31 TOTAL HOURS	32 HOURS ABOVE 30,000	33 HOURS BELOW 10,000	34 NUMBER OF COMPLETE MISSIONS	35 NR OF ATO TAKE-OFFS	36 NR OF WATER INJECTION TAKE-OFFS	37 NR OF AIRBORNE RADAR DIRECTED APPROACHES	38 NR OF HOURS FLY-COMBAT POSITION	39 MONTH LAST STANDARDIZATION COMPLETED			
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.												
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71			
L-15																															
L-16																												001	FEB		
L-18																									003	001			AUG		
L-21																														JUN	
L-45																														JUL	
L-43																							001							JUL	
L-45																									001					MAY	
L-46																									004					AUG	
L-72																									001					JAN	
L-80																														AUG	
L-80																										001					
L-47 A & S	CREW upgraded to lead status, 14 August.																														AUG
Total	002	002	001	001	001	001	001														011	011		002		018	014	001			
L-47																										001					AUG
B-11																															JUN
B-19																															APR

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 3	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12												
E. GENERAL	F. DAY CONTACT	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING				J. FORMATION			K. PILOT PROF.	L. ATO	M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK							
19 CREW NUMBER	20 NR OF DAY CONTACTS	21 TOTAL RENDEZVOUS		22 DURING DARKNESS		23 AN/APN-12/76 RENDEZVOUS		24 PER CENT FIRE-OUT MAX LOAD		25 NR OF S.E.G. GUNNERY MISSIONS		26 FIGHTER MISSIONS		27 BIG SNOW		28 LITTLE SNOW		29 LITTLE RIVER		30 BIG PHOTO CHATTER RUNS		31 TOTAL HOURS	32 HOURS ABOVE 30,000'	33 HOURS BELOW 10,000'	34 NUMBER OF COMPLETE MISSIONS	35 NR OF ATO TAKE-OFFS	36 NR OF WATER INJECTION TAKE-OFFS	37 NR OF AIRBORNE RADAR DIRECTED APPROACHES	38 NR HOURS PILOT SUPPLEMENTARY POSITION	39 MONTH LAST STANDARDIZATION CHECK COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	NR OF S.E.G. GUNNERY MISSIONS	FIGHTER MISSIONS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR DIRECTED APPROACHES	NR HOURS PILOT SUPPLEMENTARY POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED		
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71		
B-20	-	001	001	001	001	001	001	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY	
B-21	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	003	003	-	-	001	-	-	AUG	
B-23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JUN	
B-24	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	007	007	-	-	002	001	001	APR	
B-35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB	
B-42	009	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	AUG	
B-43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	004	-	-	JUN	
B-44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	JUL	
B-46	009	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	-	-	JUN	
B-48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	-	JUL	
B-51	-	002	002	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-	-	004	-	-	JUN	
B-52	006	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	004	-	-	002	-	-	AUG	
B-62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	001	-	-	JAN	
B-64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	-	-	JUN	
B-64	No accomplishments for new co-pilots							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
B-71	006	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	003	003	-	-	003	001	-	JUN	
B-75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	-	-	AUG	

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 404 th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 5	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-040-772													
E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY		I. ECM JAMMING						J. FORMATION			K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRE-FLIGHT		O. STAN CHECK				
19 CREW NUMBER	20 NR OF DRY CONTACTS	21 TOTAL RENDEZVOUS		22 DURING DARKNESS		23 AN/APN-12/76 RENDEZVOUS		24 TOTAL NR OF MISSIONS	25 PER CENT FIRE-OUT MAX LOAD		26 NR OF F.I.G. MISSIONS	27 FIGHTER ATTACK MISSIONS	28 BIG SNOW		29 LITTLE SNOW		30 LITTLE RIVER		31 BIG PHOTO CHATTER RUNS		32 TOTAL HOURS	33 HOURS ABOVE 20,000	34 HOURS BELOW 10,000	35 NUMBER OF COMPLETE MISSIONS	36 NR OF ATO TAKE-OFFS	37 NR OF WATER INJECTION TAKE-OFFS	38 NR OF AIRBORNE RADAR DIRECTED APPROACHES	39 NR OF PRE-FLIGHT POSITION	40 MONTH LAST STANDARDIZATION CHECK COMPLETED		
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.											
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71			
N-29	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	ATG	
N-56	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	ATG	
N-56	001	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000
N-27	003	008	008	003	003	008	008	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	ATG	
N-23	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	MAJ
N-27	006	006	006	003	003	006	006	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000
NCR	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000
TOTAL	050	018	018	007	007	008	010	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000
Wing Total	138	020	020	013	013	026	026	000	000	000	004	000	000	000	000	000	000	000	000	000	047	047	000	000	000	000	000	000	000	000	000
1	138	009	009	002	002	004	004	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000
PRACTICE	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000

66710

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 1		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12			
P. GENERAL		2. EMERG. DRILL		3. SIM STR. REPORTS		4. NIGHT CELL		T. AIR WEAPONS		U. MISCELLANEOUS													
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NO. OF CREW MEMBERS IN PROCEDURAL DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	Ordnance G. W. M.	Rec. Equip T&R	Max Alt/Height Cover/Wt.	Dispense Rate	Av. Wgt.	TO	LDG	GCA	IIAS	PI	MI	II	GYFO_OUT					
9-10																							
S-60	001												01	01	04	02	01						
S-03													01	01									
S-03 AC	No accomplishment by this crew member.																						
S-04													11	01	13	05							
S-39													06	07	03	01	01		01				
S-70														01	02								
L-17															05								
TOTAL SERVCD	001												19	02	25	11	07	02	01		01		
L-18			001										01	01	01								
L-08 A	No accomplishment by this crew member.																						
L-10	001												01	01									
L-12	001												11	03	12	02	08	02					
L-13													02	02									
L-14															01	01	01						
L-14													03	05	02	01							
L-16						01	01						01	01	01								

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																		UNIT 40th Bombardment Wing, Medium				MONTH August 1956		PAGE NUMBER 2		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12		
P. GENERAL	D. EMERG. DRILL		B. SIM. STR. REPORTS		L. NIGHT CELL	T. AIR WEAPONS				U. MISCELLANEOUS																				
30	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61							
REF. NUMBER	NO. OF EMERGENCY DRILLS	NO. OF STRIKE REPORTS	NO. OF NIGHT CELL MISSIONS	NO. OF MISSIONS (Aircraft)	NO. OF SIMULATOR MISSIONS	Optional Gross Wt. 20 Min.		Refueling from one Tanker		Max inflight Gross Wt.		Distance out		TO	LDG	GCA	ILS	PPI APPROACH		GYRO-OUT APPROACH										
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUC	ATT	SUC	ATT	SUC			AC	CP	AC	CP	AC	CP	AC	CP	AC	CP							
	No. of accomplishments by trainees - new members																													
L-15	001													01	01			02												
L-18	001													05	02	07	03	01	01	05	01	01			01					
L-21														01		01														
L-25														02		01														
L-29														01		01														
L-30														01		01														
L-34														01	01	07	01	02	01			01								
L-37														02		02														
L-38														02	01	06	07	02	01			01								
L-45																														
L-45	001		001			01	01							08	10	50	15	20	10	03	02	62			01					
L-17														02		05	02													
L-11														02		02														
P-19																														

SAC FORM 15 MAR 54 186 PREVIOUS EDITION IS OBSOLETE. FC 2720

46710 AF Form 1-SAC, OMAF

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																		UNIT 40th Bombardment Wing, Medium		MONTH August 1956		PAGE NUMBER 3		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12			
P. GENERAL	Q. EMERG. DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS										57	58	59	60	61									
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61						
CREW NUMBER	NO. OF CREW EMERGENCY DRILLS	NUMBER OF SIMULATED REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF AIR WEAPONS (Aircraft)	NUMBER OF AIR WEAPONS (Missions)	Optional Gross Wt. 20 Min.		Refueling from one Tanker		Max inflight Gross Wt.		Dis pence out	TO	LDG	GCA	ILS	PPI APPROACH		GYRO-OUT APPROACH										
6-10	13-15	17-19	21-23	25-27	29-31	ATI	SUC	ATT	SUC	ATT	SUC		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP							
R-20			001											01	02	05	01												
R-21														03	03	03													
R-23														02	02														
R-24	001		001											01	01	01	01												
R-25		Crew disbanded																											
R-22			001			01	01							03	02	03	03	02											
R-29														07	07	05	05	05		01	01	05	02						
R-26														01	01	14	01	01											
R-27						01	01							05	01	02													
R-28														04	01	05	01	01											
R-21			001											02	02	03	01	02		01	01								
R-20			001			01	01							01	01	01	01	01											
R-22			001											03	02	01			01										
R-23						01	01							01	02	02													
R-24														* 01	* 01	* 01													
R-71			001			01	01							04	04	03	02		03				02						
R-75														06	04	02	02												

SAC FORM 15 MAR 54 1840 PREVIOUS EDITION IS OBSOLETE. FC: 2720

66710

Air Force-SAC, Other

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III														UNIT 40th Bombardment Wing, Medium		MONTH August 1956		PAGE NUMBER 4		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12				
P. GENERAL		Q. EMERG. DRILL		R. SIM. STR. REPORTS		S. NIGHT CELL		T. AIR WEAPONS				U. MISCELLANEOUS														
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NO. OF CREW EMERGENCY PROCEDURE DRILLS	NO. OF CREW STRIKE REPORTS	NO. OF NIGHT CELL MISSIONS	NO. OF NIGHT CELL MISSIONS	NO. OF MISSIONS (Aircraft)	NO. OF SIMULATOR MISSIONS	Optional Gross Wt. 20 Min.	Re-fueling from one Tanker	Max inflight Gross Wt.	Dis-pense out	TO	LDG	GOA	ILS	PRI APPROACH	GYRO-OUT APPROACH										
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUC	ATT	SUC	ATT	SUC	AC	CP	AC	EP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	
R-77	001	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	
R-78	-	-	001	-	-	-	-	-	-	-	-	01	02	03	04	01	02	-	01	01	-	-	-	-	03	
R-79	001	-	-	-	-	-	-	-	-	-	-	01	01	01	-	-	-	-	01	-	-	-	-	-	-	
R-81	001	-	-	-	-	-	01	01	-	-	-	01	01	01	01	-	-	-	01	-	-	-	-	-	-	
R-81	-	-	-	-	-	-	-	-	-	-	-	02	01	01	01	-	-	-	02	-	-	-	-	-	-	
R-8	-	-	-	-	-	-	-	-	-	-	-	02	01	03	01	01	-	-	-	-	-	-	-	-	-	
R-91	001	-	-	-	-	-	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-	-	-	
R-21	Crew upgraded to Ready status 11 Aug 56.																									
R-74	Crew upgraded to Ready status 11 Aug 56.																									
R-29	Crew upgraded to Ready status 11 Aug 56.																									
R-31	Crew upgraded to Ready status 11 Aug 56.																									
R-56	Crew upgraded to Ready status 11 Aug 56.																									
R-87	Crew upgraded to Ready status 11 Aug 56.																									
R-121	001	-	008	-	-	06	06	-	-	-	-	01	02	02	01	02	-	-	01	01	01	01	-	-	01	
R-25	-	-	-	-	-	-	-	-	-	-	-	03	01	01	02	01	-	-	-	-	-	-	-	-	-	
R-26	-	-	-	-	-	-	-	-	-	-	-	05	01	08	05	01	-	-	-	-	-	-	-	-	-	

SAC FORM 13 6-55 1840 PREVIOUS EDITION IS OBSOLETE. FC 2720

6671C Air Force-SAC, Offit

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III													UNIT		MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL	
													40th Bombardment Wing, Medium		August 1956		5		5		5-SAC-T12	
P. GENERAL	Q. EMERG. DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS						51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NO. OF CREW EMERGENCY DRILLS	NO. OF SIMULATED REPORTS	NO. OF NIGHT CELL MISSIONS	NO. OF AIR WEAPONS LAUNCHED	NO. OF AIR WEAPONS MISSED	Optional Gross Wt. 20 Min.	Refueling Time per Tanker	Max inflight Gross Wt.	Dis pens out	TO	LDC	GCA	ILS	PEL APPROACH	GYRO APPROACH							
9-10	13-15	17-19	21-23	25-27	29-31	ATT	SP	ATT	SP	ATT	SP											
N-2	10					12	10															
N-3						12	12															
N-4																						
N-5						07	5															
N-6																						
N-7																						
TOTAL	10					32	27															
WING TOTAL																						
						24	19															
1 crew, 1 crew, 1 crew, 28 combat ready crews, 1 crew ready, 28 crew being re-																						

POST ON ALL BULLETINE BOARDS

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas


C

6 August 1956

SUBJECT: Commendation

TO: All Personnel

1. During the period 1 August through 3 August 1956, 802d Air Division conducted an EWP walk-thru which was directed and monitored by an assistance team from Eighth Air Force. This Division was rated excellent and fully capable of performing its EWP mission.
2. I wish to take this opportunity to commend each individual in the 802d Air Division for your outstanding manner of performance during this exercise. The results achieved would not have been possible without your wholehearted cooperation and support.
3. The leadership displayed by all commanders and supervisors within the 802d Air Division was outstanding and was directly responsible for the success of this exercise. Please accept my congratulations and appreciation for a job well done.


JAMES W. WILSON
Colonel, USAF
Commander

HEADQUARTERS
1956 BOMBING COMPETITION TASK FORCE
40th Bombardment Wing
Smoky Hill Air Force Base
Salina, Kansas

OPERATIONS MEMO #1:

1. The following crews will train for participation in the 1956

SAC Annual Bombing, Navigation and Reconnaissance Competition:

S-04 A/C Major Paul E. Dunaway
P 2NDLT Daniel J. Foley
O Major Robert W. Smith

L-12 A/C Captain Perley L. Mosier
1STLT Richard A. Jones
Captain John W. Osborn

S-39 A/C Major Walter T. Galligan
Captain George D. Moore
Major Richard K. Hamilton

2. Aircraft Assignments:

S-04 B-47E 52-575
L-12 B-47E 52-554 (until 16 Jul; after 16 Jul, 52-557)
S-39 B-47E 52-164

3. Flight Schedule for July 1956:

6 Jul - Takeoff 1445C
11 Jul - Takeoff o/a 1445C WGN Lockbourne AFB
13 Jul - Takeoff o/a 1945d
16 Jul - Takeoff o/a 2245C
20 Jul - Takeoff o/a 1445C
25 Jul - Takeoff o/a 1445C

4. Special arrangements have been made by higher headquarters and coordinated with the bomb sites to permit practice runs by the three selected crews named in paragraph 1 above.

5. Briefings will be held at the 25th Bomb Squadron Briefing Room at 1230 CST the working day prior to each flight.

CERTIFIED TRUE COPY

James W. Rusdall
JAMES W. RUSDALE
1STLT, USAB

/s/ Richard E. Burgess
/t/ RICHARD E. BURGESS
LTJCOL., USAF
Task Force Commander

TRUE COPY

TRUE COPY

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO

4 September 1956

SUBJECT: Report on SAC Bombing Competition 1956

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

1. Overall results of the Annual SAC Bombing Competition placed the 40th Bombardment Wing 28th in bombing, navigation, and an overall standing of 28. Forty-two wings participated in the Competition.
2. Considering in detail the overall CEA's of the winning Wing, our goal for competition crews should be 500' CEA bombing and 3 mile CEA for navigation for 1957.
3. To attain these results in bombing, we must develop bombardiers who bomb exclusively from the "B" Scope. The navigation scores can only be attained if we emphasize this training and have our crews practice pre-computation navigation missions. All celestial observations for navigation missions should be accomplished by use of a periscopic sextant.
4. The bombing procedures of other units placing well were as follows:
 - a. Completely solved for bombing ballistics within 50 miles of target if possible considering terrain.
 - b. Wing run procedure: Take half of wind out on first of a series of short wind runs. On next of two or three, take out all of it. From TG 75 to 60 refine aiming point. At TG 60 seconds, lock on return, turn memory point on and ride return to bombs away.
 - c. A procedure used by one crew for making Visual RBS runs which should be investigated is:
 - (1) Synchronize for rate with "B" Scope.
 - (2) Synchronize for course with optics.
5. Navigation procedures used by wings which placed well are as follows:

TRUE COPY

TRUE COPY

HQ 40BWM 40DO Subject: Report on SAC Bombing Competition 1956

- a. Do not use a star within a 20° arc fore or aft of wing.
 - b. Make final correction to destination by turning on a fix approximately 8 minutes from destination, using reverse air-plot to determine final heading
 - c. Consider time of turn in final alteration to destination; also adjust ETA depending on amount of turn.
6. Slides are being prepared for your use at Commander's Call depicting some of the significant statistics.

s/t/RICHARD B. BURGESS
LTCOL, USAF
Project Officer
Annual SAC Bombing Competition 1956

cc: 40DOB
40DOT

CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGDALE
1STLT, USAF

SEE EXHIBIT NO 11

SECRET

40TH
BOMBARDMENT
WING M



OPERATIONS

SECRET

no. 401-57

40-3776-5

AIR FORCE - 16 MAR, 1957

SECRET

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DOP

15 August 1956

SUBJECT: 40th Bombardment Wing Operations Plan 401-57

TO: See Distribution

1. The enclosed Operations Plan 401-57, has been prepared in compliance with Letter, Headquarters SAC, "EWP Capability Inspections", (Secret), dated 26 May 1956. It supersedes 40th Bomb Wing Operations Plan 400-1, dated 25 July 1956, which may be removed from the files and destroyed. This Operations Plan deletes previous route and timing conflicts with 310th Bomb Wing Operations Plan 401-57.

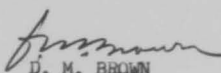
2. Effective date of this plan is 1 September 1956, pending return of the 40th Air Refueling Squadron and receipt of plan approval from Headquarters SAC.

3. Unclassified nickname: "SHOW DOWN".

4. This plan is classified "SECRET" in accordance with AFR 205-1.

FOR THE COMMANDER:

1 Incl
40BW OPLAN 401-57


D. M. BROWN
Major, USAF
Adjutant

SECRET

SECRET

TABLE OF CONTENTS

40TH BOMBARDMENT WING, MEDIUM

OPERATIONS PLAN

SERIAL NR 401-57

"SHOW DOWN"

BASIC OPERATIONS PLAN

ANNEX "A" - INTELLIGENCE

ANNEX "B" - OPERATIONS

APPENDIX "1" - Route Chart

APPENDIX "2" - B-47 Flight Plans

APPENDIX "3" - Crew Schedules

APPENDIX "4" - Sequence of Events

ANNEX "C" - COMMUNICATIONS AND ECM

ANNEX "D" - AIR REFUELING

APPENDIX "1" - Navigators KC-97 Flight Plans

APPENDIX "2" - Engineers KC-97 Flight Plans

~~_____~~
~~_____~~

SECRET

40BW OPLAN 401-57
15 Aug 56

~~SECRET~~

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
15 August 1956

OPERATIONS PLAN NR 401-57

CHART OR MAP REFERENCES: JN CHARTS AS REQUIRED.

TASK ORGANIZATIONS:

40WQROM	MAJOR D. M. BROWN
25BOMRON	LTCOL E. P. CLARK
44BOMRON	LTCOL L. T. SHULER
45BOMRON	LTCOL W. G. IVEY
40AREFS	LTCOL T. S. BOHMAN
40A&ERON	LTCOL J. C. MINAHAN
40PMRON	MAJOR F. B. GERVAIS
40FMRON	MAJOR L. D. TATE

1. GENERAL SITUATION:

a. Enemy Forces: See Annex "A"

b. Friendly Forces:

- (1) 802d Air Base Group will provide:
 - (a) Required security forces.
 - (b) Necessary transportation.
 - (c) Pits and trucks for rapid refueling.
 - (d) Mess hall and flight lunch facilities.
 - (e) Photo Lab support.
 - (f) Required Supply support.
 - (g) Air Traffic control and Weather support

40BW OPLAN 401-57
15 Aug 56

~~SECRET~~

- (2) EBS Detachment, Oklahoma City, will provide scoring of all free style simulated bomb runs on target Delta.

e. Assumptions:

- (1) The SAC Inspector General, Strategic Air Command, will deliver, without prior notice, the implementing directive from the Commander-in-Chief and include any additional instructions or ground rules that may be required.
- (2) This operation will follow an evaluation of the units capability to execute all requirements of the assigned emergency war plans up to take-off.
- (3) The Inspector General will establish an E Hour for the EMP phase of the exercise and H Hour times for each wave in the profile mission. Normally, these H Hour times will provide for a 15 hour stand down period after the scheduled EMP take-off times to permit off loading of weapons and cargo and provide for crew rest. Timing will probably follow 50 plan schedules but may be speeded up to resemble 55 plan timing (20 aircraft airborne in twelve (12) hours.

2. MISSION: An evaluation of a profile mission planned by the unit to include all possible tactics employed in the unit's strike plan.

3. TASKS FOR SUBORDINATE UNITS:

a. 25, 44, 45BOMBOW and 40AREFS will:

- (1) Provide aircraft and crews in accordance with EMP mission obligations, consistent with the number of combat ready crews and/or aircraft available.

b. 40MQEON, 40A&E, 40PMS, and 40FMS will:

- (1) Provide personnel and support facilities necessary to launch bomber and tanker aircraft required for the profile mission.

X. GENERAL INSTRUCTIONS:

(1) Timing Concept:

- (a) H-Hour is the time expressed in GCT that is the basis for establishing the control of all bomber forces. Actual timing of H-Hour will be established by wave in the implementing directive from the Commander-in-Chief.
- (b) H Hour Control Point: A designated point enroute to target at which timing is established. This point will be the point at which the penetration route first crosses the H Hour Control Line.
- (c) Relative H Hour Control Time: The time, relative to H Hour Control Point. The relative H Hour Control Time establishes the position of a task force with respect to all other forces penetrating a selected area. The relative H Hour control time for each cell will be spaced one hour from other cells within the wave.
- (d) Wave: A wave will consist of 15 or less strike aircraft launched, so as to meet their designated H Hour Control Times.
- (e) Wave Timing: The H Hour times for each wave in the profile mission will be established by the Inspector General.
- (f) A realistic H Hour control line has been designated along the route prior to the target.

- (2) Target Assignments:
 - (a) Target Delta, Oklahoma City bomb plot, has been selected as the required EBS IIB target.
 - (b) Center of terminal building at Will Rogers Airport has been selected as OAP.
 - (c) Bomb load for EBS scoring purposes only: One simulated 1,000 pound GP bomb utilizing SMACK tables for ballistics information.
 - (d) Detailed information on target will be contained in target folders and crew files.
- (3) Weapons:
 - (a) No weapons will be carried on this mission. Weapons will be down loaded during 15 hour stand down period.
- (4) Ammunition and Chaff: 700 rounds 20MM ammo and 180 pounds of practice (ER6AU) Chaff will be loaded and used.
- (5) Air Refueling: See Annex "D".
- (6) Routes: As shown in APP "1", to Annex "B".
- (7) Navigation:
 - (a) Cell navigation tactics will be used during all periods of cell formation to end of first navigation leg.
 - (b) After fan points, individual crews will be responsible for navigation.
 - (c) Crews will obtain navigation legs of a type ^{consistent} with their take-off times and quarterly requirements when possible.
 - (d) All navigation legs will be flown and scored IAW SAC REG 51-11.
- (8) Reports: See Annex "E".

4
408W OPLAN 401-57
15 Aug 56

(9) Flying Safety:

- (a) Flying safety considerations are of utmost importance.
- (b) No air space restricted areas will be overflown.
- (c) Aircraft will maintain separation in time and altitude as indicated in Annex "B", this OPLAN.
- (d) All aircraft will use enroute altimeter settings as designated by cell leaders during entire mission with the exception of air refueling, when 29.92 will be used.
- (e) Aircraft will fly briefed true air speeds throughout the mission.
- (f) Fuel reserve over any alternate will be 12,000# for B-47. KC-97 reserve will be 500 gallons over any alternate.
- (g) Weather minimums will be IAW AFR 60-16.
- (h) Decision fuels as listed in the flimsy will govern action at decision points. Final decision point Enid, Oklahoma.
- (i) All observers flying this mission will complete an examination IAW SAF REG 50-19.
- (j) All aircraft commanders will perform anti-sabotage inspection on their aircraft prior to flight.
- (k) Squadron commanders will insure that their crews have the following items for survival aboard the aircraft and immediately accessible to the crew members:
 - (1) A-1 Kits (One per crew member).
 - (2) Four man life raft (With accessory kit).
 - (3) Adequate clothing for the terrain to be overflown.
 - (4) Crew members will have on their person such items for survival (Sheaf knife, pocket knife, matches, etc) as they would carry on a combat mission.

SECRET

- (5) Two URC-4, radios per crew.
- (6) One RS-6 radio kit per crew.
- (7) Simulate LOTP's and "ALPHA" crystal issue.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal
- b. Communications: See Annex "C"

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

for Henry D. Bentley
WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

CINCSAC - 3 Cys
COMAF 8 - 2 Cys
COMADIV 802 - 2 Cys
COMBOMWG 40 - 16 Cys
COMBOMWG 310 - 1 Cy
COMABGRU 892 - 2 Cys

6

40BW OPLAN 401-57
15 Aug 56

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
15 August 1956

ANNEX "A"

TO

OPERATIONS PLAN

401-57

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) Aggressor forces, after landing on the Southern Coast of the United States, have made quick progress and advances to a main line of resistance 20 miles west of Houston to New-Orleans, La. Latest intelligence reports enemy air drops in the Dallas-Ft Worth and Oklahoma City areas, where they are attempting to capture valuable SAC installations at Tinker and Carswell. Airfields within the aggressor force area which were destroyed by our retreating forces have been put into operational use by aggressor fighter forces. These airfields and adjacent supply areas are the primary targets for this mission.

b. Enemy Order of Battle: (Omitted)

c. Capabilities of Enemy Forces:

- (1) Fighter aircraft most likely to be encountered on this mission will be F-86D type and F-94C type equipped with airborne intercept radar, rockets, and capable of such combat ceilings and speeds to successfully effect intercept on our bombers.

SECRET

ANNEX "A"
40BW OPLAN 401-57
15 Aug 56

SECRET

- (2) Bomber aircraft of the 40th Bombardment Wing (Medium) will penetrate aggressor Early Warning and GCI radar nets at the following points: 38-30N 98-40W; 39-20N 100-08W; 40-15N 99-10W; 41-06N 93-30W.
- (3) Bomber withdrawal point from Early Warning and GCI radar nets will be at 35-15N 97-32W.
- (4) Aggressor radar capabilities based on 190 NM at 40,000 feet, for Early Warning and 175 NM at 40,000 feet, for GCI.
- (5) First probable fighter intercepts will be along a line from 45-45N 87-15W to 29-15N 100-03W. The aggressor force has the capability of making a fighter pass every two minutes when within GCI radar coverage.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information (EEI)

- (1) General: As required by JANAP 146(c) and AFR 200-2
- (2) Specific: Specific EEI will be disseminated upon implementation of this operations order.

b. Means of Obtaining Information: All crew members will be debriefed immediately upon landing in the Ground Training Auditorium.

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.

2

ANNEX "A"
40BW OPLAN 401-57
15 Aug 56

SECRET

SECRET

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials: As required for the purpose of this Mission.

b. Evasion and Escape (E&E): No special E&E information and equipment will be necessary for area over which this mission will be flown. Normal survival techniques will be exercised in the event of forced landing or bail out.

4. REPORTS:

a. General: Reporting procedures contained in SAC Manuals, 55-8 series, are applicable.

b. Required Reports: Listed reports will be submitted in accordance with instructions contained in 40th Bomb Wing OPLAN 50-57, 1 June 1956. B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-25, B-27, B-51, B-81, M-2, M-10, M-12, M-14, M-20, M-21, M-35, and M-36.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

Henry D Bentley
for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

3

SECRET

ANNEX "A"
40BW OPLAN 401-57
15 Aug 56

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
15 August 1956

ANNEX "B"TOOPERATIONS PLANSERIAL NR 401-57AIR OPERATIONS1. OPERATIONAL CONCEPT:

a. Scheduling: (See Appendix 3)

b. Timing: A maximum of eight cells of five aircraft each will take part in "Show Down". They will be scheduled in three waves which, for planning purposes only, will be launched twelve (12) hours apart. This separation may be reduced by order of the SAC IG Team Chief. Cells within a wave must be spaced one hour apart at take-off to permit proper spacing at fan points.

c. Cell call signs: In sequence, Orange, Rust, Ruby, ~~Emerald~~, Green, Blue, Black; Lime will be used only as a rescheduled (ninth) cell if required.

d. Route Tactics: Weather route cell will be flown through first refueling and first navigation leg to MHCL, thereafter aircraft proceed as individual flights separated by ten (10) minutes of time and three thousand (3000) feet of altitude. (Through bombing phase and second navigation leg) During this latter portion bomber stream integrity will be maintained at all times.

(1) MHCL times will be made good within plus or minus two (2) minutes.

To facilitate this a dog leg has been provided just prior to the MHCL. A timing control pad of ten minutes is also provided, similar to that used in 50-57.

ANNEX "B"
40BW OPLAN 401-57
15 Aug 56

SECRET

- e. Routes, altitudes, and airspeeds: (See Appendices 1 and 2)
- f. Special Tactics:
 - (1) An IBDA (Hi Jinx) turn to the left of fifty (50) seconds duration will be made to the left at Bombs Away at Oklahoma City.
Angle of bank will be 50° or initial buffet whichever occurs first.
- g. Abort Procedures: To be covered at final briefing.

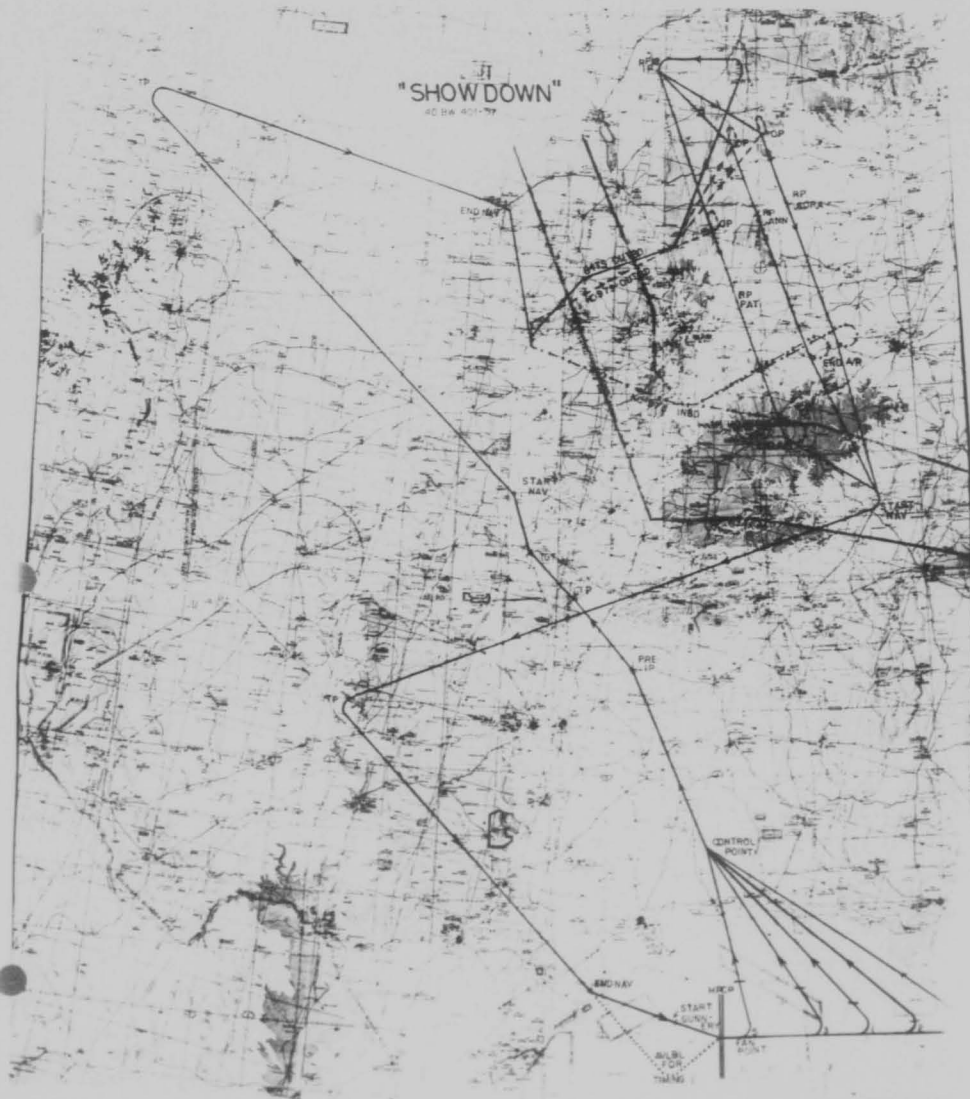
HERTON M BURNS
Colonel, USAF
Commander

APPENDICES:

- App "1" - Route Chart
- App "2" - B-47 Flight Plans
- App "3" - Crew Schedules
- App "4" - Sequence of Events

OFFICIAL:

Henry D. Bentley
for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer



ANNEX IV
AN 401-57

SECRET

0962

SECRET

MISSION FLIGHT PLAN CONTINUATION SHEET														FUEL FLIGHT PLAN		
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FRED FUEL REL INING	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
PALACIOUS, TEXAS			275/10								357	1:50	352		86932	172555
28-42N 96-13W	CR	136	+1	137	-10	127	29.5-31.5		425	431	1762	4:02	1765		10100	10100
START GUNNERY			270/10								82	:11	80		76832	162455
28-44N 94-45W	CR	109	0	109	-9	100	29.5-31.5		425	433	1844	4:33	1845		2200	2200
HHCP			270/10								43	:06	42		74632	168255
28-00N 94-00W	CR	108	0	108	-8	100	29.5-31.5		425	433	1887	4:39	1887		1140	1140
TIMING CONTROL			PAD												72492	159115
FAN POINT			270/10												2900	2900
28-00N 93-40W	CR	090	0	090	-8	082	36.0	.96%	465	475	18	:02	18		530	530
			270/10								1905	4:51	1905		78062	155685
28-00N 90-00W	CR	090	0	090	-7	083	36.0	.96%	465	475	194	:05	190		5500	5448
N. TIP OF LAKE			275/10								2099	5:16	2095	*	64568	149137
30-54N 94-12W	CR	305	-1	304	-7	297	38.0	.96%	465	458	299	:39	302		8380	8380
PARIS, TEXAS	PIP		275/10								2398	5:55	2397		58182	143357
33-40N 95-33W	CR	337	-1	336	-8	328	39.0	.96%	465	460	180	:23	182		4800	4800
ADA, OKLAHOMA			275/10								2578	6:18	2579		51382	136557
34-46N 96-42W	IP	320	-1	319	-9	310	39.0	.81	465	458	88	:11	88		2230	2230
OKLAHOMA CITY TGT	CR	316	275/10								2666	6:27	2667		79152	131827
ENID OKLAHOMA			-1	315	-9	306	39.0	.81	465	458	60	:08	61		1510	1510
36-22N 97-53W	CR	343	270/25								2726	6:37	2728		41642	132817
START NAV LEG			-3	340	-10	330	39.0	.74	425	417	57	:08	58		1320	1320
42-00N 106-00W	CR	312	270/40								2783	6:45	2786		46722	131597
GRAND ISLAND NEBR.			-4	308	-12	296	39.0	.74	425	396	505	1:17	542		11800	11800
40-56N 98-21W	CR	103	+1	104	-12	092	40.8	.74	425	463	3288	8:00	3328		34522	119097
SHAFB	CR	168	270/40								369	:48	338		6900	6900
			+5	173	-10	163	-	.74	425	432	3657	8:50	3666		27622	112797
											132	:18	130		2520	2520
											3789	9:08	3796		25102	110277

SECRET

AFTER FAN POINT EVEN NUMBERED ACFT FLY AT ALTS SHOWN, ODD NUMBERED ACFT WILL FLY 3000 FEET LOWER WITH 10 MIN TIME SEPARATION

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		401-57 Show Down		40 BW	B-17E		ATHX	GRA Refuel (West Rte.)
ACFT BASIC	POUNDS	F.M	18,752	BOMBS	JNDS	SECRET		
CREW	942	C.M	17,984	AMMO	448			
OIL	423	A.M	21,952	WATER AUG	4800	NR FULL ATO REQUIRED		
ATO		FWD AUG	6,336	STATIC	195,545	NR EMPTY ATO REQUIRED		
RACK		B.B	10,594	START ENGINES AND TAXI FUEL ALLOWANCE	2,545	TAKE-OFF SPEED		
EXT TANKS WEIGHT (Empty)	1,595	ATO	7,808	TAKE-OFF GROSS	193,000	SPEED		
MISCELLANEOUS	215	EXT.	2,169.6			LINE		
CHAFF		6.4 # GAL.				2500-87K		
OPERATING	85,175	TOTAL FUEL	105,122			6665-133K		

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
SHAFFB	START, TAXI, T.O And Accel															105,122	195,545
	TURN AT MARKSVILLE KAN			270/20									03	15	*	4605	9405
	39-50N 96-38W	CL	036	-2	034	-10	024	18-20	310	382	392	82	113	80		100,517	186,140
	MARVILLE MO								1AS			82	116	95			
	40-20N 94-53W	4/0	CL	07	070	-9	061	29-31	260	418	438	88	112	84		9300	9300
	MASON CITY IOR								1AS			170	127	179		91,217	176,840
	43-05N 93-25W	CR	023	275/35	019	-7	012	29-31		425	435	181	125	178		5250	5250
	(Via 43-20N 94-40W)											351	154	357		85,967	171,590
	43-08N 95-09W (1P)	CR	283	275/35	282	-7	275	29-31		425	391	74	111	80		2320	2320
	42-07N 92-55W (0P)	CR	122	275/35	124	-7	117	29-31		425	457	114	115	107		83,647	169,270
	41-57N 92-51W	CR	160	275/35				29-31		425	439	539	119	547		3040	3040
	SHOW DOWN CORA			+2	164	-6	158	29-31		425	439	10	101	10		280	280
	41-00N 92-25 (RP)	DS	160	280/30	163	-6	157	15-17		450	463	549	120	554		80,327	165,950
	38-47N CONTACT			+3								60	108	58		700	700
	91-27W REL		160	280/20	163	-6	157	15-17		270	280	609	123	612		79,627	165,250
				+3								140	130	135		8525	8525
	ON LOAD											749	158	747		71,102	156,725
	38-33N															39,000	39,000
	91-24W Accel											13	102	13		110,102	195,725
	37-11N	98%										762	2:00	760		1200	1200
	91-05W	4/0	EL	169	280/15	170	-6	164	27.5-29.5	440	446	85	111	83		108,902	194,525
	WALNUT RIDGE ARK											847	2:11	843		4250	4250
	36-06N 90-57W	CR	169	275/10	170	-6	164	27.5-29.5		425	428	62	109	62		104,652	190,275
	TP											909	2:20	905		2040	2040
	33-00N 100-45W	CR	250	275/10	251	-8	243	27.5-29.5		425	418	520	1:15	530		102,612	188,235
												1429	3:35	1435		16,300	16,300
																86,322	171,935

15 APR 54 SAC 18 APR 54 Page 1, Tab 2, App 2 Annex B 40 BW 401-57 * 4605 FUEL 4800 ADI USED

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET														
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	T.W.P.	IAS	T.A.S.	D.S.	CIND OR	TIME	FUEL FLIGHT PLAN
				DRIFT				ALT	MACH					PREL FUEL REM IN LBS GR 55 WT
TERM NAV LEG	PALACIOUS, TEXAS	CR	136	275/10 +1	137	-10	127	29.5-31.5		425	431	77	1:00	86,312 171,935
	START GUNNERY			270/10 0	109	-9	100	29.5-31.5		425	433	82	1:11	10,100 10,100
	28-14N 94-45W	CR	109	270/10 0	109	-9	100	29.5-31.5		425	433	82	1:36	76,212 167,835
	HACP			270/10 0	108	-9	100	29.5-31.5		425	433	91	1:43	2,200 2,200
	28-00N 94-00W	CR	108	270/10 0	108	-9	100	29.5-31.5		425	433	91	1:43	79,012 159,635
	TIMING CONTROL PAD													
	FAN POINT			270/10 0	090	-8	082	36.0	.81	465	475	18	1:02	1,140 1,140
	28-00N 93-40W	CR	090	270/10 0	090	-7	083	36.0	.81	465	475	19	1:25	79,872 158,495
	28-00N 90-00W	CR	090	270/10 0	090	-7	083	36.0	.81	465	475	19	1:25	2,900 2,900
	N. TIP OF LAKE			275/10 -1	304	-7	297	38.0	.81	465	458	21	1:17	69,472 155,065
	30-54N 94-12W	CR	305	275/10 -1	304	-7	297	38.0	.81	465	458	22	1:17	5,500 5,948
	PARIS TEXAS			275/10 -1	336	-8	328	39.0	.81	465	460	18	1:23	63,942 149,117
	33-40N 95-33W	PIP	337	275/10 -1	336	-8	328	39.0	.81	465	460	18	1:23	2,380 2,380
	ADA, OKLAHOMA			275/10 -1	319	-9	310	39.0	.81	465	458	26	1:01	5,562 14,037
	34-46N 96-42W	IP	320	275/10 -1	319	-9	310	39.0	.81	465	458	26	1:01	4,800 4,800
	OKLAHOMA CITY T&T	CR	316	275/10 -1	315	-9	306	39.0	.81	465	458	26	1:01	5,076 13,593
	ENID OKLAHOMA			270/25 -3	340	-10	330	39.0	.74	425	417	57	1:08	2,230 2,230
	36-22N 97-53W	START NAV LEG	343	270/25 -3	340	-10	330	39.0	.74	425	417	57	1:08	47,022 137,197
	42-00N 106-00W	CR	312	270/40 -4	308	-12	296	39.0	.74	425	396	50	1:17	13,200 13,200
	GRAND ISLAND NEBR			270/40 +1	104	-12	092	40.8	.74	425	463	33	1:05	11,800 11,800
	40-56N 98-21W	TERM NAV LEG	103	270/40 +1	104	-12	092	40.8	.74	425	463	36	1:48	3,312 3,350
	SHAFFB	CR	168	270/40 +5	173	-10	163	-	.74	425	432	38	1:13	3,312 3,350
														2,700 2,700
														2,520 2,520
														24,432 109,657

SECRET

AFTER FAN POINT EVEN NUMBERED ACFT FLY AT ALTS. SHOWN; ODD NUMBERED ACFT WILL FLY 3000 FEET LOWER WITH 10 MIN TIME SEPARATION

MISSION FLIGHT PLAN		O. AND NICKNAME		UNIT	TY ACFT	WAVE	CELL CALL SIGN	PAT (Refuel) (Pat Refuel) (Pat Refuel)	
		01-57 SHOW DOWN		408W	B 7E		AJAN	gest Rte)	
POUNDS		F.M	18,752	POUNDS					
ACFT BASIC	82,000	C.M	17,984	BOMBS		SECRET			
CREW	942	A.M	21,952	AMMO	448				
OIL	423	FWD AUX	6,236	WATER AUG	48'00"				
ATO		B.B	10,594	STATIC	195545	NR FULL ATO REQUIRED			
RACK		A.T.O.	7,808	START ENGINES AND TAXI FUEL ALLOWANCE	2545	NR EMPTY ATO REQUIRED			
EXT TANKS WEIGHT (Empty)	1595	EXT	21,696	TOTAL FUEL	105,122	ATO FIRING SPEED			
MISCELLANEOUS	215	6.4 GAL		TAKE-OFF GROSS	193,000	ATO FIRING SPEED			
CHAFF							SPEED		
OPERATING	85,175						BEST CLARE 173K 2500-87K 6665-183K		

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
SHAFB																105,122	195,545
START, TAXI, T.O. AND ACCEL													0:19		*	4605	9405
TURN AT MARYSVILLE KANS													0:03	15		100,517	186,140
39-50N 96-38W	CL	036		270/20	034	-10	024	18-20	310	382	392	82	1:13	80			
MARYVILLE MO.				-2				1AS				82	1:16	95			
40-20N 94-53W	40 CL	071		270/20	070	-9	061	29-31	260	418	438	88	1:12	84		9300	9300
MASON CITY IOR				-1				1AS				170	1:28	179		91,217	176,840
43-05N 93-25W	CR	023		275/35	019	-7	012	29-31		425	435	181	1:25	178		5250	5250
Via 43-20N 94-40W				-4								351	1:53	357		85,967	171,590
43-08N 95-09W (IP)	CR	283		275/35	282	-7	275	29-31		425	391	74	1:11	80		2320	2320
				-1								425	1:04	437		83,647	169,270
40-35N 93-59W (OP)	CR	161		275/35	165	-8	157	29-31		425	439	161	22	156		4400	4400
				+4								586	1:26	593		79,247	164,870
40-24N 93-54W	CR	160		275/35	164	-8	156	29-31		425	439	10	01	10		280	280
SHOW-DOWN PAT				+4								596	1:27	603		78,967	164,590
39-28N 93-28W (RP)	DS	160		280/30	163	-8	155	15-17		450	463	60	1:08	58		700	700
37-19N CONTACT				+3								656	1:35	661		78,267	163,890
92-29W RFL		160		280/20	163	-7	156	15-17		270	280	140	1:30	135		8525	8525
				+3								796	2:05	796		69,742	155,365
ON LOAD																39,000	39,000
37-10N																108,742	194,365
92-15W Accel		126										13	1:02	13		1200	1200
												809	2:07	809		107,542	193,165
36-19N		98%		280/15	127	-6	121	27.5-29.5		440	452	85	1:11	83		4250	4250
90-51W	40 CL	126		+1								894	2:18	892		103,292	188,915
WALNUT RIDGE ARK	TURN			275/10	189	-6	183	27.5-29.5		425	424	16	1:02	16		515	515
36-06N 90-57W	CR	188		+1								910	2:20	908		102,777	188,400
												520	1:15	530		16,300	16,300
33-00N 100-45W	TP CR	250		275/10	251	-8	243	27.5-29.5		425	418	1430	3:15	1438		86,477	172,100

SAC FORM 18 APR 56 18 FC 2728 Repl, Tab 3, App 2, Annex B, 408W * 4605 FUEL 4800 ADI USED

SECRET

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET															FUEL FLIGHT PLAN		
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	ALT	IAS	T. A. S.	G. S.	GND DIS	TIME	DIS	PRED FUEL REMAINING	GROSS WT	
				DRIFT					MACH			ACFT	TIME	DIS			
TERM NAV LEG	PALACIOUS, TEXAS	CR	136	275/10 +1	137	-10	127	29.5-31.5		425	431	1787	4:25	1790	86477	172100	
	START GUNNERY	CR	109	270/10 0	109	-9	100	29.5-31.5		425	433	1869	4:26	1870	10,100	10,100	
	HHCP	CR	108	270/10 0	108	-8	100	29.5-31.5		425	433	1912	4:27	1912	76377	162000	
	28-00N 94-00W	CR	108	270/10 0	108	-8	100	29.5-31.5		425	433	1912	4:27	1912	2200	2200	
	TIMING CONTROL PAD															74177	161800
	FAN POINT	CR	090	270/10 0	090	-8	082	36.0	96% .81	465	475	18	4:02	18	1140	1140	
	28-00N 93-40W	CR	090	270/10 0	090	-8	082	36.0	96% .81	465	475	1930	4:04	1930	73037	158660	
	28-00N 90-00W	CR	090	270/10 0	090	-7	083	36.0	96% .81	465	475	194	4:05	190	2900	2900	
	N. TIP OF LAKE	CR	305	275/10 -1	304	-7	297	38.0	96% .81	465	458	2124	5:17	2120	70137	156230	
	30-54N 94-12W	CR	305	275/10 -1	304	-7	297	38.0	96% .81	465	458	2299	5:19	2302	5500	5948	
	PARIS TEXAS PIP	CR	337	275/10 -1	336	-8	328	39.0	96% .81	465	460	2423	5:58	2422	64107	149282	
	33-40N 95-33W	CR	337	275/10 -1	336	-8	328	39.0	96% .81	465	460	180	6:23	182	8380	8380	
	ADA, OKLAHOMA	CR	320	275/10 -1	319	-9	310	39.0	96% .81	465	458	2603	6:21	2604	55727	148902	
	34-46N 96-42W 1P	CR	320	275/10 -1	319	-9	310	39.0	96% .81	465	458	88	6:11	88	4800	4800	
	OKLAHOMA CITY T&T	CR	316	275/10 -1	315	-9	306	39.0	96% .81	465	458	2691	6:32	2692	50927	136102	
	ENID OKLAHOMA START NAV LEG	CR	343	270/25 -3	340	-10	330	39.0	.74	425	417	60	6:08	61	2230	2230	
	36-22N 97-53W	CR	343	270/25 -3	340	-10	330	39.0	.74	425	417	2751	6:40	2753	48697	133872	
	42-00N 106-00W	CR	312	270/40 -4	308	-12	296	39.0	.74	425	396	57	6:08	58	1510	1510	
	GRAND ISLAND NEBR TERM NAV LEG	CR	103	270/40 +1	104	-12	092	40.8	.74	425	463	2808	6:48	2811	47187	132362	
	40-56N 98-21W	CR	103	270/40 +1	104	-12	092	40.8	.74	425	463	505	1:17	542	1320	1320	
	SHAFB	CR	168	270/40 +5	173	-10	163	-	.74	425	432	3313	8:05	3353	45867	131042	
												369	48	388	11800	11800	
												3682	8:53	3691	34067	119242	
												132	18	130	6900	6900	
												3814	9:11	3821	27167	112542	
															2520	2520	
															24647	109822	
AFTER FAN POINT EVEN NUMBERED ACFT FLY AT ALTS. SHOWN; ODD																	
NUMBERED ACFT WILL FLY 3000 FEET LOWER WITH 10 MIN TIME SEPARATION																	
SECRET																	

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	MP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
# 2 ACFT FROM FAN POINT															
28-00N 90-48W	CR	090	270/10 0	090	-7	083	36.0	.81	465	475	170	121	166		
N TIP OF LAKE															
30-54N 94-12W	CR	310	270/10 -1	309	-7	302	36.0	.81	465	458	264	135	267		
# 1 ACFT FROM FAN POINT															
28-00N 91-35W	CR	090	270/10 0	090	-7	083	33.0	.81	465	475	128	16	126		
N TIP OF LAKE															
30-54N 94-12W	CR	318	270/10 -1	317	-7	310	33.0	.81	465	459	232	120	235		
# 3 ACFT FROM FAN POINT															
28-00N 92-30W	CR	090	270/10 0	090	-7	083	33.0	.81	465	475	79	10	82		
N TIP OF LAKE															
30-54N 94-12W	CR	328	270/10 -1	327	-7	320	33.0	.81	465	460	202	26	206		
# 5 ACFT FROM FAN POINT															
28-00N 93-40W	CR	090	270/10 0	090	-8	082	33.0	.81	465	475	18	02	18		
N TIP OF LAKE															
30-54N 94-12W	CR	347	270/10 0	347	-8	339	33.0	.81	465	461	182	24	184		

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Salina, Kansas
 15 August 1956

APPENDIX "3"

TO
ANNEX "B"

CREW SCHEDULES:

<u>WAVE I</u>	<u>PRIMARY</u>	<u>ALTERNATE</u>
ORANGE LDR	S-03	L-16
" 2	L-12	L-37
" 3	L-10	R-52
" 4	R-19	R-21
" 5	R-20	L-36
RUST LDR	S-39	R-38
" 2	L-41	R-42
" 3	R-48	L-66
" 4	R-43	L-45
" 5	R-46	R-75
RUBY LDR	S-70	S-04
" 2	L-13	R-38
" 3	R-44	R-64
" 4	R-77	R-71
" 5	R-23	R-47

APP 3, TO ANNEX "B"
 40BW OPLAN 401-57
 15 Aug 56

SECRET

KODAK SAFETY FILM

SECRET

<u>WAVE II</u>	<u>PRIMARY</u>	<u>ALTERNATE</u>
BROWN LDR	S-06	L-10
" 2	L-65	L-12
" 3	R-81	R-20
" 4	L-80	L-41
" 5	R-83	R-19
TAN LEADER	L-14	S-39
" 2	L-06	R-46
" 3	R-24	L-13
" 4	R-21	R-43
" 5	R-11	R-48
GREEN LDR	L-37	S-03
" 2	L-45	S-70
" 3	R-38	R-44
" 4	R-42	R-23
" 5	L-36	R-79
<u>WAVE III</u>	<u>PRIMARY</u>	<u>ALTERNATE</u>
BLACK LDR	L-66	L-65
" 2	R-71	S-60
" 3	R-78	R-81
" 4	R-75	R-83
" 5	R-52	R-77

2

APP 3, TO ANNEX "B"
40EW OPLAN 401-57
15 Aug 56

SECRET

SECRET

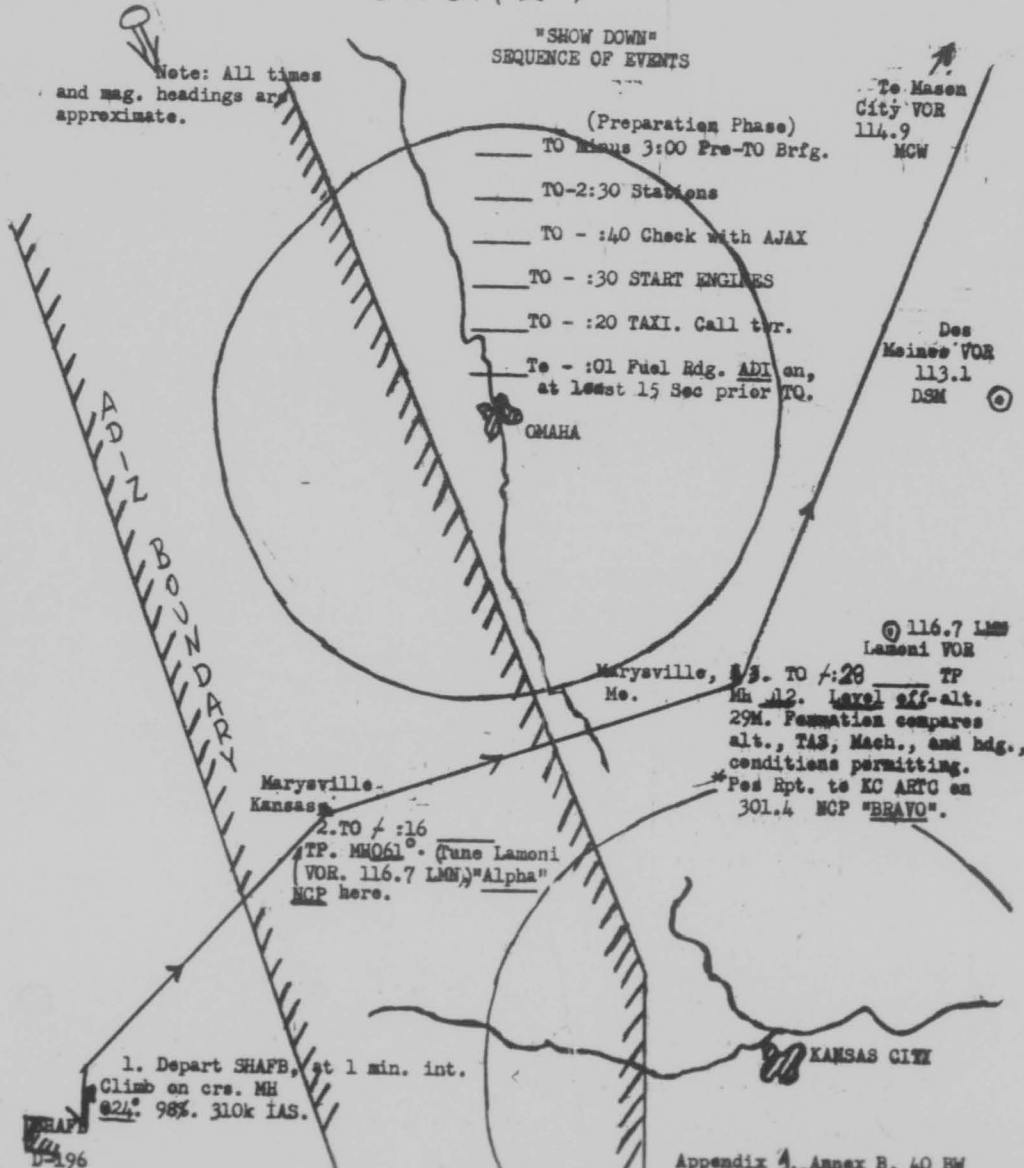
<u>WAVE III</u>		<u>PRIMARY</u>	<u>ALTERNATE</u>
BLUE LEADER		S-04	L-14
"	2	L-16	L-06
"	3	R-64	L-80
"	4	R-47	R-24
"	5	R-79	R-11

SECRET

SECRET

"SHOW DOWN"
SEQUENCE OF EVENTS

Note: All times
and mag. headings are
approximate.



To Mason
City VOR
114.9
MCW

Des
Moines VOR
113.1
DSM

116.7 LMM
Lamoni VOR

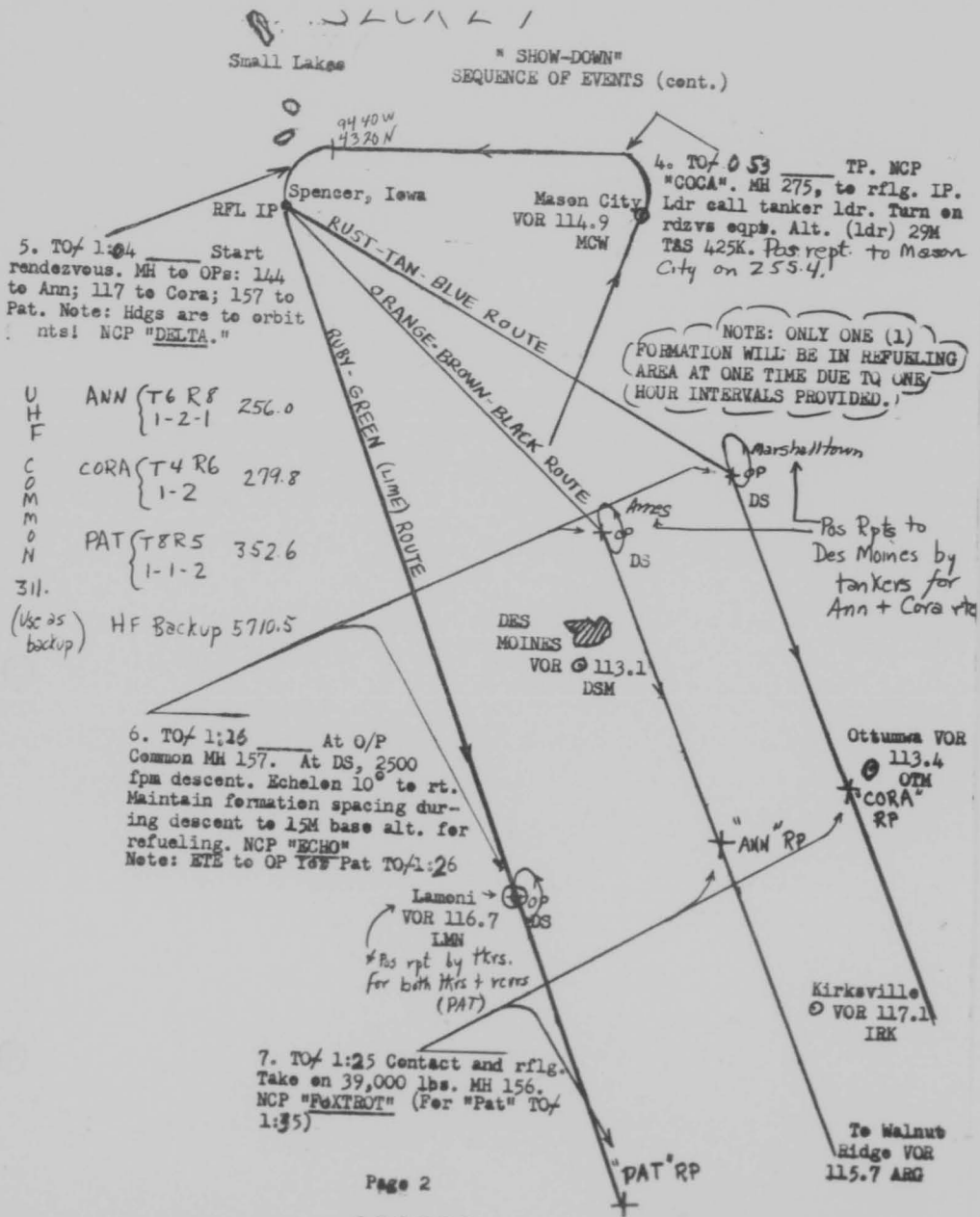
Marysville, Mo. TO 4:20 TP
Mh 12. Level off-alt.
29M. Formation compares
alt., TAS, Mach., and hdg.,
conditions permitting.
*Pos Rpt. to KC ARTC on
301.4 NCP "BRAVO".

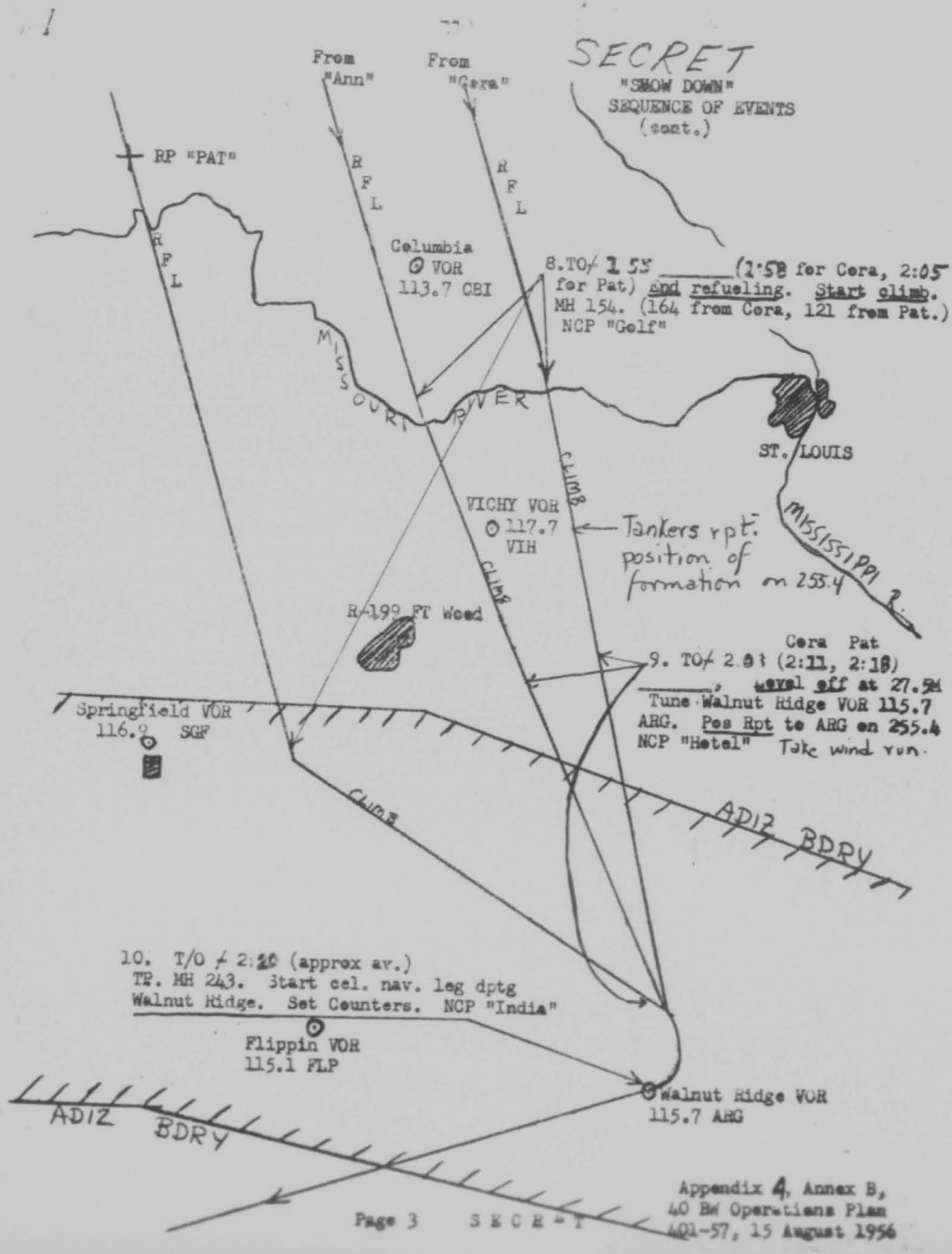
Marysville-
Kansas
2. TO 4:16
TP. MHO61 (True Lamoni
VOR. 116.7 LMM) "Alpha"
NCP here.

1. Depart SHAFB, at 1 min. int.
Climb on crs. MH
024° 98%. 310k IAS.

Appendix A, Annex B, 40 BW
Operations Plan 401-57
15 August 1956

SECRET





SECRET
 "SMOW DOWN"
 SEQUENCE OF EVENTS
 (cont.)

8. TO 1.55 (1:58 for Cera, 2:05 for Pat) and refueling. Start climb. MH 154. (164 from Cera, 121 from Pat.) NCP "Golf"

Tankers rpt. position of formation on 253.4

9. TO 2.04 (2:11, 2:18) level off at 27.54 Turn Walnut Ridge VOR 115.7 ARG. Pos Rpt to ARG on 255.4 NCP "Hotel" Take wind run.

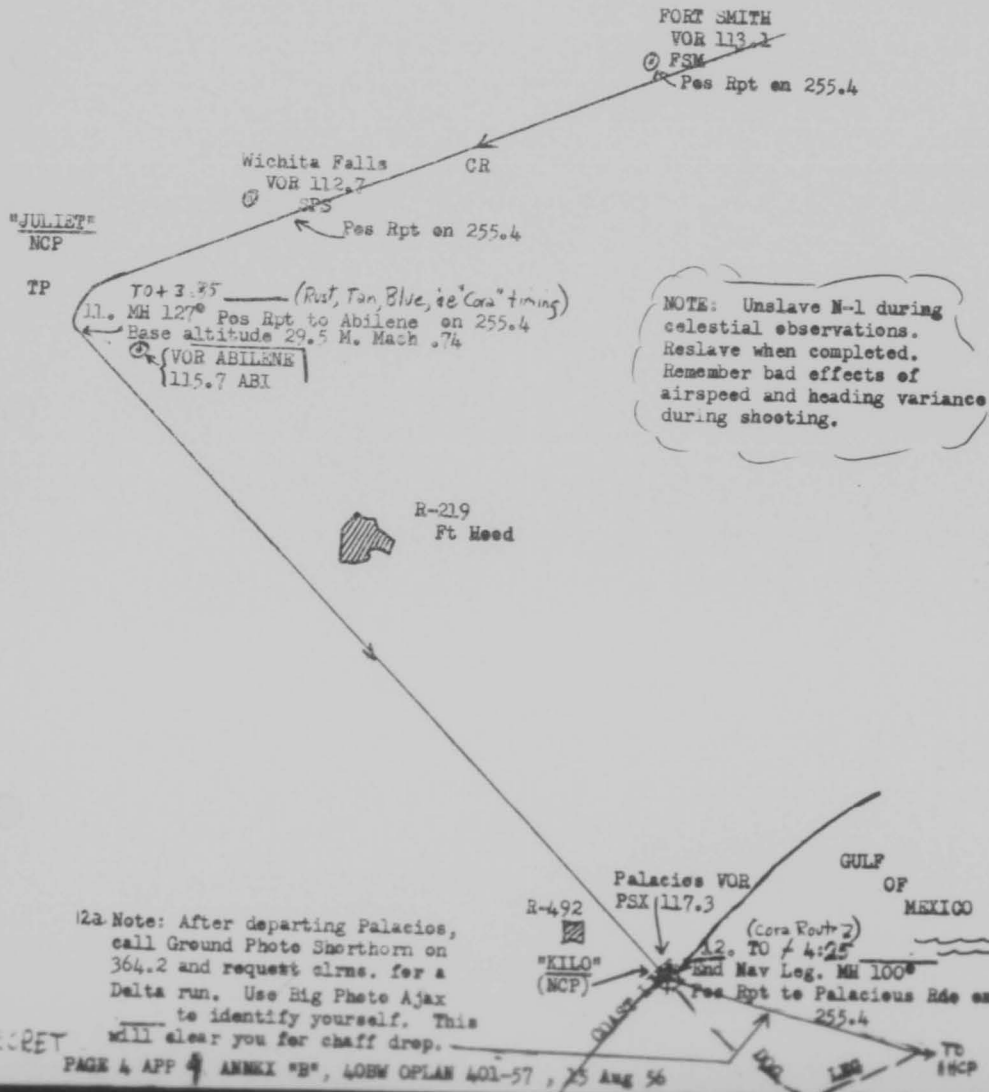
10. T/O 2:20 (approx av.) TE. MH 243. Start cel. nav. leg dptg Walnut Ridge. Set Counters. NCP "India"

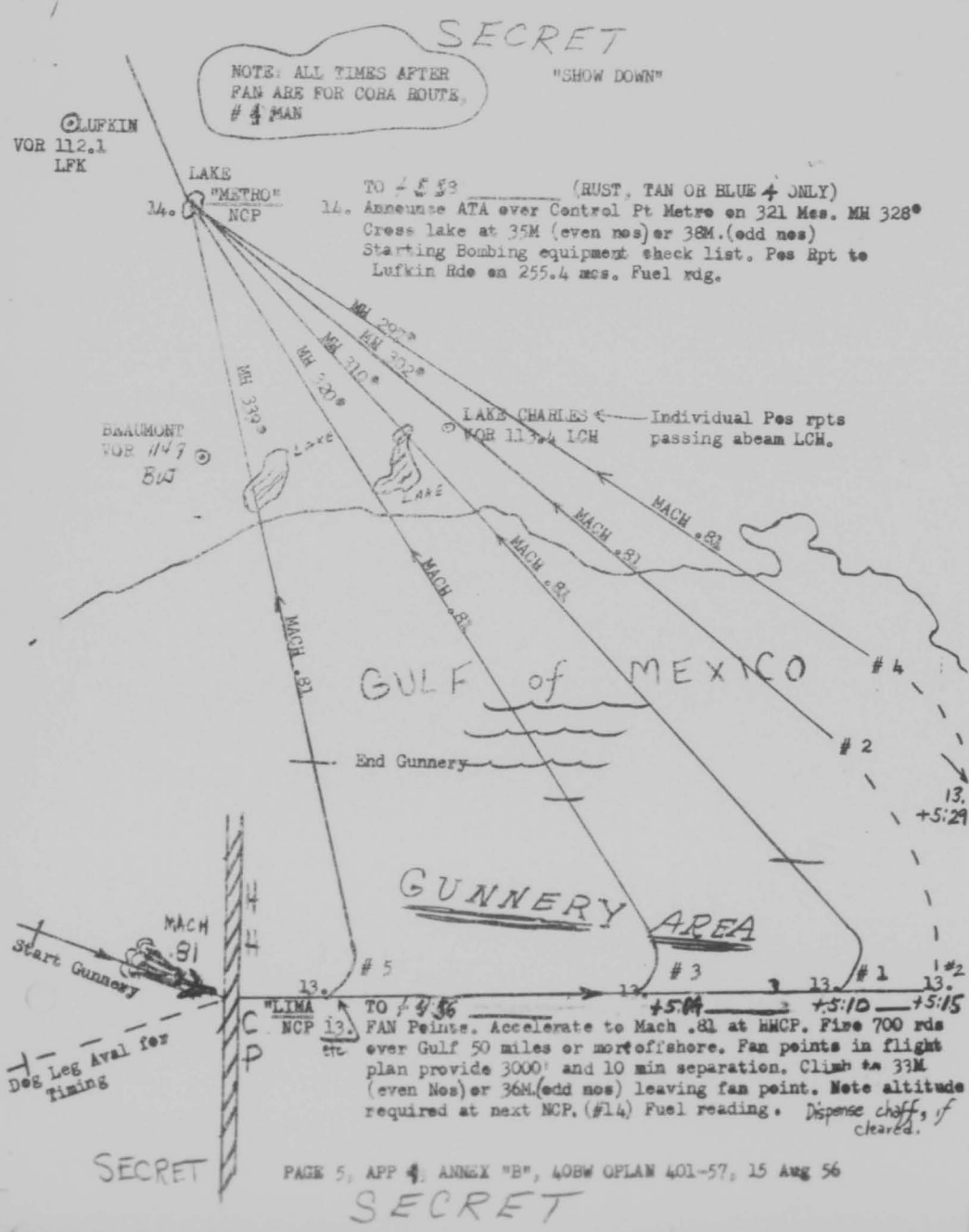
Appendix 4, Annex B,
 40 Bf Operations Plan
 401-57, 15 August 1956

SECRET

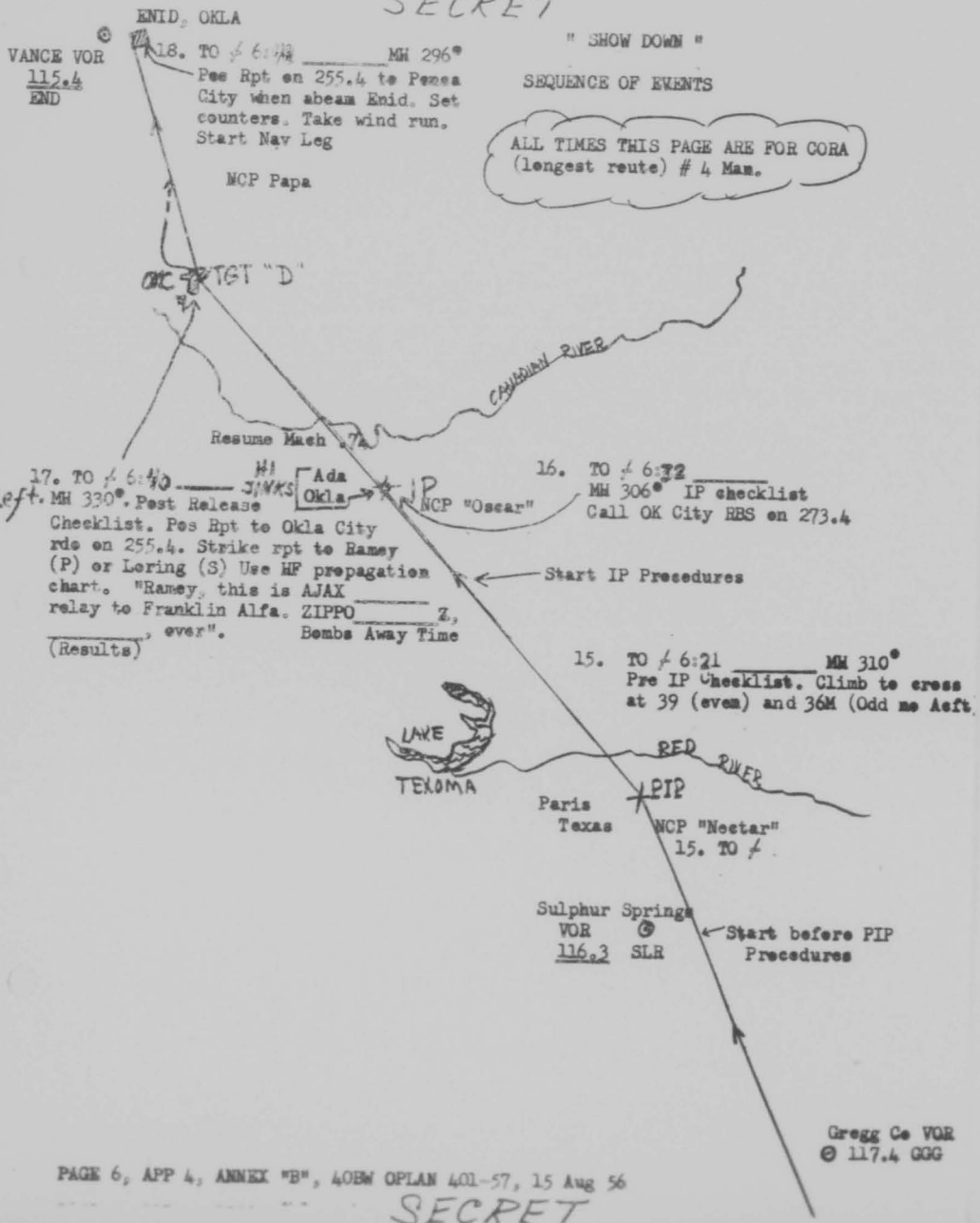
THIS PAGE IS
NOT TO IN SCALE

"SHOW DOWN"





SECRET



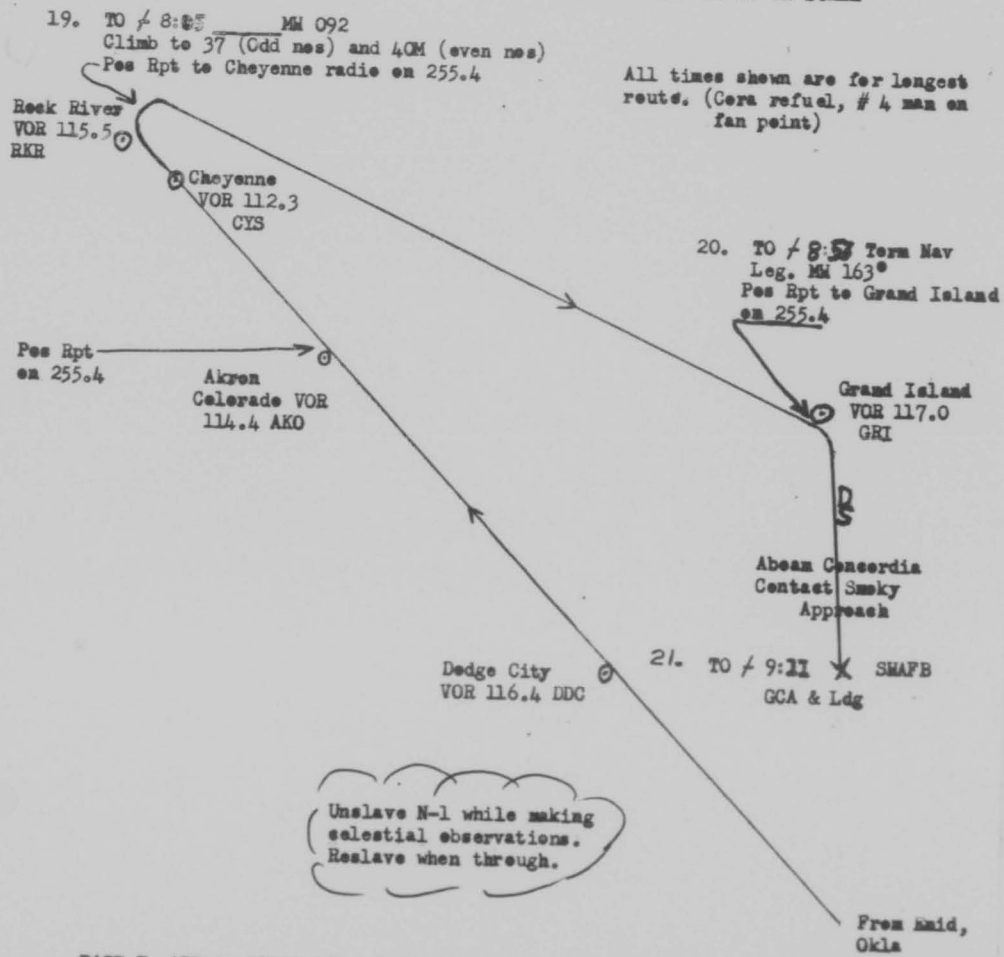
SECRET

SECRET

" SHOW DOWN "

SEQUENCE OF EVENTS

THIS PAGE IS NOT TO JN SCALE



Unslave N-1 while making celestial observations.
Reslave when through.

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
15 August 1956

ANNEX "C"

TO

OPERATIONS PLAN

401-57

COMMUNICATIONS AND ECM

1. GENERAL:

- a. SACCOMNET will be used for administrative communications.
- b. SOCS will be used for operational communications.
- c. Maximum communications discipline will be observed. No clear text communications will be made which will indicate unit, type of aircraft or nature of mission.

2. AIRBORNE COMMUNICATIONS:

- a. IFF will be operated in Mode 2 by cell leader. All other aircraft will have IFF in standby position. At cell break-up point, all aircraft will operate IFF in Mode 2.
- b. ATC position reports will be transmitted as required in the final approved clearance. While in cell, only the cell leader will make ATC position reports. While in stream type formation, lead and last aircraft will make required position reports.
- c. Refueling communications and rendezvous equipment settings as prescribed in SAC Manual 100-1 for the specified refueling plan will be used.

SECRET

ANNEX "C"
40BW OPLAN
401-57
15 Aug 56

SECRET

d. Simulated strike reports will be transmitted to Hamey (P) or Loring (S) for relay to Franklin Alfa.

3. ECM:

- a. ECM activity will be limited to chaff dispensing only.
- b. Both chaff dispensers will be operated simultaneously on a setting of 40 feet per minute.
- c. Reporting procedures and point to commence chaff drop will be specified in the crew flimsy.
- d. The remarks section of the DD Form 175 (Aircraft Clearance) will contain the following:
 - (1) BIG PHOTO Delta Run (1)
 - (2) Call sign of ground station to be jammed. (Ground Photo Shorthorn)
 - (3) Approximate time at IP (Start of chaff run)
 - (4) Pass to 33rd Air Division.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

Henry D. Bentley
for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

2

ANNEX "C"
40BW OPLAN 401-57
15 Aug 56

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
15 August 1956

ANNEX "D"

TO

OPERATIONS PLAN

SERIAL NR 401-57

AIR REFUELING

1. GENERAL INFORMATION:

- a. Off-Lead Requirements: 39,000 pounds of JP4.
- b. Area Code Name: "Shew Down"
- c. Rendezvous Points to be Used: "ANN", "CORA", and "PAT" in sequence.
- d. Communications: In accordance with ZI column of SAC Manual 100-1.
- e. Refueling track - 160°. (TC)
- f. Refuel Altitude: 15,000 Feet base.


2. SPECIAL INSTRUCTIONS:

- a. All refueling operations will be conducted strictly in accordance with SAC Manuals 55-5 and 55-10. (Tactical Doctrine).
- b. No crew will be scheduled for refueling unless properly checked out and current in heavy weight refueling operations.
- c. In the event of missed refueling, receiver aircraft will return to Smoky Hill, avoiding danger areas and RBS sites enroute.
- d. Refueling squadron should plan for a maximum probable effort of thirty sorties within a twenty hour period.

SECRET

ANNEX "D"
40BW OPLAN 401-57
15 Aug 56

SECRET

3. TIMING: See Annex "B". Final adjusted ETA's to refueling areas will be passed to 40th ARS immediately after pre- takeoff briefings. 

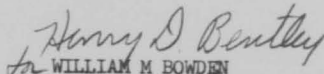
BERTON H BURNS
Colonel, USAF
Commander

APPENDICES:

APP "1" - Navigators Flight Plan

APP "2" - Engineers Flight Plan

OFFICIAL:


for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

SECRET

40 BW OPLAN 401-57 KC-97 NAVIGATORS FLIGHT PLAN
 SHOW DOWN "ANN"

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIM.	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	MINNEAPOLIS	CL	360			-10		↗		209		18	:05			SECRET	
	39-48N											18	:05				
	96-08W	40	CL			-10		12-14		209		83	:24				
	MARYVILLE MD.	CR	060			-9		12-14		233		101	:29				
	ORBIT POINT											67	:17				
	41-55N 93-35W	CR	032			-8		12-14		233		168	:46				
	ORBIT											113	:29				
	SHOW DOWN "ANN" R.P.											281	1:15				
	40-50N 93-04W	CR	160			-7		15-17		230		70	:18				
*	END AR.											351	2:03				
	38-38N 92-04W	CR	160			-7		15-17		270		140	:30	135			
	NEVADA MD.	CR	242									491	2:33				
												150	:45				
	FT SCOTT KANS	CR	271					12-14		202		641	3:18				
												15	:04				
	SMAFB	CR	293					12-14		202		656	3:22				
												146	:45				
												802	4:07				

* MAKE 270° FORMATION TURN TO THE LEFT AT END OF REFUELING

SECRET

APPI Annex D 40 BW OPLAN 401-57 15 Aug 1956

40BW OPLAN 401-57 KC-97 NAVIGATORS FLIGHT PLAN

FROM		MISSION FLIGHT										AN - CONTINUATION SHEET			FUEL FLIGHT PLAN		
ROUTE		FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
SHAFB																	
MINNEAPOLIS		CL	360			-10				209		18	:05				
39-48N												18	:05				
96-08W		40	CL			-10		12-14		209		83	:24				
MARYVILLE MO.		CR	060			-9		12-14		233		101	:29				
ORBIT POINT												67	:17				
42-07N 92-55W		CR	039			-7		12-14		233		168	:46				
ORBIT												138	:36				
SHOW DOWN CORA RP.												306	1:22				
41-00N 92-25W		CR	160			-6		15-17		230			:30				
* END A.R.		RFL	160			-6		15-17		270		70	:18				
38-47N 91-27W												376	2:10				
NEVADA MO		CR	242			-7		12-14		202		140	:30	135			
FT SCOTT KANS		CR	271			-8		12-14		202		516	2:40				
SHAFB		CR	293			-9		12-14		195		180	:54				
												696	3:34				
												15	:04				
												711	3:38				
												146	:45				
												857	4:23				
* MAKE 270° FORMATION TURN TO THE LEFT AT THE END OF REFUELING																	
SECRET																	
APP 1 Annex D 40 BW OPLAN 401-57 15 Aug 1956																	

40B.W. OPLAN 401-57 KC-97 NAVIGATORS FLIGHT PLAN
 SHOW DOWN "PAT" "PAT" MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	ROUTE	FLT COND	T.C.	WIND D/V			T.H.	VAR	M.H.	TEMP		IAS	T. A. S.	G. S.	GND DIS		TIME		AIR DIS	ETA	FUEL FLIGHT PLAN		
				DRIFT	ALT	MACH				ACC GND DIS	ACC TIME				ACC AIR DIS	PRED FUEL REMAINING	GROSS WT						
SHAFB		CL	360				-10					209		18	:05								
	MINNEAPOLIS	CL	060				-10		12-14		209		18	:05									
	39-48N 96-08W	40	CL	060			-10		12-14		209		83	:24									
	MARYVILLE MO	CR	060				-9		12-14		233		67	:17									
	ORBIT POINT	CR	070				-8		12-14		233		168	:46									
	40-35N 93-59W	CR	070				-8		12-14		233		42	:11									
	ORBIT												210	:57									
	SHOW DOWN "PAT"																						
	39-28N 93-28W	CR	160				-7		15-17		230		70	:18									
*	END A.R.	CR	160				-7		15-17		270		280	1:45									
	37-19N 92-29W	CR	160				-7		15-17		270		140	:30				135					
	NEVADA MO.	CR	281						12-14		202		420	2:15									
	FT SCOTT KANS	CR	271				-8		12-14		202		118	:36									
	SHAFB	CR	293				-9		12-14		195		538	2:51									
													15	:04									
													553	2:55									
													146	:45									
													699	3:40									

SECRET

* MAKE 270° FORMATION TURN TO THE LEFT AT END OF REFUELING

SECRET

APP 1 Annex D 40BW OPLAN 401-57 15 Aug 1956

SECRET

"ANN"

ENGINEER'S FLIGHT PLAN				DATE OF MISSION	TYPE(S) OF MISSION						
WING 40 B.W.		SQUADRON 40 AREFS			OPLAN 401-57 SHOW DOWN						
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
TYPE-MODEL-SERIES KC-97F				COMPLETE SERIAL NO.							
1. WEIGHT COMPUTATIONS				4. DENSITY (Lbs) Gal		5. TAKE-OFF DATA					
A. ACFT BASIC WT	88894			5.85 per Gal		SAC TECH PAMPHLET 55-2					
B. OIL, ENG (On Ldg)	735			6. TOTAL LOAD (Lbs)		P.A. 1650					
C. OIL, JET				18,525		TEMP 93°F					
D. CREW	2124			7. REQUIRED (Lbs)		V.P. 528					
E. AMMO (50%)				4987		D.P. 60					
F. CARGO				8. RESERVE (Lbs)							
G. MISC				39000							
H. FUEL RESERVE	4987			9. MAX LOAD (MAX OFF)							
I. MIN LANDING WT	96740										
J. OFF-LOAD FUEL	39000										
K. AMMO (50%)											
L. BOMBS											
M. CHAFF											
N. OIL USED	735										
O. FUEL EXPENDABLE	18525										
P. TAKE-OFF GROSS WT	165000										
				REMARKS							
				POWER AND AIRSPEED FROM 15,000' CHART							
				ADD 50 BHP FOR WING MAN							
				HOT DAY PREDICTION							
				CL. to RFL. ALT. During ORBIT.							
				NO WIND PLAN							
				WIND PLAN							
A	B	C	D	E	F	G	H	I	J	K	L
CONDI-TION	Wp	SHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT S	VF	ENG F/P		TOTAL	TOTAL USED	155,000	Vt (K)	GS	TOTAL	TOTAL USED	TOTAL
1. RTTO	1650	3100	55-2	:30	1565	1565	-	-	-	-	-
	+38	2700		:02	1565	153435	-	-	-	-	-
2. CL. 1	9884	2650	7500	:29	3620	3620	194	101	+		
	+23	2550		:31	5185	149845	207	101			
	124	-		:46	2660	2660	204	180	+		
3. CR. 1	13000	1870	3460	1:17	7845	147155	233	281			
	+12	2250		:30	1670	1670	203	-	+		
	1275	865		1:47	9515	145485	232	-			
4. ORBIT	15000	1820	3340	:18	1010	1010	202	70	+		
	+8	2190		2:05	10525	144475	230	351			
	1316	835		:30	3750	3750	-	140	+		
5. CR 2	15000	1785	3260	2:35	14275	140725	270	491			
	+8	2150					280				
	1316	815									
6. RFL	15000	2650	7500								
	+8	2550									
	1316	-									
7. OFF LOAD						39,000					
						101,725					
8. CR 3	13000	1185	2120	3:49	16925	99075	182	250	+		
	+12	1900		:20	400	400	179	61	+		
	1275	530		4:09	17325	98675	183	802			
9. DS. 1	8000	610	1200	:15	750	750	-	-	+		
	+22	1900		4:24	18075	97925	-	-			
	118	300		:15	450	450	-	-	+		
10. GCA	3000	-	3000	4:39	18525	97475	-	-			
	-	2350									
11. L4T	1650	-	1800								
	-	-									
12.											
13.											
14.											
SECRET											
APP 2 ANNEX D 40 BW OPLAN 401-57 15 Aug '56											

SAC FORM 18 MAY 54 316

REPLACES SAC FORM 80-18, 1 AUG 51, WHICH IS OBSOLETE

Air Force - SAC, Office D-1218(54)

SECRET

"ANN"

ENGINEER'S FLIGHT PLAN				DATE OF MISSION	TYPE(S) OF MISSION						
WING		SQUADRON		AIRCRAFT							
40 B.W.		40 AREFS		KC-97 G							
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
1. WEIGHT COMPUTATIONS				3. TAKE-OFF DATA							
A. ACFT BASIC WT	89567	A. DENSITY (Lbs)	5.85 per Gal	SAC TECH PAMPHLET 55-2							
B. OIL, ENG (On Ldg)	735	B. TOTAL LOAD (Lbs)	22839	P.A. 1650							
C. OIL, JET		C. REQUIRED (Lbs)	19125	TEMP 93°F							
D. CREW	2124	D. RESERVE (Lbs)	3714	V.P. .528							
E. AMMO (50%)		E. LOAD (Lbs) OFF	39000	D.P. 60							
F. CARD		4. REMARKS									
G. MISC		POWER & AIRSPEED FROM 15,000' CHART									
H. FUEL RESERVE	3714	ADD 50 BHP FOR WING MAN									
I. MIN LANDING WT	96740	HOT DAY PREDICTION									
J. OFF-LOAD FUEL	39000	CL to RFL ALT DURING ORBIT									
K. AMMO (50%)		NO WIND PLAN									
L. BOMBS		WIND PLAN									
M. CHAFF											
N. OIL USED	735										
O. FUEL EXPENDABLE	19125										
P. TAKE-OFF GROSS WT	155000										
A	B	C	D	E	F	G	H	I	J	K	L
COND	H ₀	BHP	TOTAL	Δ	Δ	GROSS	EAS	AIR	Δ	Δ	GND
TION	DAT	RPM	FUEL	TIME	FUEL	WEIGHT	VS (KT)	DIST	TIME	FUEL	DIST
J AT S	VF	ENG F/F	FLOW	TOTAL	TOTAL	USED	GS	TOTAL	TOTAL	TOTAL	TOTAL
1. ATTO	1650	3100	55-2	:30	1565	1565	-	-	-	-	-
	+38	2700		:02	1565	153435	-	-	-	-	-
2.	9884	2650	7500	:29	3620	3620	194	101	-	-	-
CL 1	+23	3550		:31	5185	149815	209	101	-	-	-
	1.24	-					-		-	-	-
3.	13000	1980	3880	:46	3000	3000	204	180	-	-	-
CR 1	+12	2320		1:17	8185	146815	233	-	-	-	-
	1.275	970					-	281	-	-	-
4.	15000	1930	3600	:30	1800	1800	203	-	-	-	-
ORBIT	+12	2310		1:47	9985	145015	232	-	-	-	-
	1.316	900					-	-	-	-	-
5.	10500	1910	3520	:18	1055	1055	202	70	-	-	-
CR 2	+8	2300		2:05	11040	143960	230	-	-	-	-
	1.316	880					-	351	-	-	-
6.	15000	2650	7500	:30	3750	3750	-	140	-	-	-
RFL	+8	2650		2:35	14790	140210	270	-	-	-	-
	1.316	-					280	491	-	-	-
7.						-39000					
OFF LOAD											
							101210				
8.	13000	1220	2180	1:14	2720	2720	182	250	-	-	-
CR.3	+12	1900		3:49	17510	98490	202	-	-	-	-
	1.275	545					-	741	-	-	-
9.	8000	625	1240	:20	415	415	179	61	-	-	-
DS.	+22	1900		4:09	17925	98075	183	-	-	-	-
	1.18	310					-	802	-	-	-
10.	3000	-	3000	:15	750	750	-	-	-	-	-
GCA	-	2860		4:24	18675	97325	-	-	-	-	-
	-	-					-	-	-	-	-
11.	1650	-	1800	:15	450	450	-	-	-	-	-
L4T	-	-		4:39	19125	96875	-	-	-	-	-
	-	-					-	-	-	-	-
12.											
13.											
14.	APP 2 ANNEX D 40 BW OPLAN 401-57 15 AUG 56										

SECRET

SECRET

"CORA"

ENGINEER'S FLIGHT PLAN				DATE OF MISSION		TYPE(S) OF MISSION					
WING 40 B.W.		SQUADRON 40 AREFS				OPLAN 401-57 SHOW DOWN					
FIRST ENGINEER (Name and Grade)		SECOND ENGINEER (Name and Grade)		TYPE-MODEL-SERIES KC-97F		COMPLETE SERIAL NO.					
1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)		3. TAKE-OFF DATA					
A. ACFT BASIC WT	88894			5.85 per Gal		SAC TECH PAMPHLET 55-2					
B. OIL, ENG (On Ldg)	735			H. TOTAL LOAD (Lbs)		P.A. 1650					
C. OIL, JET				I. REQUIRED (Lbs)		TEMP 93°F					
D. CREW	2124			J. RESERVE (Lbs)		V.P. 528					
E. AMMO (50%)				K. RESERVE (Lbs)		D.P. 60					
F. CARGO				L. WIND LOAD (Lbs) OFF							
G. MISC				M. WIND LOAD (Lbs) ON							
H. FUEL RESERVE	4217			N. REMARKS		Power & Airspeed from 15,000' chart ADD 50 BHP FOR WING MAN HOT DAY PREDICTION CL to RFL ALT DURING ORBIT					
I. MIN LANDING WT	95970										
J. OFF-LOAD FUEL	39000										
K. AMMO (50%)											
L. BOMBS											
M. CHAFF											
N. OIL USED	735										
O. FUEL EXPENDABLE	19295										
P. TAKE-OFF GROSS WT	155000										
NO WIND PLAN											
WIND PLAN											
A	B	C	D	E	F	G	H	I	J	K	L
CONDIT	Mp	RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT S	V _T	ENG F/F		TOTAL	TOTAL USED	155,000					
1. RTTO	1650	3100	55-2	:30	1565	1565	-	-	-	-	-
	+38	2700		:02	1565	153,435	-	-	-	-	-
2.	9884	2650	7500	:29	3620	3620	194	101			
	+23	2550		:31	5185	149,815	209	101			
3.	13,000	1870	3460	:53	3160	3160	204	205			
	+12	2250		:24	8345	146,665	233	306			
4.	15,000	1815	3320	:30	1640	1640	203	-			
	+8	2190		:54	9985	145,015	232	-			
5.	15,000	1780	3400	:18	1020	1020	202	70			
	+8	2150		:12	11,005	143,995	230	376			
6.	15,000	2650	7500	:30	3750	3750	-	140			
	+8	2550		:42	14,755	140,245	270	516			
7.						-39,000					
						101,245					
8.	13,000	1185	2120	1:23	2930	2930	182	280			
	+12	1900		4:05	17,685	98,315	202	796			
	1,275	630									
9.	8000	615	1220	:20	410	410	179	61			
	+22	1900		4:25	18,095	97,905	183	857			
10.	3000	-	3000	:15	750	750	-	-			
	-	2350		4:40	18,845	97,155	-	-			
11.	1650	-	1800	:15	450	450	-	-			
	-	-		4:55	19,295	96,705	-	-			
12.											
13.											
SECRET											
APP 2 ANNEX D 408W OPLAN 401-57 15 Aug '56											

SECRET

"CORA"

ENGINEER'S FLIGHT PLAN				DATE OF MISSION		TYPE(S) OF MISSION					
WING		SQUADRON				OPLAN 401-57 SHOW DOWN					
40 B.W.		40 AREFS				TYPE-MODEL-SERIES		COMPLETE SERIAL NO.			
						KC-97 G					
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
1. WEIGHT COMPUTATIONS				K. DENSITY (Lb/gal)		3. TAKE-OFF DATA					
A. ACFT BASIC WT	89567			5.85 per Gal		SAC TECH PAMPHLET SS-2					
B. OIL, ENG (On Ldg)	735			L. TOTAL LOAD (Lb)		P.A. 1650					
C. OIL, JET				22,839		Temp 93°F					
D. CREW	2124			C. REQUIRED (Lb)		V.P. 528					
E. AMMO (50%)				19,850		D.P. 60					
F. CARGO				M. RESERVE (Lb)							
G. MISC				2989							
H. FUEL RESERVE	2989			N. LOAD (Lb) OFF							
I. MIN LANDING WT	95415			39,000							
J. OFF-LOAD FUEL	39000										
K. AMMO (50%)											
L. BOMBS											
M. CHAFF											
N. OIL USED	735										
O. FUEL EXPENDABLE	19850										
P. TAKE-OFF GROSS WT	155000										
REMARKS											
Power & AIRSPEED FROM 15,000' CHART											
ADD 50 BHP FOR WING MAN											
HOT DAY PREDICTION											
CL to RFL Alt DURING ORBIT											
NO WIND PLAN											
WIND PLAN											
A	B	C	D	E	F	G	H	I	J	K	L
CONDIT	H ₀	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V ₀ (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT 3	VF	ENG F/F		TOTAL	TOTAL		GS	TOTAL	TOTAL	TOTAL	TOTAL
1. RTTO	1650	3100	R 55-2	:30	1565	1565	-	-	-	-	-
	+38	2700	J	:02	1565	153435	-	-	-	-	-
	-	-	T								
2.	9884	2650	R 7500	:29	3620	3620	194	101	-	-	-
CL 1	+23	2650	J	:31	5785	149815	209	101	-	-	-
	124	-	T								
3.	13000	1980	R 3880	:53	3420	3420	204	205	-	-	-
CR 1	+12	2320	J	1:24	8605	146395	233	306	-	-	-
	1275	970	T								
4.	15000	1930	R 3600	:30	1800	1800	203	-	-	-	-
ORBIT	+8	2310	J	1:54	10405	144595	232	-	-	-	-
	1316	900	T								
5.	15000	1910	R 3520	:18	1055	1055	202	70	-	-	-
CR 2	+8	2300	J	2:12	11460	143540	220	376	-	-	-
	1316	880	T								
6.	15000	2650	R 7500	:30	3750	3750	-	140	-	-	-
RFL	+8	2650	J	2:42	15210	139790	270	516	-	-	-
	1316	-	T								
7.			R			-39000					
OFF LOAD			J			100790					
			T								
8.	13000	1225	R 2200	1:23	3040	3040	182	280	-	-	-
CR 3	+12	1900	J	4:05	18250	97750	202	796	-	-	-
	1275	550	T								
9.	8000	600	R 1200	:20	400	400	179	61	-	-	-
DS 1	+22	1400	J	4:25	18650	97350	183	857	-	-	-
	118	300	T								
10.	2000	-	R 3000	:15	750	750	-	-	-	-	-
GCA	-	2350	J	4:40	19400	96600	-	-	-	-	-
	-	-	T								
11.	1650	-	R 1800	:15	450	450	-	-	-	-	-
L4T	-	-	J	4:55	19850	96150	-	-	-	-	-
	-	-	T								
12.			R								
			J								
			T								
13.			R								
			J								
			T								
14.			R								
APP 2 ANNEX D			J								
			T								

SECRET

SECRET

"PAT"

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: _____ TYPE(S) OF MISSION: **OPLAN 401-57 SNOW DOWN**

WING: **40 B.W.** SQUADRON: **40 AREFS** AIRCRAFT: **KC-97 F**

FIRST ENGINEER (Name and Grade): _____ COMPLETE SERIAL NO.: _____

SECOND ENGINEER (Name and Grade): _____

I. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	88894
b. OIL, ENG (On Ldg)	735
c. OIL, JET	
d. CREW	2124
e. AMMO (50%)	
f. CARGO	
g. MISC	
h. FUEL RESERVE	6302
i. MEN LANDING WT	98055
j. OFF-LOAD FUEL	39000
k. AMMO (20%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	735
o. FUEL EXPENDABLE	17210
p. TAKE-OFF GROSS WT	155010

q. DENSITY (Lbs) 5.85 per Gal
r. TOTAL LOAD (Lbs) 23,512
s. REQUIRED (Lbs) 17,210
t. RESERVE (Lbs) 6,302
u. OFF-LOAD (Lbs) OFF 39,000

2. TAKE-OFF DATA
 SAC TECH PAMPHLET 55-2
 P.A. 1650'
 TEMP 93°F
 V.P. .528
 DP 60

REMARKS:
 POWER & AIRSPEED FROM 15,000' CHART
 ADD 50 BHP FOR WING MAN
 HOT DAY PREDICTION
 CL. to RFL ALT. DURING ORBIT

NO WIND PLAN

CONDIT ION	H ₀	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	WIND PLAN					
							EAS	AIR DIST	Δ TIME	Δ FUEL USED		
1. RTTO	1650	3100	55-2	:30	1565	155000						
	+38	2700										
CL. 1	9884	2650	7500	:02	1565	153435						
	+23	2550										
	1.24			:29	3620	3620	194	101				
CR 1	13,000	1870	3460	:31	5185	149,815						
	+12	2250		:28	1615	1615	204	109				
	1.275	865		:59	6800	148,200	233	210				
ORBIT	15,000	1880	3440	:30	1720	1720	203					
	+8	2240		:29	8520	146,480	232					
CR 2	15,000	1880	3380	:18	1030	1030	202	70				
	+8	2200		:18	9550	145,450	230					
RFL	15,000	2650	7500	:30	3750	3750		280				
	+8	2550		:30	3750	3750		140				
	1.316	860		2:17	13,300	141,700	270	420				
OFF LOAD						-39000						
						102,700						
CR 3	13,000	1800	2140	1:05	2320	2320	182	218				
	+12	1900		3:22	15,620	100,380	202	638				
	1.275	825		:20	410	410	179	61				
D.S.	8000	1615	1220	3:42	16,010	99,970	183	699				
	+22	1900		:15	750	750						
GCA	2000	2350	3000	3:57	16,760	99,220						
	-	-		:15	450	450						
L+T	1650	-	1800	4:12	17,210	98,770						
	-	-										

SECRET

APP 2 ANNEX D 40 BW OPLAN 401-57 15 AUG '56

SAC FORM 15 MAY 54 316 REPLACES SAC FORM 80-14, 1 AUG 51, WHICH IS OBSOLETE.

5

Air Force - SAC, Office 0-121854)

SECRET "PAT"

ENGINEER'S FLIGHT PLAN				DATE OF MISSION	TYPE(S) OF MISSION			
WING 40 BW		SQUADRON 40 AREFS			OPLAN 401-57 SHOW DOWN			
FIRST ENGINEER (Name and Grade)				AIRCRAFT RC-97 G.				
SECOND ENGINEER (Name and Grade)				COMPLETE SERIAL NO.				

1. WEIGHT COMPUTATIONS				4. DENSITY (Lbm)	5. TAKE-OFF DATA			
A. ACFT BASIC WT	89567			5.85 per Gal	SAC TECH PAMPHLET 55-2			
B. OIL, ENG (On Ldg)	735			A. TOTAL LOAD (Lbm)	PA. 1650'			
C. OIL, JET				22839	TEMP 93°F			
D. CREW	2124			B. REQUIRED (Lbm)	V.P. .528			
E. AMMO (50%)				17650	D.P. 60			
F. CARGO				C. RESERVE (Lbm)				
G. MISC				5189				
H. FUEL RESERVE	5189			D. OFF-LOAD (Lbm) OFF	39000			
I. MIN LANDING WT	97615			REMARKS				
J. OFF-LOAD FUEL	39000			POWER & AIRSPEED FROM 15,000' CHART				
K. AMMO (50%)				ADD 50 BHP FOR WING MAN				
L. BOMBS				HOT DAY PREDICTION				
M. CHAFF				CL to RFL. ALT. DURING ORBIT				
N. OIL USED	735							
O. FUEL EXPENDABLE	17650							
P. TAKE-OFF GROSS WT	155000							

NO WIND PLAN											
CONDI- TION	OAT	BHP	TOTAL FUEL FLOW	Δ TIME	FUEL USED		GROSS WEIGHT	EAS Vt (20)	AIR DIST	WIND PLAN	
					TOTAL	USED				Δ TIME	Δ FUEL USED
J. ATTO	1650	3100	55-2	:30	1565	1565	155,000	08	TOTAL	TOTAL	TOTAL
	+38	2700		:02	1565	153,435					
CL. 1	9889	2650	7500	:29	3620	3620	194	101			
	+23	2650		:31	5185	149,815	209	101			
CR. 1	13,000	1980	3880	:28	1810	1810	204	109			
	+12	2320		:59	6995	148,005	233	210			
ORBIT	15,000	1960	3680	:30	1840	1840	203	-			
	+8	2320		1:29	8835	146,165	232	-			
CR 2	15,000	1910	3560	:18	1070	1070	202	70			
	+8	2300		1:47	9905	145,095	230	280			
RFL	15,000	2650	7500	:30	3750	3750	270	140			
	+8	2650		2:17	13,655	141,345	280	420			
OFF LOAD						-39,000					
						102,345					
CR. 3	13,000	225	2200	1:05	2380	2380	182	218			
	+12	1900		3:22	16035	98965	202	638			
DS.	8,000	640	1240	:20	415	415	179	61			
	+22	1900		3:42	16450	99550	182	699			
GCA.	3000	-	3000	:15	750	750	-	-			
	-	2350		3:57	17,200	98,800	-	-			
L+T	1650	-	1800	:15	450	450	-	-			
	-	-		4:12	17,650	98350	-	-			

SECRET

APP 2 ANNEX D 40 BW OPLAN 401-57 15 AUG '56

35

SECRET
HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO

24 August 1956

SUBJECT: 40th Bombardment Wing, Medium, Operations Order NR 220-56,
STRONGHEART

TO: See Distribution

1. Inclosed is the 40th Bombardment Wing, Medium, Operations Order NR 220-56,.
2. Nickname for the Operations Order is "STRONGHEART".
3. The overall classification of this Operations Order is SECRET.

FOR THE COMMANDER:

D M BROWN
Major, USAF
Adjutant

1 INCL:
As Stated

DISTRIBUTION:

SECRET

110-3747-5

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMUKY HILL AIR FORCE BASE, SALINA, KANSAS

DISTRIBUTION PAGE TO OPERATIONS ORDER 220-56, STRONGHEART

ORGN	COPY NO	ORGN	COPY NO
CINCSAC	1, 2, 3, 4,	40DOC	71,
COMAF 8	5, 6, 7, 8, 9, 10,	40AGH	72, 3, 4, 5,
COMADIV 818	11,	40OTO	76, 77
COMADIV 302	12, 13,	40DOI	78,
COMBOMWG 98	14,	40DOP	79,
COMBOMWG 340	15,		
COMBOMWG 310	16,		
98th AREFS	17,		
310th AREFS	18,		
340th AREFS	19,		
80	20,		
AC Task Force	21,		
Harrison SAC Task Force	22,		
376th AREFS Barksdale	23, 24,		
<u>91st AREFS Lockbourne</u>	25, 26,		
802BSMO	27,		
802BO	28,		
802BC	29,		
40DOI	30,		
40DOB	31,		
40DOW	32,		
40DOAPE	33,		
40DOC	34,		
40DM	35,		
40DMMC	36,		
40 Control Room	37,		
40DO	38-52,		
25BSO	53, 4, 5, 6, 7,		
44BSO	58, 9, 60, 1, 2,		
45BSO	63, 4, 5, 6, 7,		
40DOW	68,		
40ARSO	69,		
WEA DET 17	70,		

SECRET

SECRET

TABLE OF CONTENTS

BASIC OPERATIONS ORDER

ANNEX A- Intelligence

ANNEX B- Air Operations

ANNEX C- Communications and ECM

ANNEX D- Air Refueling

ANNEX E- Flying Safety

HQ 4000MCM
OPORD 220-56
24 August 1956

SECRET

SECRET

4080MGM

OPERATIONS ORDER

SERIAL NR 220-56

HQ 4080MGM
OPORD 220-56
24 August 1956

2

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

OPERATIONS ORDER 220-56

TASK ORGANIZATIONS:

4060th Air Refueling Wing	-COL Scharter
802nd Air Division	-COL Wilson
818th Air Division	-BRIG GEN Putnam
340th Bombardment Wing	-COL Beck
98th Bombardment Wing	-COL Coleman
40th Bombardment Wing	-COL Burns
4050th Air Refueling Wing	-COL Thomas
HAWKIN SAC TASK FORCE	
GOOSE SAC TASK FORCE	
310th Bombardment Wing	-COL Wood

1. GENERAL SITUATION: A requirement exists to conduct a USCM for Eighth Air Force units. "X" day is 11 September 1956. Unclassified nickname for this operation is "STRONGHEART".

a. Intelligence: See Annex A.

(1) Maps and Charts reference:

- (a) JN 18, JN 19, JN 20, JN 29, JN 30.
- (b) Target Materials as furnished by 40th Bombardment Wing Bombing- Navigation Section.

HQ 40BOMBWG
OPORD 220-56
24 August 1956

SECRET

SECRET

b. Enemy Forces- Omitted

c. Friendly Forces:

- (1) ADC: Provide fighter attacks for this operation.
- (2) 802d Air Base Group: Provide base support as required by D/F from the 40BOMWGM logistics office of the Directorate of Materiel.
- (3) 2026th AACS Detachment: Provide adequate approach control tower and GCA facilities.
- (4) 2d Weather Detachment: Provide general and pre-take off weather briefings, necessary planning data and weather films. Submit required 55-8 reports.

2. MISSION: To conduct a USGM in accordance with Annex V, SAC Reg 50-8, for the 40th, 340th and 98th Bomb Wings. Accomplish USGM in accordance with Annex LX, SAC Reg 50-8 for the 310th, 98th, 984th, 91st and 376th Air Refueling Squadrons.

3. TASKS FOR SUBORDINATE UNITS:

a. 802d Air Division:

- (1) Supervise and monitor 40th BOMWG 310 AREFS participation in this operation. (U)
- (2) Provide one officer with minimum rank of Major who is thoroughly familiar with the operation for duty in Gander ATCC. Officer will be in place 1200Z on I-day.

HQ 40BOMWGM
OPORD 220-56
24 August 1956

4.

SECRET

SECRET

b. 818th Air Division:

- (1) Supervise and monitor 98th BOMWG/AREFS participation in this operation. (U)
- (2) Publish an operations order for the Lincoln----- Smoky--Whiteman tanker task force. (C)
- (3) Appoint a tanker task force commander with minimum rank of Colonel to command the Lincoln----- Smoky--Whiteman task force. (U)
- (4) Organize, assemble and launch the Lincoln----- Smoky--Whiteman tanker task force in accordance with instructions contained herein. (U)

c. 40th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) air craft in accordance with instructions contained herein. (U)
- (2) Make 310 AREFS available to Commander of Lincoln-- Smoky--Whiteman task force for support of this operation. (C)

HQ 40 BOMWGM
OPORD 220-56
24 August 1956

SECRET

SECRET

d. 98th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) aircraft in accordance with instructions contained herein. (U)
- (2) Make 98th AREFS available to Commander of Lincoln--Smoky--Whiteman task force for support of this operation. (C)
- (3) Provide space in one participating B-47 aircraft for an observer from this headquarters. (U)

e. 340th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) aircraft in accordance with instructions contained herein. (U)
- (2) Make 340th AREFS available to Commander of Lincoln--Smoky--Whiteman task force for support of this operation. (C)
- (3) Provide in one participating B-47 aircraft for an observer from this headquarters. (U)

f. 4050th AIRFLWG:

- (1) Organize, assemble and launch the Westover tanker task force in accordance with instructions con-

HQ 4050th WGM
OPORD 220-56
24 August 1956

6

SECRET

SECRET

tained herein. (U)

- (2) Appoint a tanker task force commander with minimum rank of Lt Colonel to command the Westover task force for this operation. (U)

g. 45th Air Division (DELETED)

h. Geese SAC Task Force:

- (1) Make 376th ARKFS available to Commander of Geese--Harmon tanker task force for support of this operation. (C)

i. Harmon SAC Task Force:

- (1) Organize, assemble and launch the Geese--Harmon tanker task force in accordance with instructions contained herein. (U)
- (2) Publish a n operations order for the Geese--Harmon tanker task force. (C)
- (3) Colonel Peff is designated task force commander for the combined Geese--Harmon tanker task force. (C)

j. 4060th Air Refueling Wing:

- (1) Be prepared to support this operation in the "tail-cone" refueling area in the event the Westover task force is unable to support it due to weather or other unforeseen circumstances. (C)

HQ 4060th
OPORD 220-56
24 August 1956

7

SECRET

SECRET

k. 310th BOMWGM:

(1) Make 310th AREFS available to Commander of Lincoln--
Smoky--Whiteman Tanker Task Force for support of this
Mission. (U)

l. Detailed Instructions for 40th Bombardment Wing:

(1) 25th Bombardment Squadron will:

(a) Provide twelve (12) crews and twelve (12) air-
craft in accordance with the schedule in Annex
B.

(b) Delegate 1/Lt Kenneth D. Smith AO 3026251, to
assist in operational debriefing throughout
this mission. This officer will report to
Captain Sloan, 40th Bomwgm Intelligence Offi-
cer seven (7) days Prior to Mission execution
for instructions.

(2) 44th Bombardment Squadron will:

(a) Provide twelve (12) aircraft and twelve (12)
crews in accordance with the schedule in
Annex B.

(b) Delegate 2nd LT Patrick J. Kennedy, AO 3057-
790 to assist in operational defriefing
throughout this Mission. This officer will

HQ 40BOMWGM
OPORD 220-56
24 August 1956

8

SECRET

SECRET

report to Captain Sloan, 40th BOMWGM Intelligence Officer, seven (7) days prior to mission execution, for instructions.

(3) 45th Bombardment Squadron will:

(a) Provide eleven (11) crews and eleven (11) aircraft in accordance with the schedule in Annex B.

(b) Delegate 1/Lt Billy B. Thomas, AO 2206175, to assist in operational debriefing throughout the mission. This officer will report to Captain Sloan, 40th BOMWGM Intelligence Officer, seven (7) days prior to mission execution for instructions.

m. The 40th AREFS will be responsible for providing the 310th AREFS with any support deemed necessary to assist the 310th AREFS in performing its portion of this mission.

n. The 25th, 44th and 45th Bombardment Squadrons and the 40th AREFS will coordinate all schedule changes and/or problems with 40 BOMWGM Maintenance Control (EXT 407). And 40th BOMWGM OPERATIONS (ext 624).

o. 40th Armament Squadron will:

(1) Provide operational "K" equipment and cameras as required. Two (2) 0-5 film magazines will be carried on each aircraft. One (1) 0-23 camera and one K-17.

HQ 40BOMWGM
OPORD 220-56
24 August 1956

14

SECRET

SECRET

Will also be provided.

- (2) Monitor scheduling to prevent use of aircraft with low reliability.
 - (3) Provide an operational A-5 gunnery system on each scheduled B-47 aircraft and load each scheduled aircraft with seven hundred (700) rounds of 30mm ammunition.
- p. 40th Field Maintenance Squadron will provide necessary shop support details and personnel to assist the bombardment squadrons to meet operational commitments.
- q. Directorate of Operations will:
- (1) Designate an officer to perform control room coordination and liaison during all active phases of this mission.
 - (2) Designate Major Henry D. Bentley, AO 816975 HQ 40BOMMGM to proceed on temporary duty to Gander AFB, Newfoundland reporting at 1200Z on 11 September 1956, for the purpose of performing liaison duty between the 40BOMMGM and Gander ATCC. This officer will stop enroute at HQ 8AF, Westover AFB, Mass. He will report to Captain Lightfoot, "STRONGHEART" project officer for instructions concerning his duties with Gander ATCC.
 - (3) Designate Major Iver C. Fitcher, AO 12712A 25th BOMBOM to proceed on temporary duty to Minneapolis, Minn, ARTC

HQ 40BOMMGM
OFORD 220-56
24 August 1956

10

SECRET

SECRET

center, reporting not later than 0900 hours 11 September 1956. This officer will be responsible for advising 40 BOMWGM combat crews engaged in flying this mission, of forecast weather conditions at SHAFB and also other possible alternate airfields. He will request that each crew advise him of fuel remaining and fuel reserve over SHAFB and will divert any aircraft estimating a fuel reserve of less than 15,000 pounds over the high cone at Salina Omni.

- (4) Designate Major Robert E Hughes AO 14107A Hq 40 BOMWGM to proceed on temporary duty to Kansas City ARTC center, reporting at 0900 hours, 10 September 1956. This officer will be responsible for assisting ARTC in processing and coordinating 40 BOMWGM aircraft clearances. He will have in his possession one (1) copy of 40 BOMWG Operations Order 220-56, dated 24 August, 1956, including Annex D. He will also have in his possession Fragmentary Operations order 220-56, which is published by the 310th AREFS.
- (5) Designate Major Jack C. Vandevort, AO 668166 HQ 40 BOMWGM to act as coordinator and liaison officer for a project officer from HQ 8 AF who will arrive at SHAFB on about 10 September 1956, for the purpose of monitoring and observing all phases of the 40 BOMWG portion of this mission.

HQ 40BOMWGM
OPORD 220-56
24 August 1956

11

SECRET

SECRET

- (6) Designate 1/Lt Frank J. Dull, Ao 929520 45th Bombardment Squadron, and 1/Lt Joe N. Cate, AG 2228318, 45th Bombardment Squadron to proceed on temporary duty to Lincoln Air Force Base, Nebraska, reporting to the 307th BOMMG Control Room at 0900, hours, 19 September 1956. These officers will be responsible to Colonel Conlan, the Lincoln--Smoky--Whiteman tanker task force commander and will perform control room duties during all active phases of this mission. These officers will have in their possession one (1) copy of 40BOMMGM Operations Order 220-56, complete with Annex D, and one (1) copy of Fragmentary Order 220-56, which is published by the 310th AREFS.
- (7) Designate the following named personell to perform duties as aircraft control teams for the 40BOMMGM. These teams will be under the supervision of a senior liaison&control officer, who will delineate their duties, and schedule their tours of duty in the 40BOMMGM Control Room. The Directorate of Operations will monitor Control Team activities and provide them with information required. In particular, the R-27 report (Commanders Summary) which is due out within four (4) days after mission completion, requires considerable coordination so as to be

HQ 40BOMMGM
OPORD 220-56
24 August 1956

12

SECRET

SECRET

accurate, timely and significant.

(a) Control Team #1:

Captain Hall A. Moody Jr., AB 765513 HQ 40 BOMWG
2ND Lt Lathrop G. Backstrom Jr. AO 22009029 HQ 40 BOMWG
1/Lt Robert F. Burke AO 2208283 HQ 40 BOMWG
A/2C David M. Wilcox AF 23924346 HQ 40 BOMWG

(b) Control Team #2:

Captain Raymond L. Huddleson AO 2100441 HQ 40 BOMWG
1/Lt John W. Spalik Jr. AO 2206436 HQ 40 BOMWG
Captain Leslie M. Pedersen AO 2046435 HQ 40 BOMWG
A/3C John Rybak AF 12488284 HQ 40 BOMWG

(c) Control Team #3:

Captain Jesse J. Perry AO 1858357HQ 40 BOMWG
1/Lt Richard A. Christman AO 2206487 HQ 40 BOMWG
1/Lt Ronald M. Nichols AO 2204264 HQ 40 BOMWG
S/SGT Phillip A. Robinson AF 13338836 HQ 40 BOMWG

- (8) Provide crew availability information as required:
- (9) Coordinate with the Chief Of Maintenance and the Directorate of Materiel so as to establish fixed policies concerning scheduling re-scheduling, aborts and spare aircraft. Note: SAC-Regulation 50-42, 11 February 1955, paragraphs 9 and 10, must

HQ 40 BOMWG
OFORD 220-56
24 August 1956

13

SECRET

SECRET

be consulted for guidance.

- (10) Assign responsibilities for pre-takeoff briefings and critique. See Annex B for further information. The schedule for control Tower Officers will be given in 40 BOMMG monthly operation order 409-56.
 - (11) Schedule planning and progress meetings as required.
- r. Directorate of Materiel will;
- (1) Coordinate all aircraft scheduling, with definite ground rules given to, and understood by all concerned. A minimum of seventy (70) percent of all aircraft possessed must be scheduled and launched.
 - (2) Advise 802nd Air Base Group Commander, in writing, of logistical support required not later than seven (7) days prior to X day.
- (3X) General Instructions:
- (1) This operations order is effective for planning purposes upon receipt. Applicable instructions contained in SAC Manuals 55-5, 55-5A, 55-12, 55-14, 55-10, 100-1 and S&P Manual 55-1 will apply for this operation.
 - (2) Recall word for this operation is "CALDWELL#".

HQ 40 BOMMG
OPORD 220-56
24 August 1956

14

SECRET

- (3) HQ 8AF will coordinate with ADC for fighter interceptions
- (4) Evaluation: This mission will be evaluated in accordance with existing directives. An aircraft will be considered effective if it has operational radar and O-15 cameras over the target.
- (5) Dates:
 - X Day- 11 September, 1956
 - X/ 1- 12 September, 1956
 - X/ 2- 13 September, 1956
 - X/ 3- 14 September, 1956
- (6) H-Hour by waves and relative H-Hour times will be outlined in Annex B.
- (7) Once airborne, strike aircraft will NOT deviate from briefed route to make H-Hour control time good.
- (8) The mission is designed to simulate as closely as possible, the 40 BOMWGM Emergency War Plan. Aircraft will takeoff in three (3) waves, Wave #, composed of three (3) cells, each containing five (5) aircraft will depart SHAFB commencing at approximately 0355 CST on X plus 1. Wave #2 composed of two (2) cells, each containing five (5) aircraft, will depart from SHAFB approximately 1555 CST on plus 1. Wave #3, composed of one (1) primary cell and one (1) cell of previous aborts and spares will depart SHAFB commencing at approximately 0355 CST on X / 2.

15

HQ 40BOMWGM
OPORD 220-56
24 August 1956

SECRET

SECRET

Wave #2 composed of two (2) cells, each containing five (5) aircraft will depart SHAFB commencing at approximately 1555 CST on X plus 1. Wave #3 composed of one (1) primary cell and one (1) cell of previous aborts and spares will depart SHAFB commencing at approximately 0355 CST on X plus 2.

- (9) Time and altitude separate subsequent to the cell breakup point (HHCL) will be fifteen (15) minutes and 2,000 feet.
- (10) Bombing altitude: As specified in ANNEX B.
- (11) Bombing airspeed: 425 TAS.
- (12) There will be no Special Weapons exercise, loading or evaluation in conjunction with this mission. However a penetration team from HQ 8th AF will arrive at SHAFB approximately (15) fifteen days prior to execution and will remain until the mission is completed.
- (13) Security:
 - (a) Unit commanders are responsible for insuring adequate security for all areas and aircraft under their jurisdiction.
 - (b) Security officers will monitor unit security procedures during this mission in accordance with SAC

REG 205-11.
HQ 40 BOMGM
OPORD 220-56
24 August 1956

SECRET

SECRET

(14) Weather:

(a) The commander of the Weather Detachment at Smoky Hill AFB will be responsible for preparation of forecasts for the route terminal and a minimum of two (2) alternates. Contents of forecasts will be as outlined in paragraphs 3b and c, Section V, Eighth Air Force Manual 55-1.

(b) Weather minima will be in accordance with AFR 60-16.

(15) Schedules: See Annex B.

(16) Routes: See Annex B.

(17) Targets: The 40 BOMMGM has been assigned a total of thirty five (35) targets located in various cities in the Great Lakes area of the United States. Targets may be hit twice, if necessary; however all targets will be hit at least once before any target is hit a second time. Radar camera attacks will be made on these targets. For details refer to Annexes A and B.

(18) Project Officers: Major Donald W. Tuttle, Extension 624.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Normal logistical support and facilities will be provided by Task Organizations.

b. Funding: Local P-458 funds will be utilized as

required.
HQ 40 BOMMGM
OPORD 220-56
24 August 1956

17

SECRET

SECRET

5. COMMAND AND COMMUNICATIONS:

- a. Communications: See Annex C.
- b. Command: Normal

5 Annexes: BERTON H BURNS
 Colonel, USAF
 Commander
A-Intelligence
B-Air Operations
C-Communications and ECM
D-Air Refueling
E-Flying Safety

OFFICIAL:

W.M. BOWDEN
Colonel, USAF
Wing Operations Officer

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 August 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 220-56

INTELLIGENCE

40BOMWGM
OPORD 220-56
ANNEX "A"
24 August 1956

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "A" TO 40TH BOMBARDMENT WING, MEDIUM OPERATIONS ORDER 220-56-
INTELLIGENCE

1. INTELLIGENCE SUMMARY.

a. GENERAL SITUATION:

(1) A requirement exists for the 40th Bombardment Wing,
Medium to conduct a USCM Exercise in conjunction
with a Tanker Task Force Exercise.

(2) POLITICAL, ECONOMIC AND PSYCHOLOGICAL: (Omitted)

b. ENEMY ORDER OF BATTLE: (Omitted)

c. CAPABILITIES OF ENEMY FORCES:

(1) The Air Defense Command will provide fighters for
purposes of simulated attacks on bombers participa -
ting in this mission.

2. INTELLIGENCE REQUIREMENTS:

a. ESSENTIAL ELEMENTS OF INFORMATION:

(1) General: As required by Eighth Air Force: ICP
1 JUL 55.

(2) Specific: (Omitted)

40BOMWGM
OPORD 220-56
ANNEX "A"
24 August 1956

SECRET

SECRET

b. MEANS OF OBTAINING INFORMATION:

- (1) Participating Combat Crews will be debriefed immediately after landing at the Ground Training Auditorium by Intelligence Officers and Staff Specialists.

c. MEANS OF REPORTING EBI:

- (I) 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. NAVIGATION MATERIALS: Will be as required and/or available.

b. TARGET MATERIALS:

- (1) Latest available Domestic Graphic Target Materials will be furnished by the 40th Bomb Wing Target Intelligence Section.
- (2) Best available radar scope photography of all targets will be furnished by the 40th Bomb Wing Intelligence Section.
- (3) Best available visual photography of all targets will be furnished by the 40th Bomb Wing Intelligence Section.

40BOMBWING
OPORD 220-56
ANNEX "A"
24 August 1956

2. *SECRET*

SAFETY FILM

SECRET

- (4) Foregoing materials will be furnished to the using agencies sufficiently in advance of the implementation order to provide adequate time for planning, target study and briefing purposes.

c. TARGETS Targets for this mission are as follows:

- (1) MINNEAPOLIS (2) DES MOINES (3) MILWAUKEE (4) MUSKEGAN
(5) MADISON (6) KALAMAZOO (7) JOLIET (8) GREEN BAY
(9) FON DU LAC (10) BURLINGTON (11) CHICAGO (12) WAUKEGAN
(13) SOUTH BEND (14) KENOSHA (15) ROCK ISLAND (16) ROCKFORD

d. PHOTOGRAPHIC REQUIREMENTS:

- (1) Maximum radar photography will be obtained.
- (2) Visual strike photography will be obtained on bombardment targets if the unit capability and other conditions permit.
- (3) All above photography will be obtained in accordance with the SAC Tactical Doctrine and applicable observer publications.
- (4) Observer's photo logs will be accomplished on all photography obtained 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 the preparation of special reports is made available to recipients of the logs and corresponding photography.

40BOMWEM
OFORD 220-56
ANNEX "A"
24 AUGUST 56

3. *SECRET*

SECRET

- (5) The 40th Bomb Wing Target Intelligence Section will submit the B-51 and forward all O-15 film and logs to 8TH Reconnaissance Technical Squadron, Westover AFB, Massachusetts within ten (10) days after completion of the mission for re-accomplishment of the B-51 and file in the 8TH RTS film library.

c. SURVIVAL INTELLIGENCE:

- (1) Water survival and cold weather survival will be reviewed.
- (2) The temperature of the water to overfly varies from just above freezing and below freezing. Survival in this water in the event of bail out or forced landing is critical, and the anti exposure suit will be utilized.
- (3) Survival in the ice and snow is difficult and every effort should be made to stay with the aircraft.
- (4) Equipment:
 - (a) A-1 sustenance kit.
 - (b) Pistol, personal equipment; (teeth brush, knives, flashlight, lighters, wristwatch and fountain pens)

40BOMWGM
OPORD 220-56
ANNEX "A"
24 AUGUST 56

SECRET

SECRET

4. REPORTS: The following reporting instructions apply for training exercises directed by Headquarters, Eighth Air Force.

(1) BOMBARDMENT MISSIONS:

(a) Distribution A:

1. B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81, M-36.
2. M-12, M-14, M-20, M-35.

(b) Distribution B:

1. B-25.
2. B-51. Negative reports with pertinent reasons will be submitted when no positive information is obtained.
3. B-30. Negative report will be submitted when no positive information can be obtained.
4. B-27. (Do not include Headquarters SAC as an addressee)

(2) AIR REFUELING MISSIONS:

(a) Distribution A:

1. T-2, T-10, T-11, T-15, T-18, T-21, T-81, M-36.
2. T-81. Report is required if unit is flying for USCM.
3. M-12, M-14, M-20, M-35.

(b) Distribution B:

1. T-27 (When Second or Fifteenth Air Force units are

40BOMWGM
OPORD 220-56
ANNEX "A"
24 AUGUST 1956

5. *SECRET*

SECRET

being supported, Headquarters Second Air Force or Headquarters
Fifteenth Air Force, as applicable, will be additional
addressee).

(3) JANAF 146 (c) will be complied with on all missions.

40BOMWEM
OPORD 220-56
ANNEX "A"
24 AUGUST 56

6. *SECRET*

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
24 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 220-56

AIR OPERATIONS

HQ 4OBOMWGM
OPORD 409-56
ANNEX "B"
24 August 1956

SECRET

*SECRET*ANNEX "B"TOOPERATIONS ORDER220-5624 AUGUST 1956AIR OPERATIONSANNEX "B" AIR OPERATIONS:

1. GENERAL CONCEPT: The 40TH BOMBWGM will fly a USCM from home station to home station, striking targets in the ZI. This organization will air refuel in the "Bird Song" areas, supported by the 310th AREFS, 340th and 98th AREFS and in the "Frisky" area by the 91st and 276th AREFS. Complete air refueling in formation is contained in ANNEX "D".

2. SCHEDULE: (All Dates and Times are CST)

<u>WHAT</u>	<u>WHERE</u>	<u>WHEN</u>
General Briefing	GND TNG Auditorium	0900, 8 SEP 56
Pre-Takeoff Briefing	44TH Bomb Squadron	3 HRS prior to T.O.
First Wave Takeoff	Smoky Hill AFB, KANS	APPROX 0355C 12 SEP
Second Wave Takeoff	Smoky Hill AFB, KANS	APPROX 1555C 12 SEP

40BOMBWGM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

SECRET

SECRET

<u>WHAT</u>	<u>WHERE</u>	<u>WHEN</u>
Third Wave Takeoff	Smoky Hill AFB, KANS	APPROX 0355C 13 SEP
Fourth Wave Takeoff	(Possible for Make-up)	APPROX 1555C 13 SEP
Debriefing	GND TNG Auditorium	Immediately after landing.
Critique	Base Theatre	0800, 25 SEP

a. CREW SCHEDULES: (See APPENDIX "Ia", "Ib", and "Ic", of ANNEX "B".

3. TIMING:

a. H-HOUR BY WAVE:

- (1) WAVE ONE: 1800Z, X ≠ 1.
- (2) WAVE TWO: 0600Z, X ≠ 2.
- (3) WAVE THREE: 1800Z, X ≠ 3.

b. RELATIVE H-HOUR TIMES:

(1) WAVE ONE:

Ruby Cell: H plus 01:36
 Rust Cell: H plus 02:18
 Orange Cell: H plus 02:54

(2) WAVE TWO:

Green Cell: H plus 01:36
 Tan Cell: H plus 02:18

4OBOMWGM
 OFORD 220-56
 ANNEX "B"
 24 August 1956

2. *SECRET*

SECRET

(3) WAVE THREE:

Lime Cell: H plus 01:36

Blue Cell: (extra) H plus 02:18

c. HHCL EXTENDS FROM:

53-48N 90-00W

53-19N 85-06W

50-22N 80-12W

d. Take-off will be adjusted to make HHCL good.

e. In-flight Restrictions: Once airborne, strike aircraft will NOT deviate from briefed route to make H-Hour Control Time good.

f. Recall word for this mission is "CALDWELL".

.4. ABORTS:

a. Aircraft aborting waves one (1) or two (2) may, if recovered at home station in time, be rescheduled in wave three (3) to a minimum of three (3) cells of six (6) aircraft each. Aircraft aborting the third (3rd) wave may, if recovered at home station in sufficient time, be rescheduled in an extra wave which may be set up on X plus 3.

b. Aborting aircraft will obtain individual ARTC clearances before departing the cell. SEE ANNEX "E" for specific instructions.

4OBOMWGM
OPORD 220-56
ANNEX "B"
24 August 56

3.

SECRET

5. BOMBING:

SECRET

- a. Evaluation: This mission will be evaluated in accordance with existing directives. An aircraft will be considered effective if it has operational radar and O-15 camera over the target.
- b. Synchronous Radar Camera attacks (direct or offset optional) will be made against individual targets as listed in paragraph seven (7) of this Annex. A maximum breakaway maneuver will be executed at bombs away.
- c. Targets may be hit twice by the same Wing, if necessary; however, all targets will be hit once before any target is hit twice.
- d. The basic bombing altitude after departing HHCL is 39,000 feet. Individual bombing altitudes for each combat crew will be found in paragraph seven (7) of this annex.
- e. Bombing airspeed will be 425 TAS.
- f. Bombing tables - T.O. 11N-60-42, Mk 6.
- g. Altimeter settings of 29.92 Hq will be utilized by all aircraft from take-off until crossing HHCL, at which time en-route settings will be set in and utilized until completion

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

4. *SECRET*

of the mission.

SECRET

6. TACTICS:

- a. Strike aircraft will fly penetration cell from 350 NM prior to HHCL to the point of cell breakup, which will be the HHCL. At this point all aircraft will assume the altitude separations specified in paragraph seven (7). This will insure a separation of fifteen (15) minutes and two thousand (2,000) feet.
- b. The minimum fuel reserve for all aircraft over the Salina OMNI will be 15,000 pounds of fuel. The 40TH Bomb Wing will have MAJOR IVER C FITSCHEN, 12712A, 25 Bombardment Squadron on temporary duty at Minneapolis, Minnesota ATCC. Crews will contact Minneapolis ATCC on 255.4 Mc, when abeam of Minneapolis, and will inform this officer that the mission has or has not been successfully completed. If the aircraft has no had operative O-15 camera and radar over the target, the liason officer will immediately inform the 40 Bomb Wing Commander, in order that the plans for succeeding waves may be quickly formulated. The crew will inform liason officer at Minneapolis ATCC of fuel remaining and will give an estimate of the fuel reserve over Salina, OMNI.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

5. *SECRET*

SECRET

- If the estimate is less than 15,000 pounds, the liason officer will divert the aircraft to the nearest suitable alternate Air Force Base. The liason officer will inform crews on the Salina, Kansas forecast and will also relay the forecasted weather at all possible alternate airfields.
- c. SAC Tactical doctrine will be followed to the maximum extent possible commensurate with fuel reserve requirements and flying safety considerations.

7. ROUTE:

- a. Ruby, Green and Lime Cells will follow the "CORA" Route to the HHCL as outlined in Appendix III, ANNEX "B". At the HHCL all aircraft will continue individually as prescribed below.
- b. Rust, Tan and Blue (Extra) Cells will follow the "ANN" Route to the HHCL as outlined in Appendix IV, ANNEX "B". At the HHCL, all aircraft will continue individually as prescribed below:
- c. Orange Cell will follow the "Betty" Route to the HHCL as outlined in Appendix V, ANNEX "B". At the HHCL all aircraft will continue individually as prescribed below:

4OBOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

6.

SECRET

SECRET

d. Aircraft will take-off at one (1) minute intervals.

There will be only one (1) aircraft on the active runway at any time while preparing for take-off. While waiting for clearance onto the runway the next aircraft in the cell will taxi to the runway apron, cock the aircraft nose 45° from the take-off heading and stabilize engines at seventy (70) percent RPM. As soon as the aircraft in front releases brakes and commences take-off roll, the next aircraft in the cell will arm the water injection system, take the active runway and advance power to one-hundred (100) percent. Fifteen (15) seconds prior to take-off, the water injection start switch will be placed to "START"; the water injection lights and engine instruments will be checked and if all indicators are in the "GREEN", take-off will be made on the hack. If take-off is aborted at this time, or on the roll, the aircraft will clear the runway at the first available taxi strip to the left or right and in an expeditious manner. The tower will be notified immediately an abort becomes imminent. If take-off is to the North, the

40BOMWCM
OPORD 220-56
ANNEX "B"
24 August 1956

7.

SECRET

SECRET

lead aircraft will climb out on the runway heading for a period of five (5) minutes from the start of the take-off roll, and then will start a left turn to A heading for Wakeeny, Kansas, using a fifteen (15°) degree rate of bank. He will accelerate to an indicated airspeed of 270 KIAS and ninety-six (96%) percent RPM for climb if he is the leader of a five (5) ship cell, and to a indicated airspeed of 260 KIAS and ninety-six (96%) percent RPM for climb, if he is leading a six (6) ship cell. Each subsequent aircraft will climb out on the runway heading for a period of time which will be thirty (30) seconds less than the aircraft ahead and will accelerate to an airspeed ten (10) KIAS higher than the aircraft ahead, using ninety-eight (98%) percent RPM. Aircraft will then initiate a turn to the left, climbing on course to Wakeeny, Kansas while forming in cell on the leader. Upon reaching 29,200 feet with 29.92 Hq in the Kollsman window, the leader will level off. The cell will move into visual formation with the leader at this time and all aircraft will check airspeed indicators and altimeters. Route cell will then be initiated with all aircraft in trail with one (1) mile separation, stacked at 500 feet intervals above the leader.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

8. *SECRET*

SECRET

The turn point at Wakeeny, Kansas may be cut short to pick up any time which may have been lost in forming up the cell at take-off. If take-off is made to the South the same procedures as are outlined above will apply, with the exception that a right turn on course will be made. Aircraft clearance to overfly Camp Phillips Bomb Range has been arranged. In the event of an aircraft emergency after take-off which requires that the aircraft land immediately, the crew will notify the tower of the emergency and the runway will be immediately cleared. GCA will monitor and if necessary will assist all aircraft during take-off and climb. All aircraft will fly a route cell as outlined above from take-off until passing 56-00N departing Labrador northbound, with the exception of descent for rendezvous and refueling, at which time all aircraft will alter ten (10°) degrees right of the leader to assume refueling formation. Upon departing 56-00N aircraft in each cell will fly abreast for the purpose of accomplishing gunnery requirements. Upon completion of firing, the aircraft in each cell may again assume route cell or remain in the visual formation. They will continue on course until passing 61-00N, flying South over Hudson Bay, at which time the cell may again fly abreast for the purpose of accomplishing aerial gunnery if the requirement still exists.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

SECRET

SECRET

After passing 57-00N, flying Southbound, the cell will revert to route cell and will maintain this formation until 350 NM prior to the HHCL, at which time the aircraft will assume penetration cell. In this type formation all aircraft will fly abreast, with the number one (1), four (4) and five (5) aircraft flying base altitude and number two (2) and three (3) aircraft flying at 500 feet above base altitude. If a sixth (6th) aircraft were in the cell, it would be flying at base altitude. This type formation will be flown until passing HHCL, at which time all aircraft will proceed on individual routes to the targets and on to Smoky Hill AFB, as indicated below:

TARGET:	(MINNEAPOLIS — ST PAUL)	CREW	CELL	ALTITUDE
DGZ	"A" 44-58-38N 93-14-40W	WETZEL	RUBY 4	39,000
DGZ	"B" 44-59-21N 93-14-16W	SEARS	RUST 4	39,000
DGZ	"C" 45-01-11N 93-14-55W	SCOTT	ORANGE 4	39,000
DGZ	"K" 44-53-22N 93-14-55W	DAVIS	GREEN 4	39,000
DGZ	"L" 45-08-03N 93-12-43W	MILLER	TAN 4	39,000
DGZ	"N" 44-56-15N 93-03-42W	GRIMM	LIME 6	39,000
DGZ	"O" 44-49-40N 93-27-35W	CLARK	BLUE 4	39,000

The above named crews will make good the following route upon Break-up at the HHCL:

40BOMWGM
 OPOED 220-56
 ANNEX "B"
 24 August 1956

10.

SECRET

HHCL

SECRET

TO: (PRE-IP) 46-57N 90-50W TIP OF LAND

TO: (I.P.) 45-49N 92-23W BURNET CO AIRPORT

TO: (TARGET) (MINNEAPOLIS ST PAUL)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

<u>TARGET:</u>	<u>(MINNEAPOLIS ST PAUL)</u>	<u>CREW</u>	<u>CELL</u>	<u>ALTITUDE</u>
DGZ "P"	45-03-50N 93-20-57W	ONDES	BLUE 2	39,000

In order to establish a fifteen (15) minute separation between aircraft, Captain Ondes crew will fly the following prescribed route:

HHCL

TO: (TURNING POINT) 51-02N 93-50W RED LAKE NAVAL BASE

TO: (PRE- IP) 46-57N 90-50W TIP OF LAND

TO: (IP) 45-49N 92-23W BURNET CO AIRPORT

TO: **TARGET** (MINNEAPOLIS--ST PAUL)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

<u>TARGET:</u>	<u>(DES MOINES)</u>	<u>CREW</u>	<u>CELL</u>	<u>ALTITUDE</u>
DGZ "A"	41-34-15N 93-33-19W	BOWLES	RUBY 2	37,000
DGZ "B"	41-35-03N 93-38-30W	MILLERICK	RUST 2	37,000
DGZ "C"	41-35-17N 93-34-22W	MUSTERMAN	ORANGE 2	41,000

40BOMWGM
OFORD 220-56
ANNEX "B"
24 August 1956

11.

SECRET

SECRET

TARGET (DES MOINES) Continued	CREW	CELL	ALTITUDE
TO: "D" 41-33-40N 93-31-31W	WHAYNE	GREEN 2	37,000
TO: "E" 41-31-59N 93-39-27W	MARKOWSKI	TAN 2	37,000

The Above named crews will make good the following route upon Break-up at the HHCL:

HHCL

TO: (TURNING POINT) 46-57M 90-50W TIP OF LAND
 TO: (PRE-IP) 44-01N 92-27W ROCHESTER, MINNESOTA
 TO: (I.P.) 42-29N 93-16W IOWA FALLS
 TO: TARGET (DES MOINES)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

<u>TARGET (MILWAKEE)</u>	CREW	CELL	ALTITUDE
DGZ "N" 43-06-38N 88-02-02W	RICHTER	RUST 5	35,000
DGZ "K" 43-01-54N 87-53-56W	C.JONES	GREEN LEAD	39,000

The above named crews will make good the following route upon Break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND
 TO: (PRE IP) 45-38N 85-30W CHEBOYGAN, MICHIGAN
 TO: (I.P.) 44-42N 86-16W
 TO: TARGET (MILWAKEE)
 TO: TURNING POINT 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

40BOMWGM
 OPOFD 220-56
 ANNEX "B"

SECRET

SECRET

TARGET (MUSKEGON)	CREW	CELL	ALTITUDE
DGZ "C" 43-15-03N 86-13-14W	MOSIER	RUBY LEAD	39,000

The above named crew will make good the following route upon
Break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT ST MARIE

TO: (PRE IP) 45-38N 84-30W CHEBOYGAN, MICHIGAN

TO: (IP) 44-16N 85-26W CADILLAC, MICHIGAN

TO: TARGET (MUSKEGON)

TO: (TURNING POINT) 42-20N 87-51W WAUKEGAN, ILL

TO: (TURNING POINT) 42-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFR

TARGET (MADISON)	CREW	CELL	ALTITUDE
DGZ "A" 43-08-00N 89-19-55W	HOUSER	ORANGE 5	35,000
DGZ "B" 43-04-28N 89-23-01W	H SMITH	LIME 2	41,000
DGZ "C" 42-52-58N 89-23-58W	STOKET	RUBY LEAD	37,000

The above named crews will make good the good the following
Route upon break-up at the HHCL

HHCL

TO: (PRE IP) 46-57N 90-50W TIP OF LAND

TO: (IP) 44-24N 89-52W WISCONSIN RAPIDS

TO: TARGET (MADISON)

40BOMWGM
OPORD 220-56
ANNEX "B"

13.

SECRET

SECRET

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (KALAMAZOO)	CREW	CELL	ALTITUDE
DCZ "B" 42-14-12N 85-53-18W	VIA	RUBY 5	37,000

The above named crew will make good the following route upon break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE

TO: (PRE IP) 45-25N 83-46W COAST LINE

TO: (IP) 43-23N 84-40W ALMA, MICHIGAN

TO: TARGET (KALAMAZOO)

TO: (TURNING POINT) 41-32N 85-48W GOSHEN AIRPORT ILL

TO: (TURNING POINT) 41-07N 88-48W STREATOR, ILL

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET: (MOLIST)	CREW	CELL	ALTITUDE
DCZ "A" 41-36-29N 88-05-00W	WOHLFORD	BLUE 3	35,000

The above named crew will make good the following route upon break-up at the HHCL

40BOMMCM
OFORD 220-56
ANNEX "B"

14.

SECRET

HHCL

SECRET

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-26N 84-16W S TIP OF LAKE
 TO: (PRE IP) 43-42N 85-27W BIG RAPIDS, MICHIGAN
 TO: (IP) 42-11N 86-16W SOUTH HAVEN AIRPORT
 TO: TARGET (JOLIET)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (GREEN BAY)	CREW	CELL	ALTITUDE
DGZ "A" 44-29-46N 88-01-42W	GALLIGAN	RUST LEAD	39,000

The above named crew will make good the following route upon break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND
 TO: (PRE IP) 46-38N 85-55W GRAND MARAIS AIRPORT
 TO: (IP) 45-37N 86-37W TIP OF LAND
 TO: TARGET (GREEN BAY)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET: (PON DU LAC)	CREW	CELL	ALTITUDE
DGZ "A" 43-46-55N 88-27-05W	BURNSTAD	RUST 3	37,000

40BOMWG:
 OPOD 220-56
 ANNEX "B"
 24 August 1956

15.

SECRET

SECRET

The above named crew will make good the following route
upon break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND

TO: (PRE IP) 46-40N 85-36W COAST LINE

TO: (IP) 45-10N 86-03W NORTH TIP OF ISLAND

TO: TARGET (FON DU LAC)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (BURLINGTON)	CREW	CELL	ALTITUDE
---------------------	------	------	----------

DGZ "A" 40-47-09N 91-07-24W J CAMPBELL ORANGE LEAD 39,000

DGZ "B" 40-46-40N 91-09-33W MARTIN LIME 4 39,000

The above named crews will make good the following route
upon break-up at the HHCL.

HHCL

TO: (TURNING POINT) 46-57N 90-50W TIP OF LAND

TO: (PRE IP) 44-39N 90-12W MARSH FIELD

TO: (IP) 42-30N 90-41W DUBUQUE IOWA

TO: TARGET (BURLINGTON)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

40BONWGN
OPORD 220-56
ANNEX "E"
24 August 1956

16.

SECRET

SECRET

TARGET (CHICAGO)	CREW	CELL	ALTITUDE
DGZ "A" 41-53-30N	87-43-49W	WOLF RUBY 3	35,000
DGZ "F" 41-51-31N	87-36-32W	HARRINGTON GREEN 5	35,000
DGZ "I" 41-47-07N	87-45-07W	SCHUPPERT TAN 5	35,000
DGZ "P" 41-37-06N	87-24-51W	GALLIEN LIME 3	35,000

The above named crews will make good the following route upon break-up at the HHCL.

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-26N 84-16W 3 TIP OF LAKE
 TO: (PRE IP) 43-42N 85-27W BIG RAPIDS MICHIGAN
 TO: (IP) 42-21N 86-16W SOUTH HAVEN AIRPORT
 TO: TARGET (CHICAGO)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (WAUKEGAN)	CREW	CELL	ALTITUDE
DGZ "A" 42-20-20N	87-49-42W	CREEL TAN 3	37,000

The above named crew will make good the following route upon break-up at the HHCL.

40BOMWGM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

17.

SECRET

SECRET

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-38N 84-30W CHEROYGAN, MICHIGAN
 TO: (PRE IP) 44-16N 85-26W CADILLAC, MICHIGAN
 TO: (IP) 43-13N 86-15W MUSKEGON
 TO: TARGET (WAUKEGAN)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (SOUTH BEND)	CREW	CELL	ALTITUDE
DGZ "A" 41-40-57N 86-17-45W	ZYSK	LINE 5	41,000

The above named crew will make good the following route upon
 break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-31N 84-03W COAST LINE
 TO: (PRE IP) 44-20N 84-46W HOUGHTON LAKE
 TO: (IP) 42-56N 85-35W EAST GRAND RAPIDS
 TO: TARGET (SOUTH BEND)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (KRNOSHA)	CREW	CELL	ALTITUDE
DGZ "C" 42-36-42N 87-49-33W CLEVELAND	TAN LEAD		39,000
DGZ "D" 42-32-58N 87-50-21W DUNAWAY	LINE LEAD		37,000

40BOMWEM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

18:

SECRET

SECRET

The above named crews will make good the following route upon
break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND

TO: (PRE IP) 45-38N 84-30W CHEBOYGAN, MICHIGAN

TO: (IP) 44-14N 86-20W MANISTEE, MICHIGAN

TO: TARGET (KEOSHA)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (ROCK ISLAND)	CREW	CELL	ALTITUDE
DGZ "G" 41-30-55N 90-22-50W	IRVING	ORANGE 3	37,000

The above named crew will make good the following route upon
break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-57N 90-50W TIP OF LAND

TO: (PRE IP) 44-39N 90-12W WASH FIELD

TO: (IP) 43-12N 90-11W TRI-COUNTY AIRPORT

TO: TARGET (ROCK ISLAND)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (ROCKFORD)	CREW	CELL	ALTITUDE
DGZ "A" 42-11-51N 89-05-52W	HARMON	GREEN 3	37,000

40BOMWH
OPORD 220-56
ANNEX "B"
24 August 1956

19.

SECRET

SECRET

The above named crew will make good the following route
upon break-up at the HHCL.

HHCL:

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
TO: (PRE IF) 44-04N 86-20W MAINSTEE, MICHIGAN
TO: (IP) 42-35N 87-52W KENOSHA, MICHIGAN
TO: TARGET (ROCKFORD)
TO: (TURNING POINT) 40-04N 95-37W FALLS CITY NEBRASKA
TO: SHAFB

8. NAVIGATION:

a. One of the specific requirements of this mission is that a celestial navigation leg be flown by each participating crew. It is desired that if possible each combat crew fly one (1) celestial grid navigation leg with PLOP. The type of navigation to be flown on second leg is optional. The start and termination points for navigation legs are as follows:

(1) CORA:

START: WINNEPEG, MANITOBA
TERM: 49-24N 67-22W
START: 53-50N 59-00W
TERM: 61-27N 77-46W

(2) ANN:

START: 48-54N 95-19W

40BOMWGH
OFORD 220-56
ANNEX "B"
24 August 1956

20.

SECRET

SECRET

TERM: 48-28N 69-20W

START: 53-44N 57-10W

TERM: 62-17N 79-20W

(3) Betty

START: 47-54N 96-30W

TERM: 47-41N 69-45W

START: 53-46N 56-30W

TERM: 62-56N 81-52W

b. DANGER AREAS ENROUTE:

R-196	Brookville, Kansas	UNL	UNL
R-457	Devils Lake, Nth Dakota	20,000 ft	JUNE Only
R-186	Upper Red Lake Minnesota	50,000 ft	UNL
R-424	Hammond Bay, Michigan	UNL	DAYS
R-373	Camp Grayling, Michigan	20,000 ft	UNL
R-362	Lake Magrethe, Michigan	2,000 ft	UNL
R-77	Frankfort, Michigan	30,000 ft	DAYS VFR
R-437	Little Sable Point, Michigan	60,000 ft	UNL
R-76	Glenview, Ill	UNL	UNL
R-84	Haven, Wisconsin	85,000 ft	DAYS VFR UNL
R-83	Sheboygan, Wisconsin	40,000 ft	DAYS VFR
R-187	Grand Marais, Michigan	50,000 ft	VFR ONLY
R-200	CAMP MC COY, WISCONSIN	25,000 ft	UNL
R-468	CAMP WILLIAMS, WISCONSIN	12,000 ft	DAY NIGHT VFR
R-199	MANHATTAN, KANSAS	30,000 ft	UNL

21.

SECRET

SECRET

The 4OBOMWEM has received clearance to overfly R-76, R-83, R-424 and R-187. Aircraft will be required to deviate from course in order not to overfly other danger areas listed which penetrate flight altitude.

- c. Highest terrain enroute: 58-55N 63-60W (Northern Labrador) 5,500 feet elevation.
- d. HHCT as indicated in Appendix "I", Ia, and Ib of ANNEX "B".
- e. Alternate airfields: As listed in ANNEX "E".

9. AIRCRAFT CLEARANCE:

- a. Cell leaders will list in sequence all turn points and reporting points shown in ANNEX "D", in section C of AF Form 175. Section D of AF Form 175 will contain a remark similar to the following example: "RUBY FLIGHT LEADER IN WAVE ONE, OPERATION STRONGHEART ALFA. FORMATION OF FIVE AIRCRAFT."
- b. Other aircraft in the cell will make a remark in section C of AF form 175 similar to the following example: "# 3 AIRCRAFT IN RUBY FLIGHT OF WAVE ONE, OPERATION STRONGHEART ALFA." This entry will be valid until aircraft pass HHCL. Thereafter, individual routes from the HHCL to SHAFB will have to be entered in section C of AF form 175 (Reference paragraph 7 above). The altitude assigned to each individual crew from HHCL to SHAFB will be reserved by ARTC and AF form 175 will indicate IFR flight plan and assigned altitude.

4OBOMWEM
OPORD 220-56
ANNEX "B"
24 August 1956

22.

SECRET

SECRET

All aircraft will be required to make individual reports enroute.

All aircraft will attempt to contact Minneapolis ATCC when abeam of that station.

10. FIGHTER INTERCEPTIONS: Fighter interception can be expected at any time after crossing the HHCL. If intercept is made during the hours of darkness, crews are cautioned to turn on wing lights.
11. GUNNERY:
 - a. A full load of seven hundred (700) rounds of 30MM ammunition will be loaded in each aircraft.
 - b. In accordance with Wing policy, the A-5 fire control system will be preflighted one (1) day in advance of the day of takeoff. In inspecting particular emphasis should be placed on the alignment of the ammunition.
 - c. The fire out phase of OPERATION STRONGHEART will take place on the northbound navigation leg off the coast of Labrador. Upon reaching 56° N cell will fan out and flying abreast of one another, will commence firing. The cell leader will be responsible for clearing the area visually if possible and by radar. In advance of the fire-out period "CORA" flight will deviate to the east of the course to insure their being 50 miles at sea before firing. Firing will cease upon reaching 61° N. In the event that all firing is not completed on this leg firing may also be done over Hudson Bay between 61° N and 57° N, Cora flight deviating some 40 miles to the west of course, if necessary.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

2. *SECRET*

SECRET

- d. The lock-on phase of OPERATION STRONGHEART will begin upon re-entering the United States. In accordance with SAC policy concerning lock-ons after a fire-out, the following steps must be taken:
- (1) Hold back release switch to hold-back.
 - (2) Fire safe switch to safe.
 - (3) Computer in-out switch to out.
 - (4) Fire power fuse removed.
 - (5) The co-pilot should not depress the firing button during the lock-on phase.
- e. During this mission the following A-5 operator procedures are in effect and will be used due to all ships having modified gun charges.
- (1) It is no longer necessary for the operator to manually charge the initial rounds into the guns by using the hold-back release switch as the guns are initially charged when firing button is depressed.
 - (2) The hold-back release switch will not be used to clear malfunctions in the air under any circumstances.
- f. Upon landing, two (2) sets of two (2) copies each of Form 255 will be submitted to cover the fire-out portion and lock-on sections of the mission.

40BO/WGM
OPORD 220-56
ANNEX "B"
24 August 1956

24.

SECRET

SECRET

- g. The following message from Headquarters 8TH AF is quoted:
- "UNCLAS/DOTED 51563/ ATTN: LT CARTY 40TH BOMB WING. THIS IS A RETRANSMISSION OF MY MESSAGE ODTIG 51163, SEPTEMBER 55. THE FOLLOWING SAC MESSAGE IS QUOTED FOR YOUR INFORMATION AND GUIDANCE. "UNCLASSIFIED/DOTRPW 8445. OUR MESSAGE DOTRPG 9933 DATED 8 FEB 55 IS QUOTED FOR YOUR INFORMATION AND GUIDANCE QUOTE: AUTHORIZATION IS GRANTED FOR B/RB-47 CREWS ON AIRCRAFT EQUIPPED WITH A-5 FIRE CONTROL SYSTEMS TO CONDUCT RADAR TRACKING AND LOCK ON FOLLOWING ACTUAL AIR FIRING MISSION BY PERFORMING FOLLOWING SAFETY CHECKS: 1. ACTUATE CHARGER HOLD BACK RELEASE SWITCH TO HOLD BACK. 2. POSITION GUN SAFE FIRE SWITCH TO SAFE. 3. REMOVE THE FIRE POWER FUSE. 4. BRIEF CO-PILOTS TO REFRAIN FROM DEPRESSING FIRING BUTTON DURING FIGHTER INTERCEPT PORTION OF MISSION. UNQUOTE:

12. TRAINING REQUIREMENTS:

- a. Long Range cruise control.
- b. Two (2) rendezvous for cell leader.
 - (1) One (1) APN-76.
 - (2) One (1) night rendezvous.
- c. One (1) mass night refueling.
- d. One (1) optional refueling.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

25.

SECRET

SECRET

- e. Two (2) cell missions - night.
- f. One (1) gunnery fire out mission
- g. Two (2) optional navigation legs.
 - (1) Celestial Grid W/FLOP if possible.
- h. Maximum "Lock-ons" for fighter intercept.
- i. One (1) Radar camera attack.
- j. One (1) simulated strike report (Ramey- Lajes)
- k. One (1) Radar monitored letdown.
- l. One (1) Gyro-out GCA full stop landing.
- m. Two (2) hours formation - 30,000 feet.
- n. One (1) hour formation - 10,000 feet.

9 APPENDICES:

- APPENDIX "I": CREW SCHEDULE
- APPENDIX "Ia": CREW SCHEDULE
- APPENDIX "Ib": CREW SCHEDULE
- APPENDIX II: ROUTE MAP
- APPENDIX III: SAC FORM 1 (CORA ROUTE)
- APPENDIX IV: SAC FORM 1 (ANN ROUTE)
- APPENDIX V: SAC FORM 1 (BETTY ROUTE)
- APPENDIX VI: INDIVIDUAL ROUTES TO SHAFB
- APPENDIX VII: SEQUENCE OF EVENTS

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

26.

SECRET

SEPT 1956 *SECRET*

WAVE	CELL NR 1 ACFT NR	AJAX	CELL 1	CREW NR	ACFT COMDR	ST ENG	TAXI	APPROX TO	HHCT	BOMB ALT
1	557	14	RUBY LEAD	L-12	MOSIER COL BURNS	0325	0335	0355	1336	39,000
1	573	22	RUBY 2	L-10	BOWLES	0326	0336	0356		37,000
1	578	21	RUBY 3	R-19	WOLFE	0327	0337	0357		35,000
1	558	17	RUBY 4	L-06	WETZEL	0328	0338	0358		39,000
1	561	49	RUBY 5	R-44	VIA	0329	0339	0359		37,000
CELL NR 2			CELL 2							
1	322	45	RUSTLEAD	S-39	GALLIGAN	0339	0349	0409	1418	39,000
1	570	50	RUST 2	L-41	MILLERICK	0340	0350	0410		37,000
1	364	48	RUST 3	R-48	BURNSTAD	0341	0351	0411		37,000
1	582	51	RUST 4	R-43	SEARS	0342	0352	0412		39,000
1	581	55	RUST 5	R-46	RICHTER	0343	0353	0413		35,000
			CELL 3							
1	571	80	ORANGE LEAD	S-70	CAMPBELL J	0350	0400	0420	1454	39,000
1	163	78	ORANGE 2	L-72	MUSTERMAN	0351	0401	0421		41,000
1	563	77	ORANGE 3	L-65	IRVING	0352	0402	0422		37,000
1	566	79	ORANGE 4	R-77	SCOTT	0353	0403	0423		39,000
1	609	86	ORANGE 5	R-81	HOUSER	0354	0404	0424		35,000

25.

A L L TIMES ARE CENTRAL

APPENDIX I, ANNEX "B", 4080WGM OPORD 220-56, STRONG...

SECRET

12 SEPTEMBER 1956

WAVE	ACFT NR	AJAX	CELL I	CREW NR	ACFT COMDR	START ENG	TAXI	APPROX TO	HHCT	BOMB ALT
2	575	19	GREEN LEAD	S-03	JONES MCPHERSON	1525	1535	1555	0136	39,000
2	595	25	GREEN 2	L-14	WHAYNE	1526	1536	1556		37,000
2	545	12	GREEN 3	R-24	HARMON	1527	1537	1557		37,000
2	549	11	GREEN 4	R-21	DAVIS	1528	1538	1558		39,000
2	559	74	GREEN 5	R-71	HARRINGTON	1529	1539	1559		35,000
C E L L NR 2										
2	546	44	TAN LEAD	L-37	CLEVELAND	1539	1549	1609	0218	39,000
2	583	52	TAN 2	R-45	MARKOWSKI	1540	1550	1610		37,000
2	579	54	TAN 3	L-38	CREEL	1541	1551	1611		37,000
2	548	70	TAN 4	R-78	MILLER	1542	1552	1612		39,000
2	556	76	TAN 5	R-83	SCHUPPERT	1543	1553	1613		35,000

ALL TIMES ARE CENTRAL

APPENDIX Ia, TO ANNEX "B", 4080MMW OPORD 220-56, "STRONGHEART"

SECRET

13 SEPTEMBER 1956

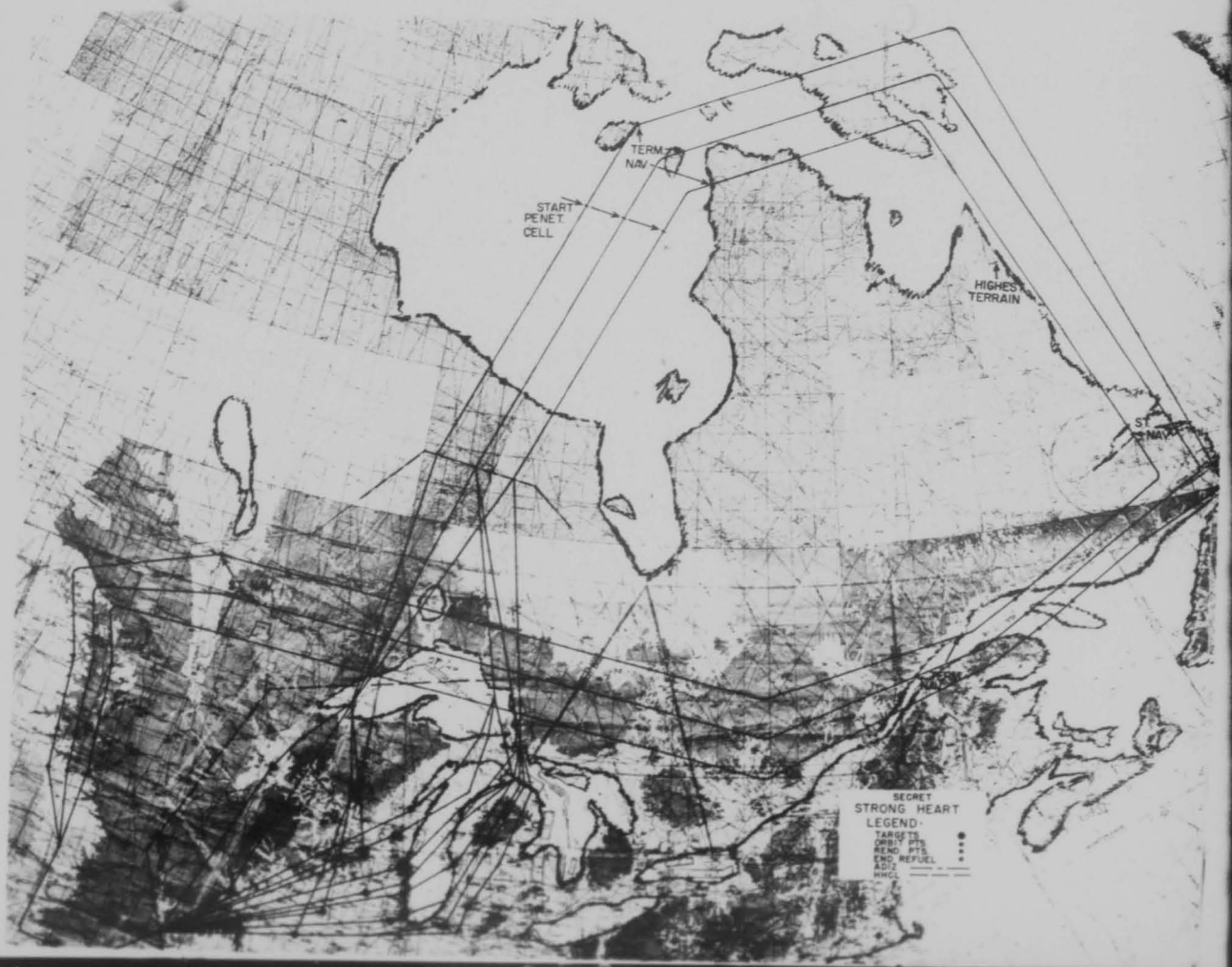
SECRET

WAVE	ACFT NR	AJAX	CELL I	CREW NR	ACFT	CONDR	ST ENG	TAXI	APPX TO	HHCT	BCMB ALT
3	159	16	LIME LEAD	S-04	DUNAWAY		0325	0335	0355	1336	37,000
					COL BOWDEN						
3	326	15	LIME 2	S-16	SMITH		0326	0336	0356		41,000
3	567	24	LIME 3	L-13	GALLIEN		0327	0337	0357		35,000
3	569	47	LIME 4	R-47	MARTIN		0328	0338	0358		39,000
3	158	75	LIME 5	R-79	ZYSK		0329	0339	0359		41,000
3	587	83	LIME 6	S-60	GRIMM		0330	0340	0400		39,000
CELL NR 2 (MAKE UP)											
3	552	71	BLUE LEAD	L-66	GIONET		0339	0349	0409	1418	37,000
3	554	13	BLUE 2	L-11	ONDES		0340	0350	0410		39,000
3	555	41	BLUE 3	R-42	WOHLFORD		0341	0351	0411		35,000
3	541	40	BLUE 4	L-36	CLARK		0342	0352	0412		39,000

ALL TIMES ARE CENTRAL

APPENDIX 1B, ANNEX "B", 40BOMWGM OPORD 220-56, "STRONGHEART".

SECRET



WAVE #1 RUBY CELL #1 WAVE 2 GREEN CELL #1 WAVE 3 LIME CELL #1 CORA ROUTE

MISSION FLIGHT PLAN		O. O. AND NICKNAME ST WINGHEART		UNIT 40BW	TYPE ACFT B-47	WAVE	CELL CALL SIGN	REMARKS		
ACFT BASIC	POUNDS	FM	18,752	BOMBS	CHAFF 990			RUNWAY		
CREW	900	GM	17,984	AMMO	4:8			PRESSURE ALT	LENGTH	AIR TEMP
OIL	423	AM	21,952	WATER AUG	4,800			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO		PWD AUX	6,336	STATIC	196,545	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED
RACK		B B	10,861	START ENGINES AND TAXI FUEL ALLOWANCE	2,545	NR EMPTY ATO REQUIRED		CRITICAL WIND COMPONENT		
EXT TANKS (WEIGHT/EMPTY)	1,595	ATO	7,808	TAKE-OFF GROSS	194,000	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
MISCELLANEOUS		EXT	21,696	TOTAL FUEL	105,389					
CHAFF										
OPERATING	94,918									

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
								ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	START TAXI/TO/ ACCEL												(19)		*	103,257	196,545
	TURN IN CLWALKERBY	98%		270/30									:03	15		4,605	9,405
	39-02N 99-52W	CL	262	41	263	-10	253	25.0	310	405	376	106	:20	115		100,784	187,140
	39-27N 100-00W	CL		260/40	004		353	30.2		440	451	50	:07	49		8,900	8,900
	I/O			5								756	:27	179		91,884	178,240
	41-25N 99-38W	CR		260/40	004	-11	353	30.4	.74	425	438	252	:10	93		2,830	2,830
	BRONKROW IP		009	-5	004	-11	353	30.4	.74	425	438	252	:10	272		89,654	175,110
	43-17N 100-54W	CR		260/40			316	30.8	.74	425	409	29	:19	134		3,990	3,990
	ORBIT POINT		333	-5	328	-12	316	30.8	.74	425	409	381	:59	406		85,064	171,420
	44-18N 101-03W	DS		265/35						450	448	60	:06	60		700	700
	BIRDSONG CORA		353	-5	348	-11	337	16.0				441	1:07	466		84,364	170,720
	46-14N 101-23W	REL		270/30						270	265	119	:27	121		7,555	7,555
	CONTACT & RFL		353	-6	347	-12	335	16.0	.43			560	1:34	587		76,809	163,165
	ON LOAD												:			32,000	32,000
	46-25N 101-29W											13	:02	13		1,200	1,200
	ACCELERATE											573	1:36	600		107,609	15,955
	47-49N 102-17W	98%		265/35						430	419	89	:13	90		4,300	4,300
	I/O	CL	339	-5	334	-13	321	28.8				662	1:49	690		103,309	189,665
	48-10N 102-28W	CR		77/40						425	410	21	:03	21		670	670
	49-54N 97-08W	CR	338	-5	333	-14	319	28.9	.74	425	410	683	1:52	711		102,639	188,995
	MINNEPEG CANADA		066	270/40						425	461	235	:31	218		6,950	6,950
	48-04N 75-18W	CR		-2	064	-11	053	29.6	.74	425	461	918	2:23	929		95,689	182,045
	48-04N 75-18W	CR	097	290/40						425	463	863	1:52	793		23,150	23,150
	49-24N 67-22W	CR		-1	096	4	100	32.6	.74	425	463	1781	4:15	1722		72,539	158,895
	TERMINAL NAV LOG	CR	075	260/55						425	486	222	:40	286		7,650	7,650
				-1	074	421	095	33.5	.74	425	486	2104	4:55	2008		64,889	151,249

SAC FORM 18 APR 54 18 FC: 2720

All Additive Registers have been checked Adding machines

Air Force - SAC, ORBIT G-104(56)

WAVE 1 RUBY CELL #1 WAVE 2 GREEN CELL #1 WAVE 3 LIME CELL #1 CORA ROUTE

MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	T	IAS	T. A. S.	G. S.	GND.	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
SHAPE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
49-28N 67-00W			260/55												64,889 151,245
IP	CR	079	0	079	f25	104	33.5	.74	425	480	15	:02	14		360 360
50-10N 65-07W	CR		260/55								2119	4:57	2022		64,529 150,885
GREIT POINT	CR	060	-2	058	f26	084	33.8	.74	425	478	86	:11	77		1,980 1,980
50-44N 63-41W	DS		270/45								2205	5:02	2099		62,549 148,905
RISKY CORA		060	-3	057	f27	084	16		450	489	65	:08	60		700 700
51-59N 60-12W	RFL		280/40								2270	5:16	2159		61,849 148,205
CONTACT & RFL		060	-5	055	f29	084	16	.43	470	300	151	:30	136		8,525 8,525
ONLOAD											2421	5:46	2295		53,324 139,580
ACCELERATE															40,000 40,000
52-32N 58-25W	98% CL	064	270/45								13	:02	13		93,324 179,680
TURN IN CLIMB			-3	061	f32	093	28.0		430	471	2434	5:48	2308		1,200 1,200
53-02N 58-28W	CL	338	270/45								61	:08	56		92,124 178,480
L/O			-5	333	f32	006	30.6		430	410	2495	5:56	2364		
53-50N 59-00W	CR	340	240/50								32	:04	33		4,300 4,300
START NAV LEG			-7	333	f33	006	30.8	.74	425	430	2527	6:00	2307		87,824 171,180
62-46N 66-10W	CR	338	240/50								56	:08	55		1,610 1,610
61-27N 77-46W	CR	255	300/50								2583	6:08	2452		86,214 172,570
TURN NAV LEG			-7	331	f41	012	33.1	.74	425	429	579	1:21	574	**	16,180 17,618
61-17N 78-53W	CR	251	300/50								3162	7:29	3026		70,034 154,952
58-44N 81-38W	CR	207	290/40								336	:52	369		9,520 9,520
ST PENETRATION CELL			f5	260	f44	304	34.4	.74	425	388	3498	8:21	3395		60,514 145,432
53-26N 86-00W	CR	205	290/40								34	:05	35		860 860
HHCL			f5	256	f84	290	34.5	.74	425	390	3532	8:26	3430		59,654 144,572
HHCL			290/40								174	:25	177		4,360 4,360
SAULT ST MARIE	CR	172	f5	177	f7	184	37.8	.74	425	443	3706	8:51	3607		55,294 140,212
46-30N 84-22W			290/40								350	:50	353		8,280 8,280
45-25N 83-46W	CR	160	f4	164	f5	169	38.2	.74	425	450	4056	9:11	3960		17,814 131,932
COAST LINE PTP			290/40								418	:57	402		8,880 8,880
43-23N 84-40W	CR	196	f5	201	f3	204	38.2	.74	425	426	4474	10:38	4362		38,134 123,052
ALMA MICHIGAN IP			290/40								70	:09	66		1,390 1,390
42-14--12N TGT	CR	208	f5	213	f1	214	38.2	.74	425	419	4544	10:47	4428		36,744 121,662
45-33-18W B			290/40								126	:18	126		2,620 2,620
41-32N 85-48W	CR	195	f5	200	0	200	39.1	.74	425	426	4670	11:05	4554		34,124 119,042
ROSEMOUNT AIRPORT ILL			290/40								82	:12	83		1,680 1,680
			f5	213	f1	214	38.2	.74	425	419	4752	11:17	4637		32,444 117,362
			290/40								43	:06	43		860 860
			f5	200	0	200	39.1	.74	425	426	4795	11:23	4680		31,584 116,502

SAC FORM 15 APR 66 1b FC: 2720

AP: ENDIX #1 ANNEX B *4605 FUEL 4800ADI USED ** ATO & CHAFF EXPENDS(D)

(OFFIC 0-1050/56)

All Additive Entries have been checked Adding machines

WAVE 1 RUST CELL #2 WAVE 2 TAN CELL 2 WAVE 3 BLUE CELL 2 ANN ROUTE

MISSION FLIGHT PLAN		O. O.	NICKNAME	UNIT	TYPE AC	WAVE	CELL CA SIGN	REMARK
POUNDS			STROUGHEART	40BW	B-47E			
ACFT BASIC	82,000				BOMBS	CHAFF 990		
CREW	900				AMMO	110		
OIL	423				WATER AUG	4,600		
ATO					STATIC	196,545	NR FULL ATO REQUIRED	
RACK					ATO	7,808	NR EMPTY ATO REQUIRED	
EXT TANKS WEIGHT (Empty)	1,595				START ENGINES AND TAXI FUEL ALLOWANCE	2,545		
MISCELLANEOUS					EXT	21,694		
CHAFF					TOTAL FUEL	105,389		
OPERATING	64,318				TAKE-OFF GROSS	194,000	ATO FIRING SPEED	

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1,650	13,330	100°F
CRITICAL FIELD LENGTH	CRITICAL AIR TEMP	
12,000		
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
10,600	160K	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				FT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	START/TAXI/TO/ACCEL												(19)		*	105,389	195,545
	38-02N 99-52W	96%		270/30									103	15		4,605	9,405
	Turn in climb	CL	262	-5	263	-10	333	25.0	.7	405	375	105	120	130		100,784	187,140
	39-12N 100-00W	CL		60/40								50	107	119		8,900	2,900
	41-25N 99-38W	CR	009	-5	204	-11	333	30.2	.74	440	431	155	127	129		91,884	178,260
	43-22N 100-12W	CR	009	-5	204	-11	353	30.4	.74	425	438	252	110	272		2,230	2,830
	DRIFT POINT	CR	347	-5	342	-12	353		.74	425	420	120	117	120		89,054	175,430
	44-20N 100-21W	CR	347	-5	342	-12	353		.74	425	420	172	151	197		3,500	3,500
	44-20N 100-21W	CR	347	-5	342	-12	353		.74	425	420	172	151	197		85,554	171,910
	44-20N 100-39W	CR	353	-5	348	-11	337	16.0		450	448	60	08	60		700	700
	44-20N 100-39W	CR	353	-5	347	-12	335	16.0	.43	270	265	119	127	121		84,854	170,210
	44-20N 100-39W	CR	353	-5	347	-12	335	16.0	.43	270	265	571	1:12	571		7,555	2,555
	ON LOAD															32,000	32,000
	46-29N 100-45W											13	102	13		109,299	195,655
	ACCEL							16.0				564	1:34	586		1,200	1,200
	47-52N 101-29W	96%		265/35								89	113	90		108,899	194,455
	1/0	CL	347	-5	336	-13	323	28.5		430	420	653	1:47	676		4,300	4,300
	47-56N 101-30W	CR	340	-5	335	-13	322		.74	425	408	2		2		103,799	190,155
	48-55N 96-48W	CR	076	-1	375	-10	065	29.4	.74	425	462	655	1:47	678		5,980	5,980
	48-55N 96-48W	CR	076	-1	375	-10	065	29.4	.74	425	462	200	1:26	184		97,819	184,175
	48-54N 95-19W	CR	090	-2	088	-10	078	29.5	.74	425	464	60	1:08	56		1,750	1,750
	START NAV 180	CR	090	-2	088	-10	078	29.5	.74	425	464	915	2:21	918		96,059	182,425
	47-03N 75-15W	CR	097	-1	096	-14	100	32.3	.74	425	463	812	1:45	746		22,000	22,000
		CR	097	-1	096	-14	100	32.3	.74	425	463	1727	4:06	1664		74,069	160,425

FORM 18 APR 54 18 FC: 2720

All Addetine Fegieres have been checked Adding machines

All Force-BAC, Offset D-1049(56)

WAVE 1 RUST CELL #2 TAN CELL #2 WAVE 3 BLUE CELL #2 ANN ROUTE

MISSION FUEL FLIGHT PLAN CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA		
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
													FUEL FLIGHT PLAN			
													PRED FUEL REMAINING	GROSS WT		
48-23N 69-20W			260/55												74,069	160,425
TERRE NAV LEG	CR	070	-1	069	419	000	33.1	.74	425	479	217	4:31	219		5,950	5,950
49-03N 66-38W			260/55												68,119	154,475
IP	CR	073	-1	072	424	096	33.5	.74	425	478	115	4:15	103		2,740	2,740
49-45N 64-12W			260/55												65,379	151,735
POINT POINT	CR	059	-3	056	426	082		.74	425	476	89	4:11	78		1,980	1,980
50-19N 63-17W			270/45												63,399	148,755
WHISKEY ANN	CR	060	-3	057	427	084	16.0		450	489	65	4:08	60		700	700
51-13N 59-52W			280/40												62,699	147,055
CONTACT & REFUEL	CR	060	-5	055	429	084	16.0	.43	270	300	151	4:00	136		1,825	1,825
ON LOAD															60,874	145,230
															40,000	40,000
															40,000	40,000
															39,274	39,274
															1,200	1,200
52-13N 57-27W			270/45												38,074	38,074
IL	CR	065	-3	062	431	093	30.4		430	470	87	4:12	89		4,300	4,300
52-07N 56-42W			280/60												33,774	33,774
CR	068	-4	064	432	096		30.5	.74	425	478	21	4:04	28		890	890
53-04N 57-10W			240/50												33,884	33,884
STARS NAV LEG	CR	342	-7	335	434	009	30.8	.74	435	471	75	4:11	75		2,200	2,200
63-52N 64-50W			240/50												31,684	31,684
CR	339	-7	332	432	014		33.4	.74	425	430	255	4:11	245	**	18,100	19,538
62-17N 69-30W			300/50												10,584	152,162
TERRE NAV LEG	CR	355	4 5	250	444	304	35.0	.74	425	388	408	4:49	484		11,320	11,320
62-06N 80-26W			300/50												56,224	141,162
CR	248	4 5	253	436	289		35.1	.74	425	289	377	4:14	357		865	865
58-59N 83-16W			290/40												55,359	140,297
POINT PENITRATION CEL	CR	204	4 5	211	431	242	35.9	.74	425	440	210	4:30	271		5,030	5,030
53-37N 87-41W			290/40												50,329	135,267
HHCL	CR	204	4 5	209	418	227	37.2	.74	425	444	397	4:19	280		8,030	8,030
HHCL															42,299	127,237
															42,299	127,237
															9,000	9,000
46-30N 84-22W			290/40												33,299	118,237
SAULT ST MARIE	CR	163	4 4	167	45	173	39.0	.74	425	442	446	4:00	423		1,310	1,310
45-26N 84-16W			290/40												31,989	116,927
S PIP LEG	CR	175	4 5	180	45	185	39.5	.74	425	422	66	4:09	64		2,340	2,340
43-42N 85-27W PIP			290/40												29,649	114,587
BIG RAPIDS MICHIGAN	CR	206	4 5	211	42	213	39.5	.74	425	421	116	4:16	117		1,710	1,710
42-21N 84-16W			290/40												27,939	112,877
IF S HAYES AP	CR	203	4 5	208	41	209	39.5	.74	425	397	87	4:12	88		2,455	2,455

SAC FORM 15 APR 52 1b FC: 2720

All Addition Figures have been checked Adding machines

Air Force-SAC, OFFICE G-1050(36)

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	IME	DIS	ETA	FUEL FLIGHT PLAN	
			DRIFT				ALT	ACC GND DIS			ACC TIME	ACC AIR DIS	PRED FUEL REMAINING		GROSS WT	
ROUTE																
41-47-07N TGT			290/40													
87-45-07W "1"	CR	262	74	246	-1	247	39.5	.74	425	427	71	:11	76		7,455	7,455
											5053	11:57	4926		26,484	111,402
40-04N 95-37W			270/40								376	:59	426		7,570	7,570
BALL'S CITY NEBR	CR	255	71	256	-6	250	41.6	.74	425	384	5429	12:56	5342		18,914	103,832
			270/40								123	:19	132		2,320	2,320
SHARP	CR	231	43	234	-9	225			425	395	5552	13:15	5474		16,594	101,512

SAC FORM 1b FC: 2720 15 APR 54

APPENDIX #2 ANNEX B

4605 FUEL WGT NOT USED AND ALSO SHARP AIR FORCE-SAC, OFFICE D-1050(56) EXPENSED

All Addition Figures have been checked Adding machines

1050

WAVE 1 ORANGE CELL # 3 BETTY ROUTE

MISSION FLIGHT PL		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL	REMARKS
		STRONGHEART		L 1	-74E	1	GN	TO DATE 13 September 1956
POUNDS				POUNDS				
ACFT BASIC	82,000	F.M.	18,752	BOMBS	CHAF 990	RUNWAY		
CREW	900	G.M.	17,984	AMMO	448	PRESSURE ALT	LENGTH	AIR TEMP
OIL	423	A.M.	21,952	WATER AUG	4,890	1,650	13,350	100°F
ATO		E.M.D. ANY	6,336	STATIC		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
RACK		H.B.	10,861		196,545	12,000		
EXT TANKS WEIGHT (Empty)	1,595	ATO	7,898	START ENGINES AND TAXI FUEL ALLOWANCE	2,545	NR FULL ATO REQUIRED	TAKE-OFF DISTANCE	TAKE-OFF SPEED
MISCELLANEOUS		EXT	21,696			NR EMPTY ATO REQUIRED	10,600	160K
CHAFF		TOTAL FUEL	105,339	TAKE-OFF GROSS	191,000	CRITICAL WIND COMPONENT		
OPERATING	24,918					ATO FIRING SPEED	1ST LEG	2ND LEG
							3RD LEG	

PRE-FLIGHT PLAN															
FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
SHAFB			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING
ROUTE															105,389 196,545
START-TAXI TO 4ACCEL							25.0					0:18			1,605 9,400
TURN WHILE IN CL	96%		270/30												100,784 187,140
30-02N 99-52W	CL	262	-7	263	-10	257	30.2	310	495	376	105	2:20	130		
30-27N 100-00W	CL		260/40								52	2:00	149		8,900 2,900
L/O			-5		-11	3	30.4		640	45	174	2:07	109		92,884 170,247
41-25N 99-38W	CR	009	260/40								36	2:11	93		2,830 2,830
BROWNSW IP			-5	004	-11	313	31.0	.74	425	438	252	2:40	70		89,054 171,413
43-22N 99-32W	CR	011	260/40								121	2:12	109		3,480 3,480
LOBEL POINT			-5	356	-11	345	16.0	.74	425	431	373	2:57	91		85,574 171,840
41-21N 99-39W	DS	353	265/35								60	2:07	70		700 700
HIGHLAND BETTY			-7	348	-11	337	16.0		450	448	433	2:06	57		84,874 171,230
46-19N 99-55W	REL	343	270/30								119	2:07	120		7,535 7,535
CONTACT AND REFUEL ON LOAD			-5	347	-12	335		.43	270	265	552	2:37	574		77,319 162,675
															32,900 32,900
46-32N 100-01W							16.0				13	2:02	13		1,200 1,200
ACCELERATE											565	1:34	585		108,119 194,475
TURN WHILE IN CL	98%		265/35								69	1:19	72		
47-35N 100-37W	CL	339	-5	334	-12	314	26.5		430	419	634	1:41	657		
47-49N 100-20W	98%		270/40								20	2:03	18		4,300 4,300
L/O	UL	089	0	089	-12	077	28.5		430	470	654	1:47	675		100,319 190,175
47-54N 96-30W	CR	089	270/40								152	2:01	140		4,520 4,520
OFFICE MAY 187			0	089	-10	079	29.2	.74	425	463	806	2:07	815		99,999 189,555
46-00N 75-17W	CR	097	290/40								876	1:55	800		21,900 23,900
			-3	096	43	099	32.2	.74	425	463	1602	4:00	1418		75,399 161,755
47-41N 69-45W	CR	065	260/55								219	1:31	221		6,000 6,000
OFFICE MAY 187			-2	063	419	082	33.0	.74	425	479	1937	1:37	1839		69,169 155,725

SAC FORM 18 APR 55 18 FC 2720

All Addition Figures have been checked Adding machine

All Force-SAC, Offset O-104936

WAVE 1 ORANGE CELL 73 BETTY ROUTE

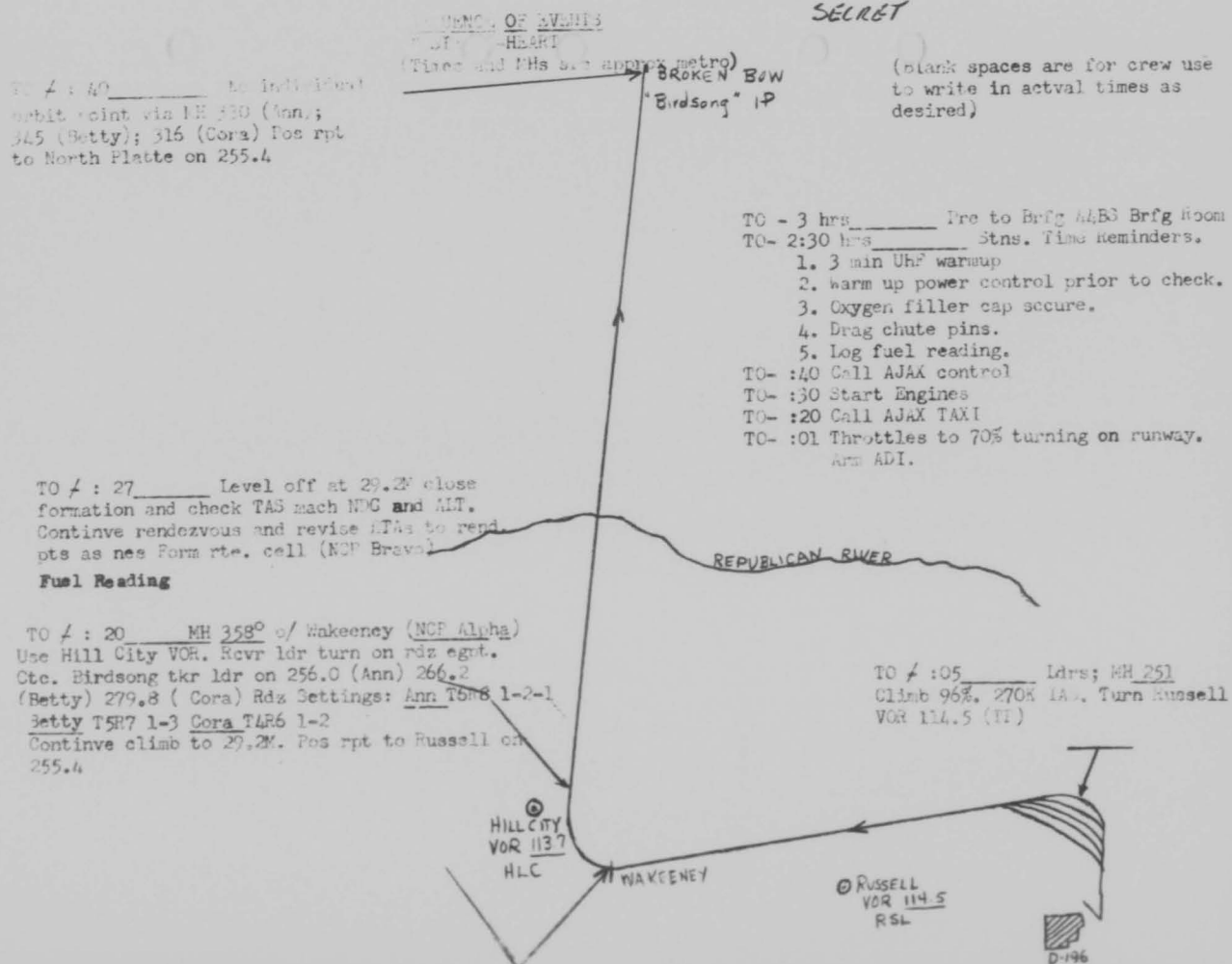
MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TE	IAS	T. A. S.	G. S.	GND C	TIME	R DIS	ETA	FUEL FLIGHT PLAN
ORAFB			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
ROUTE															69,369 155,775
48-36N 66-12W			260/55								153	:19	134		3,540 3,540
IP	CR	069	-1	068	23	091	33.4	.74	425	480	2084	4:50	1973		65,829 152,185
59-20N 64-20W			26-55								86	:11	77		1,980 1,980
ORBIT POINT	CR	060	-2	058	26	084	33.6	.74	425	478	2170	4:61	2050		63,849 150,205
49-53N 62-52W			270/45								65	:08	60		700 700
BETTY BETTY	DS	060	-3	057	27	084	16.0		450	489	2235	5:09	2110		63,149 149,505
51-07N 59-27W			280/40								151	:30	136		8,525 8,525
CONTACT & REFUEL ON LOAD	RFL	060	-5	055	29	084	16.0	.43	270	300	2386	5:39	2246		54,624 110,980
															40,000 40,000
															94,624 180,980
51-11N 59-08W							16.0				13	:02	13		1,200 1,200
ORBIT POINT											2399	5:41	2259		93,424 179,780
51-45N 56-42W	98% CL	070	270/45				30.4		430	470	97	:12	89		4,300 4,300
170			-2	068	31	099					2496	5:53	2348		8,124 175,480
51-55N 55-52W	CR	072	280/50				30.5	.74	425	487	33	:04	29		75 875
			-4	068	32	100					2529	5:57	2377		88,219 174,605
50-40N 56-30W			240/50				30.9	.74	425	437	112	:15	109		3,230 3,230
START NAV LOG	CR	346	-6	340	34	014					2647	6:12	2486		85,019 171,351
61-56N 63-20W	CR	342	240/50				33.6	.74	425	432	704	1:38	691		19,200 20,638
			-6	336	44	020					3345	7:50	3177		65,819 150,737
62-55N 61-52W			300/50				35.6	.74	425	390	506	1:18	553		13,720 13,720
END NAV LOG	CR	256	-5	261	48	309					3851	9:08	3730		52,099 137,017
59-12N 65-32W			290/40				36.5	.74	425	420	254	:36	257		5,950 5,950
BT DEMONSTRATION CELL	CR	205	-5	210	32	242					4205	9:44	3987		46,149 131,067
63-45N 89-27W			290/40				37.8	.74	425	422	350	:50	353		7,780 7,780
HHCL	CR	207	-5	207	16	223					4455	10:34	4340		38,369 123,287
HHCL	CR														
TIP OF LAND PIP			290/40								470	:57	404		8,320 8,320
46-57N 90-50W	CR	187	-5	192	1	193	39.4	.74	425	432	4265	11:31	4744		30,549 114,967
MUSKOGIN RAPIDS			290/40								160	:21	152		2,940 2,940
44-24N 89-52W IP	CR	163	-4	167	-3	164	39.4	.74	425	449	5025	11:52	4896		27,109 112,287
43-08-00N 89-19-55W			290/40								81	:11	77		1,470 1,470
TOT A	CR	165	-4	169	-3	166	39.4	.74	425	448	5106	12:03	4973		25,639 110,557
FALLS CITY NEBR			270/40								335	:17	365		6,660 6,660
40-04N 95-37W	CR	237	-3	240	-6	234	41.6	.74	425	391	5443	12:54	5338		18,979 103,897
			270/40								128	:19	132		2,230 2,230
ORAFB	CR	231	-3	234	-9	225		.74	425	395	5564	13:11	5470		16,659 101,577

SAC FORM 15 APR 56 1b FC: 2720

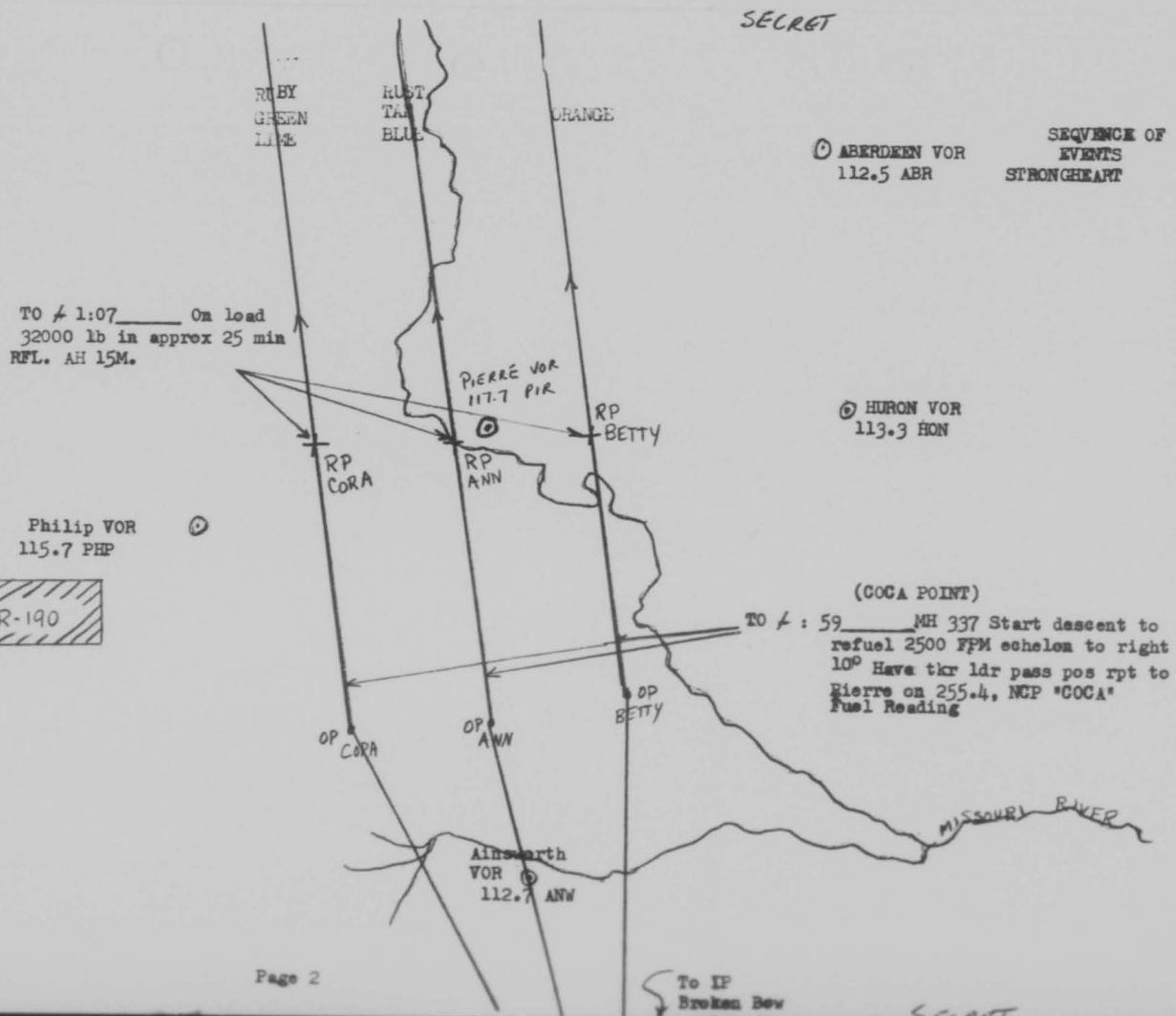
All Addetine Pagelese ha ve been checked Adding machines

Air Force - SAC, Offutt D-1050(56)

KODAK SAFETY FILM



SECRET

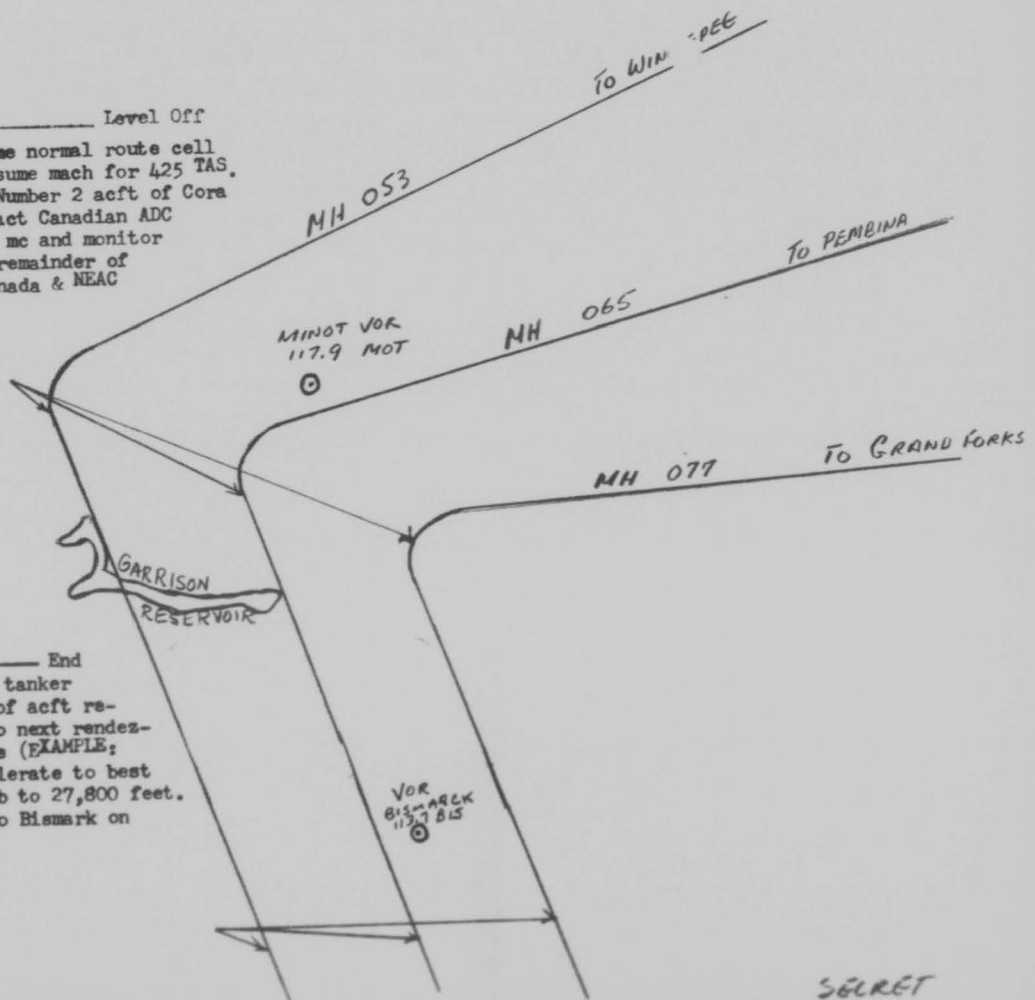


EGHO POINT

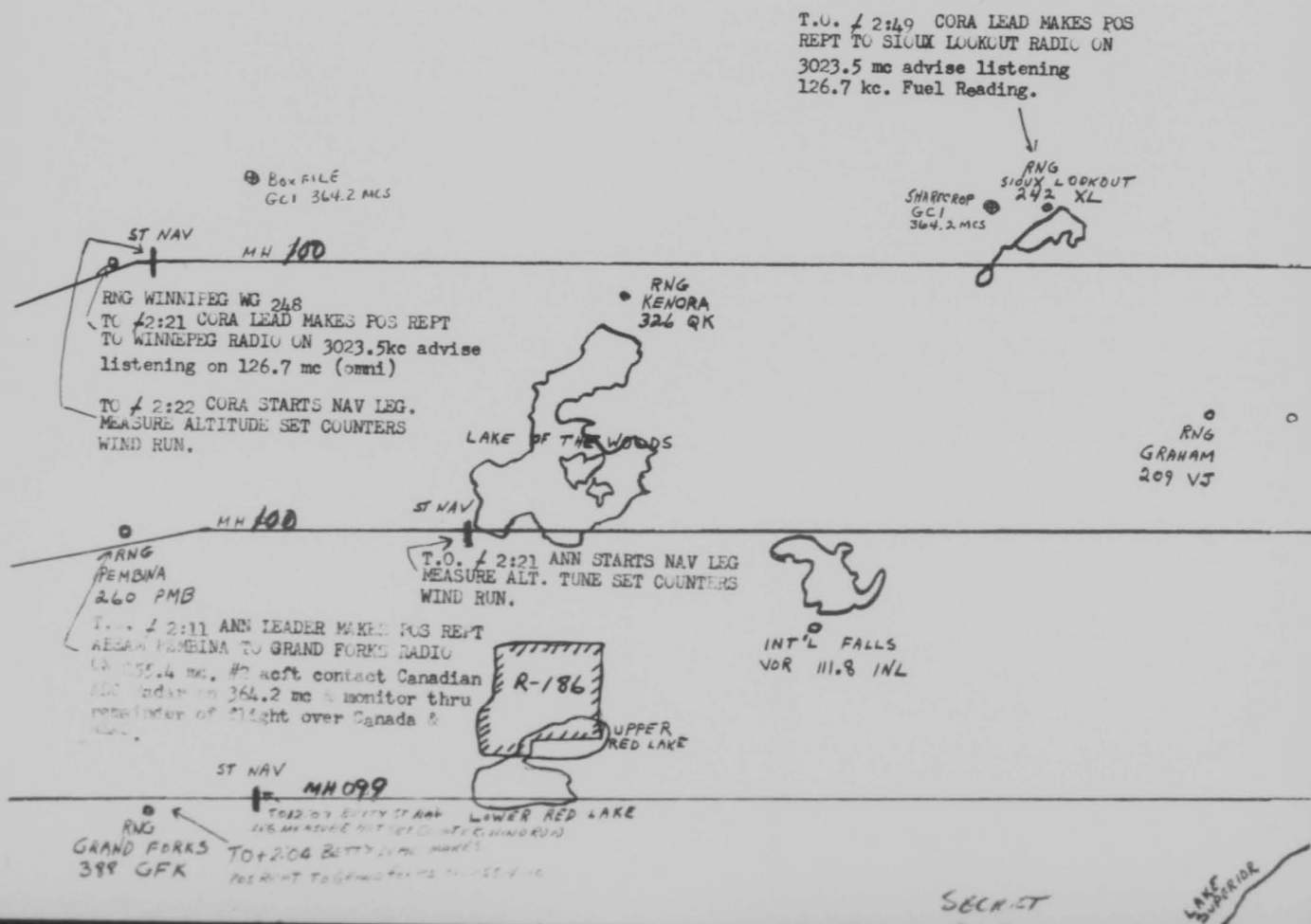
T.O. / 1:49 _____ Level Off
 at 27.8M. Resume normal route cell
 formation. Assume mach for 425 TAS.
 Fuel Reading. Number 2 acft of Cora
 cell will contact Canadian ADC
 Radar on 364.2 mc and monitor
 this freq for remainder of
 flight over Canada & NEAC

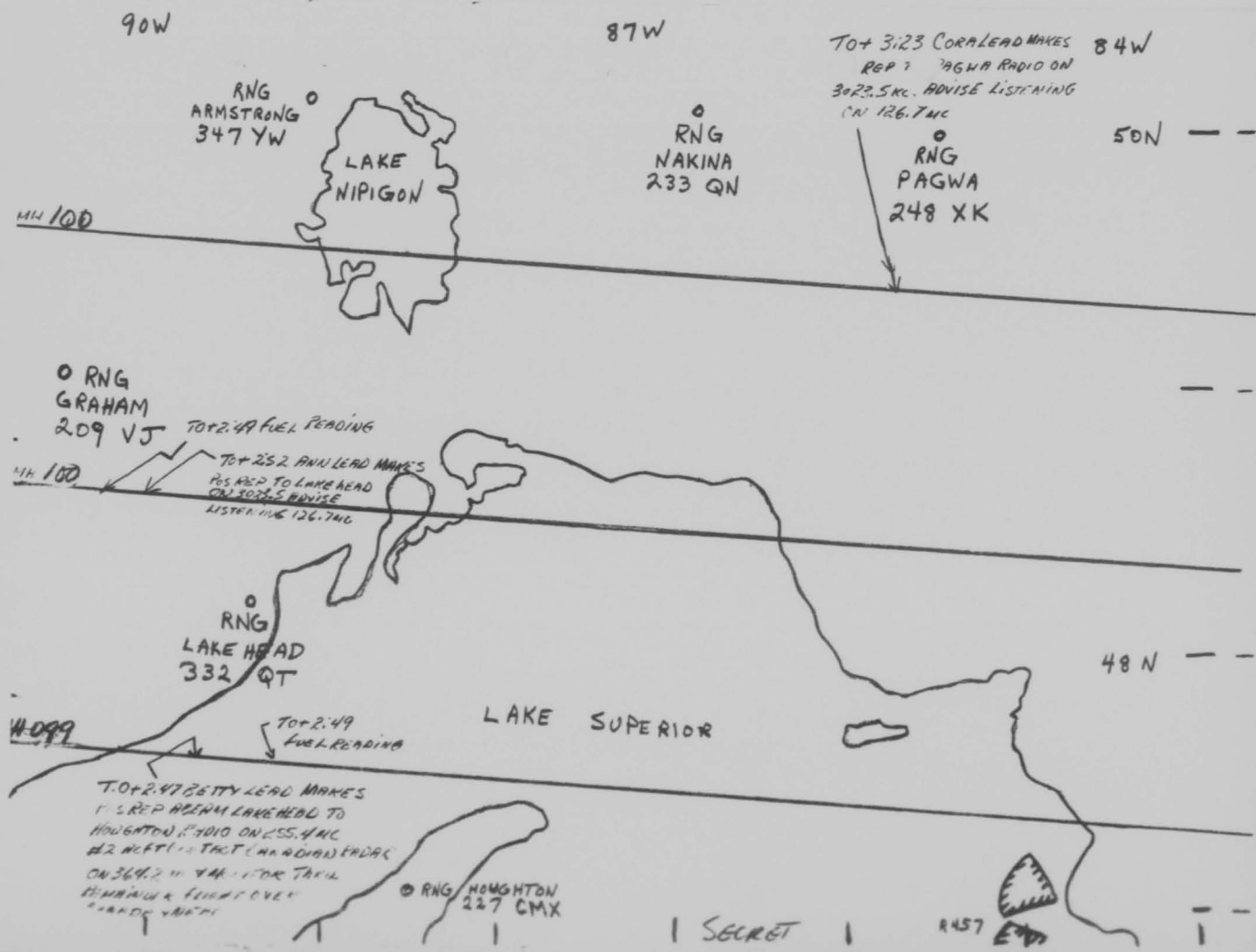
DELTA POINT

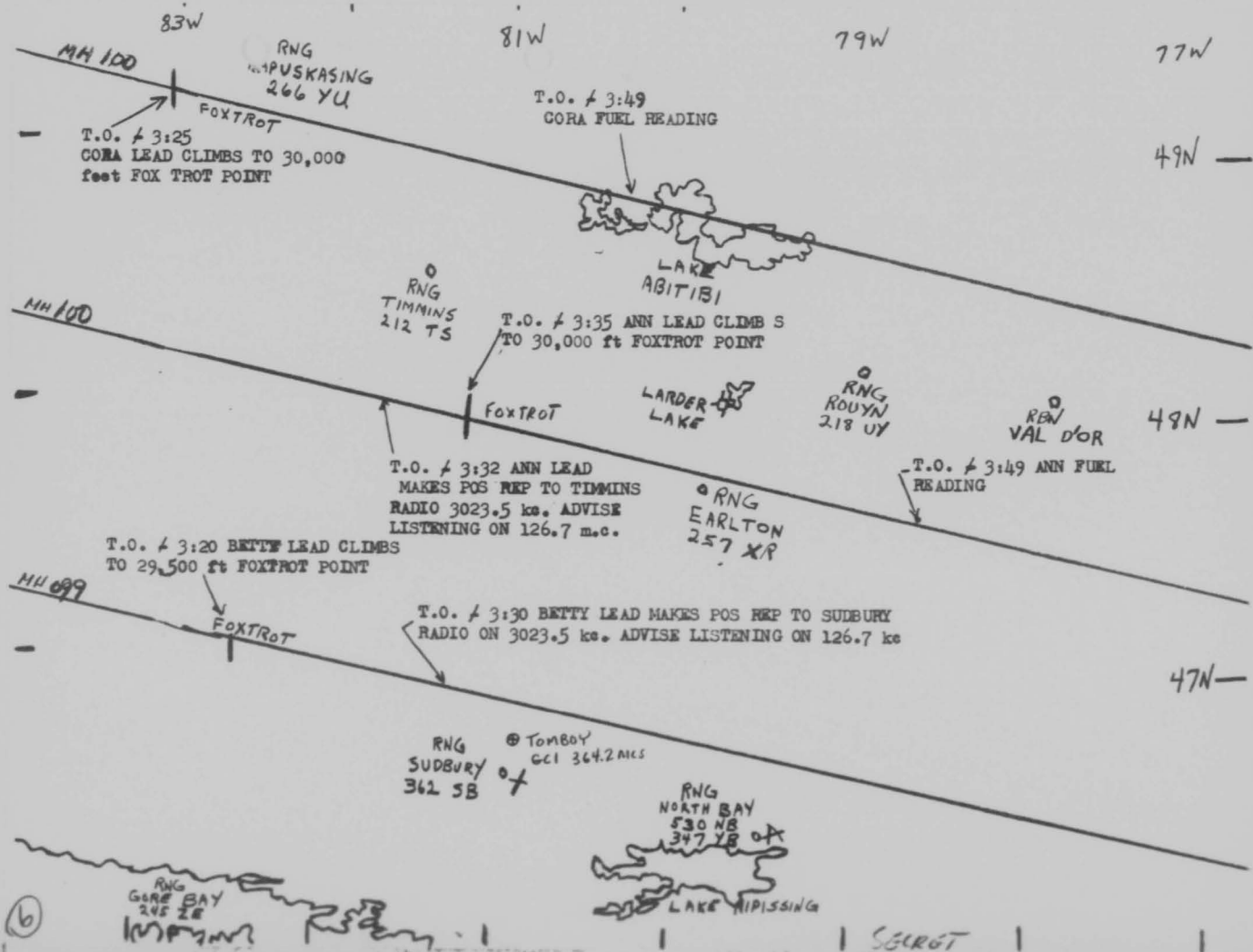
T.O. / 1:34 _____ End
 refueling. Advise tanker
 leader of number of acft re-
 fueled, and ETA to next rendez-
 vous point by name (EXAMPLE:
 PRISKY CORA) Accelerate to best
 climb. Start climb to 27,800 feet.
 MH 320° Pos Rpt to Bismark on
 255.4 mc.

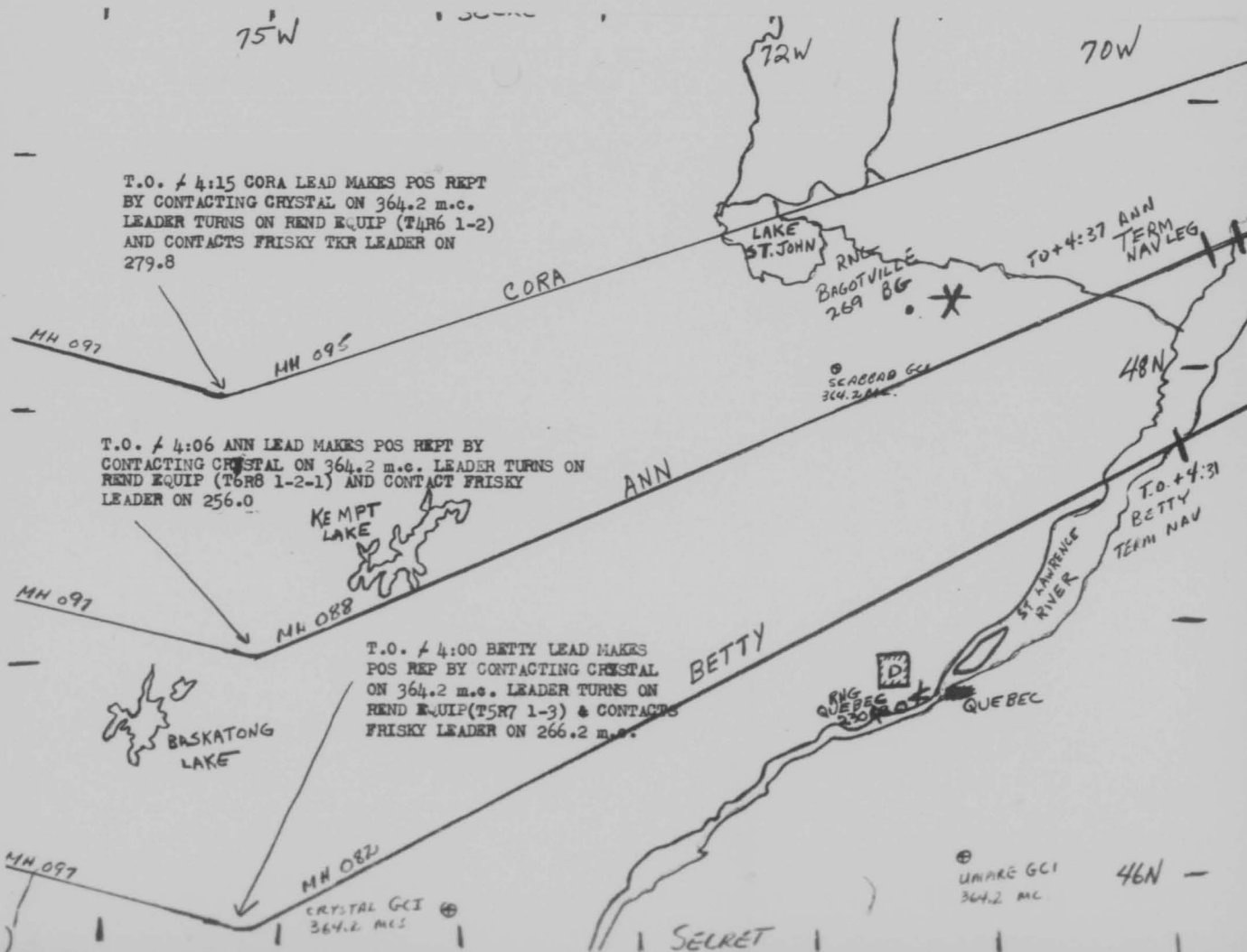


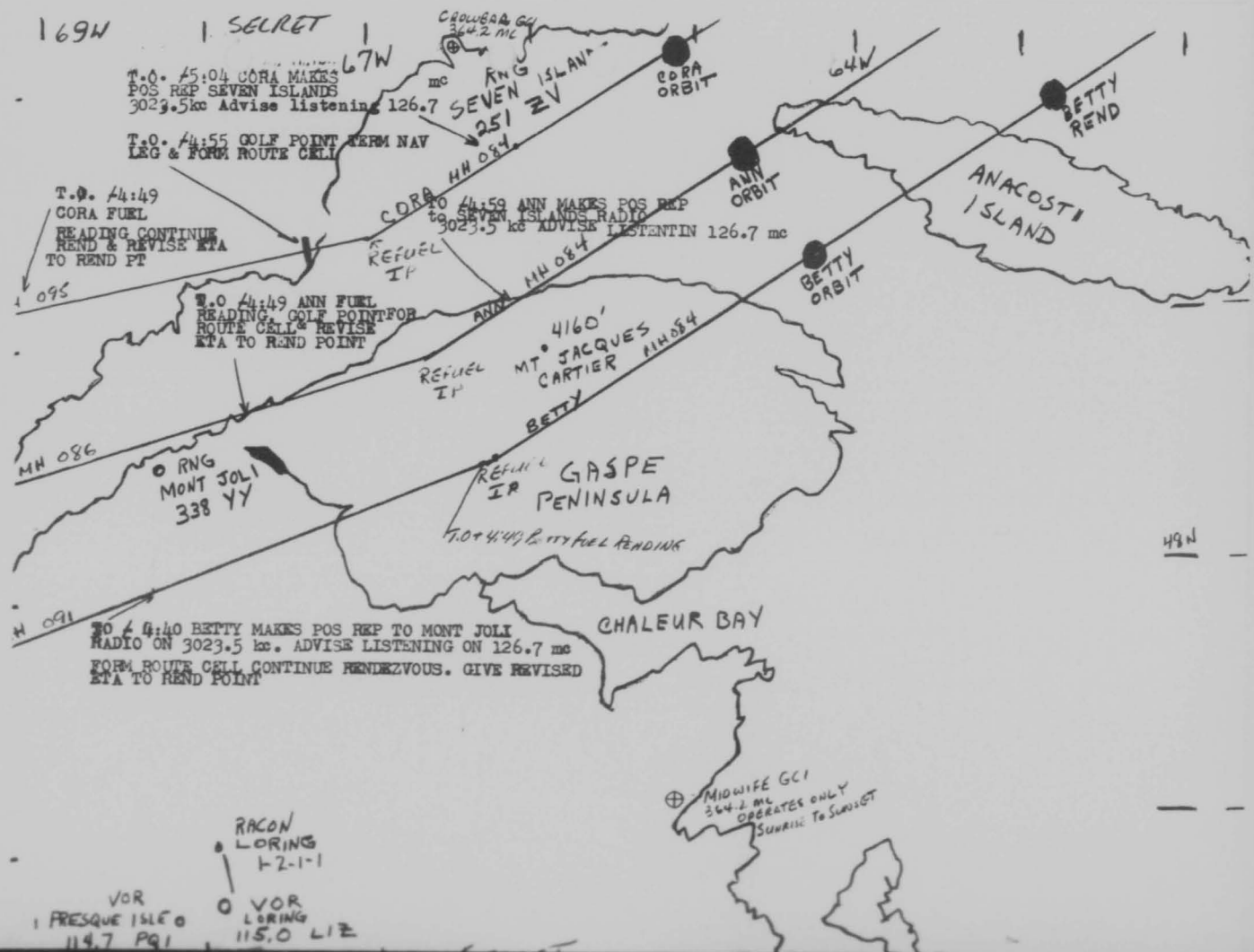
SECRET

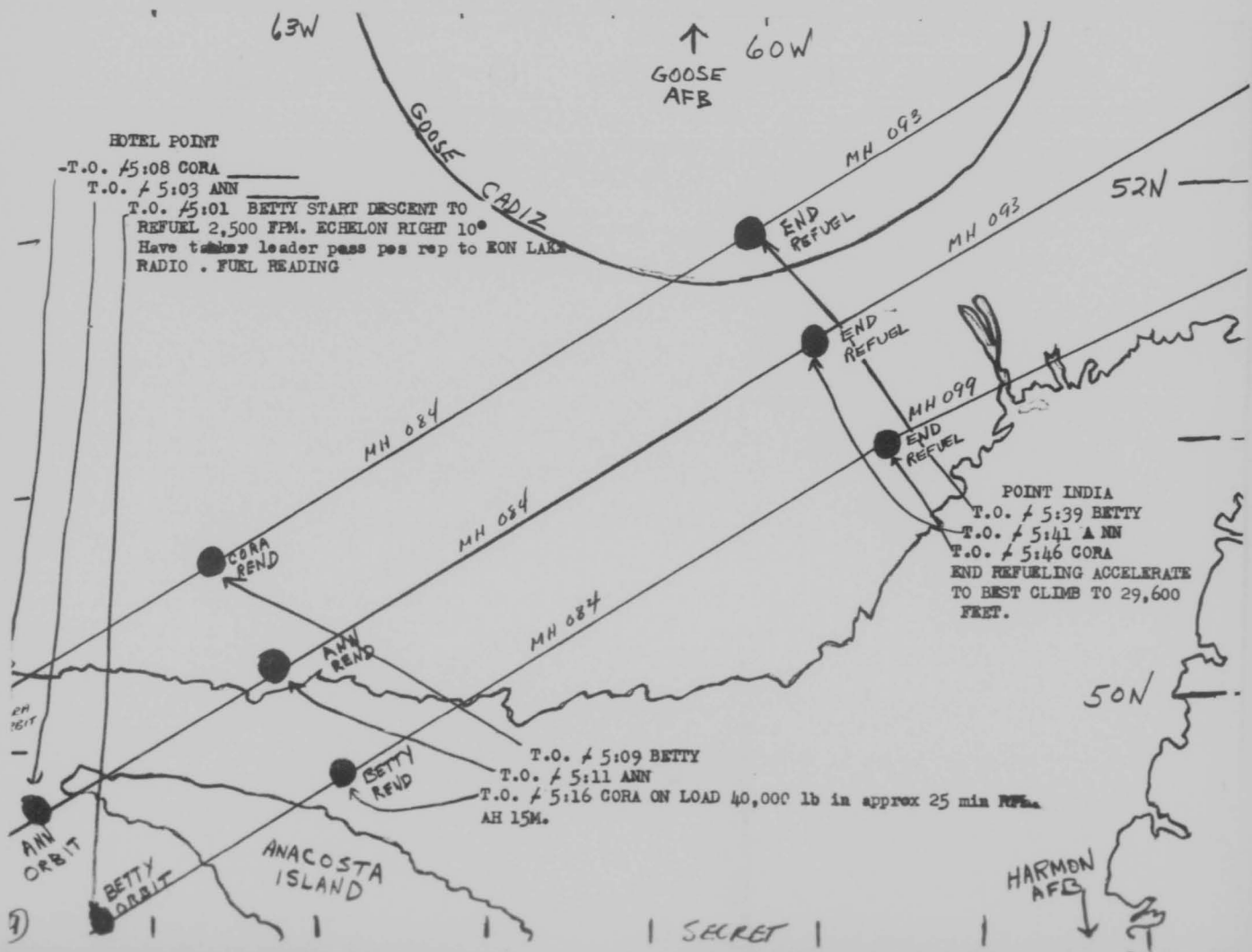


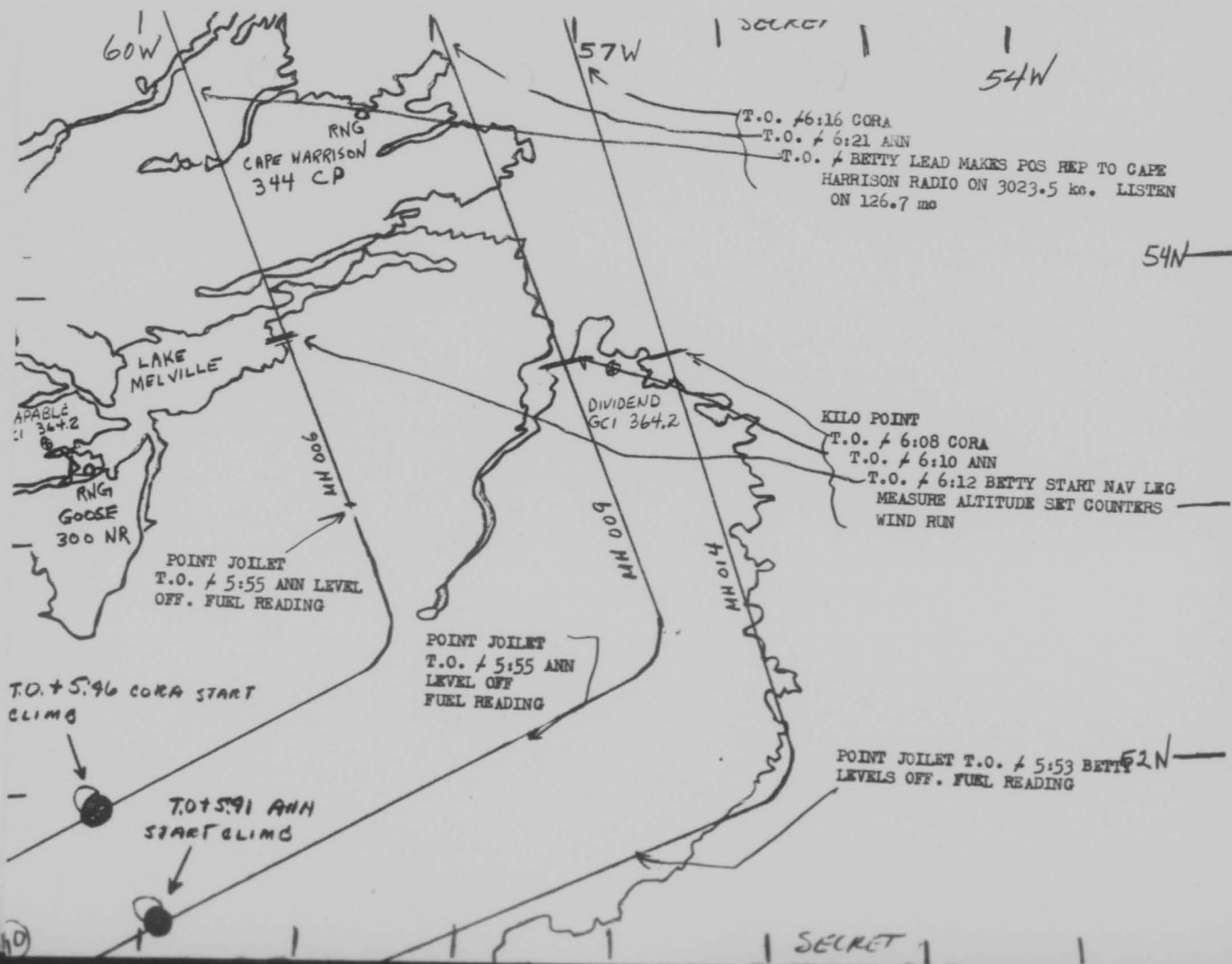


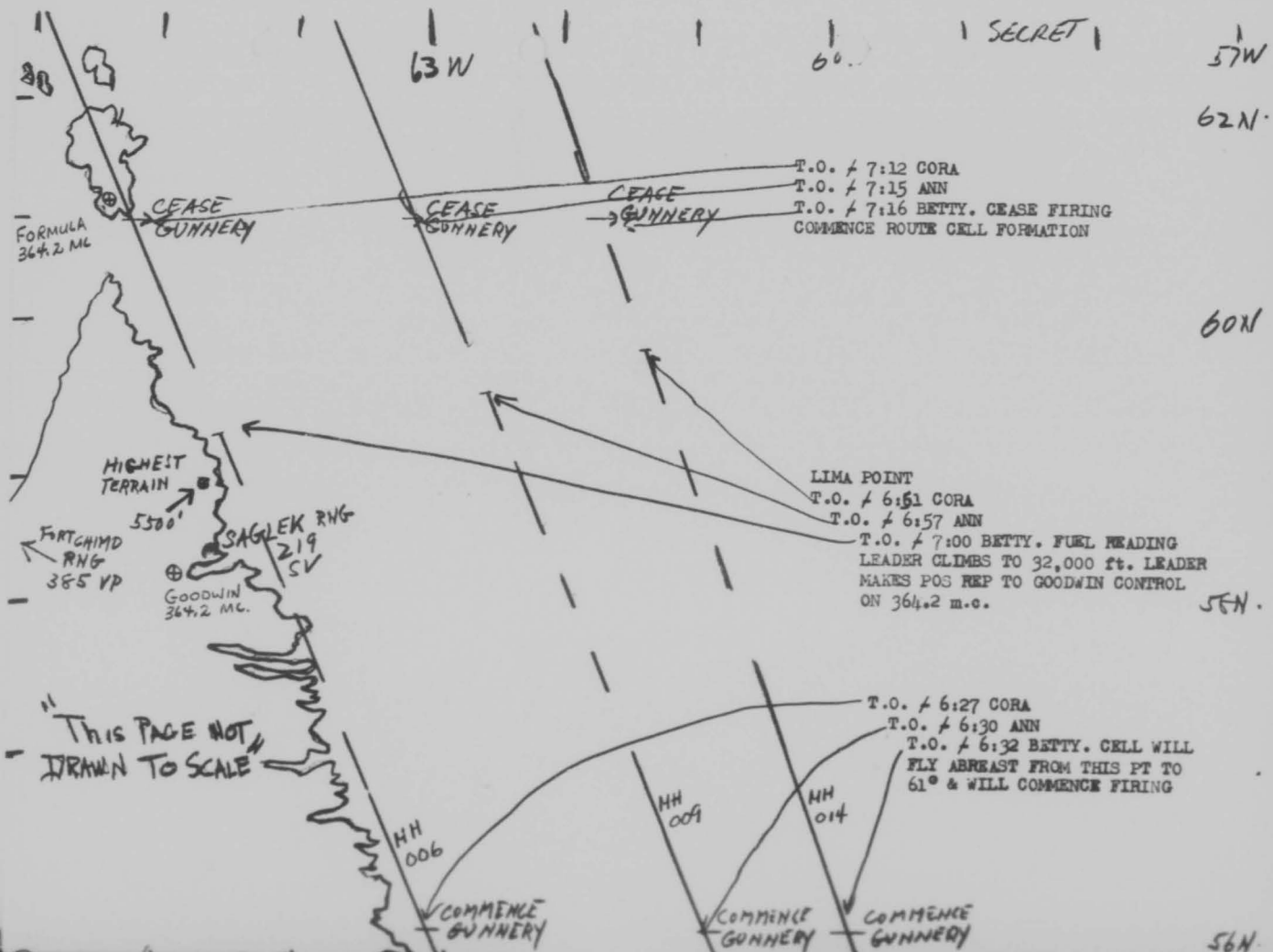


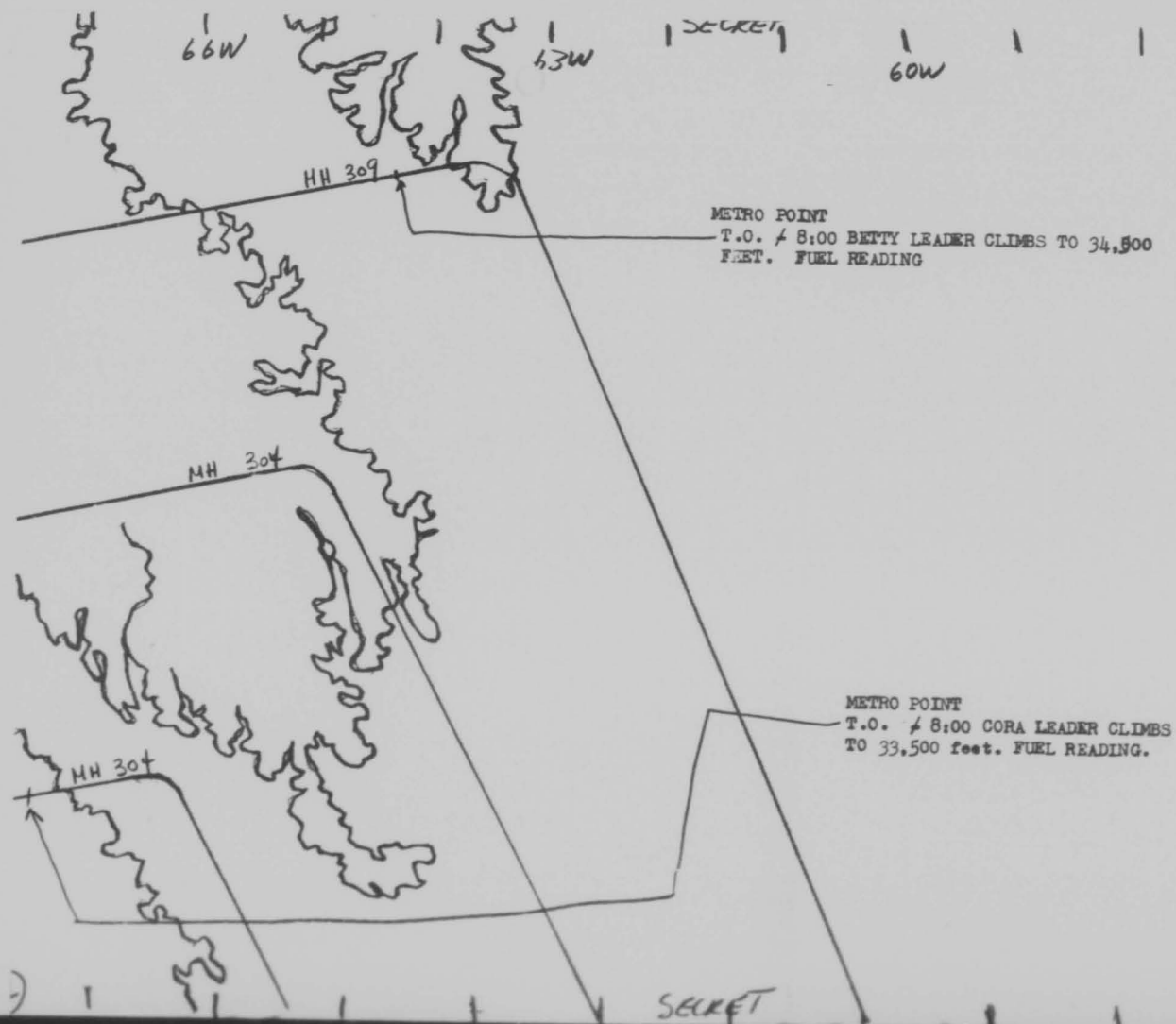


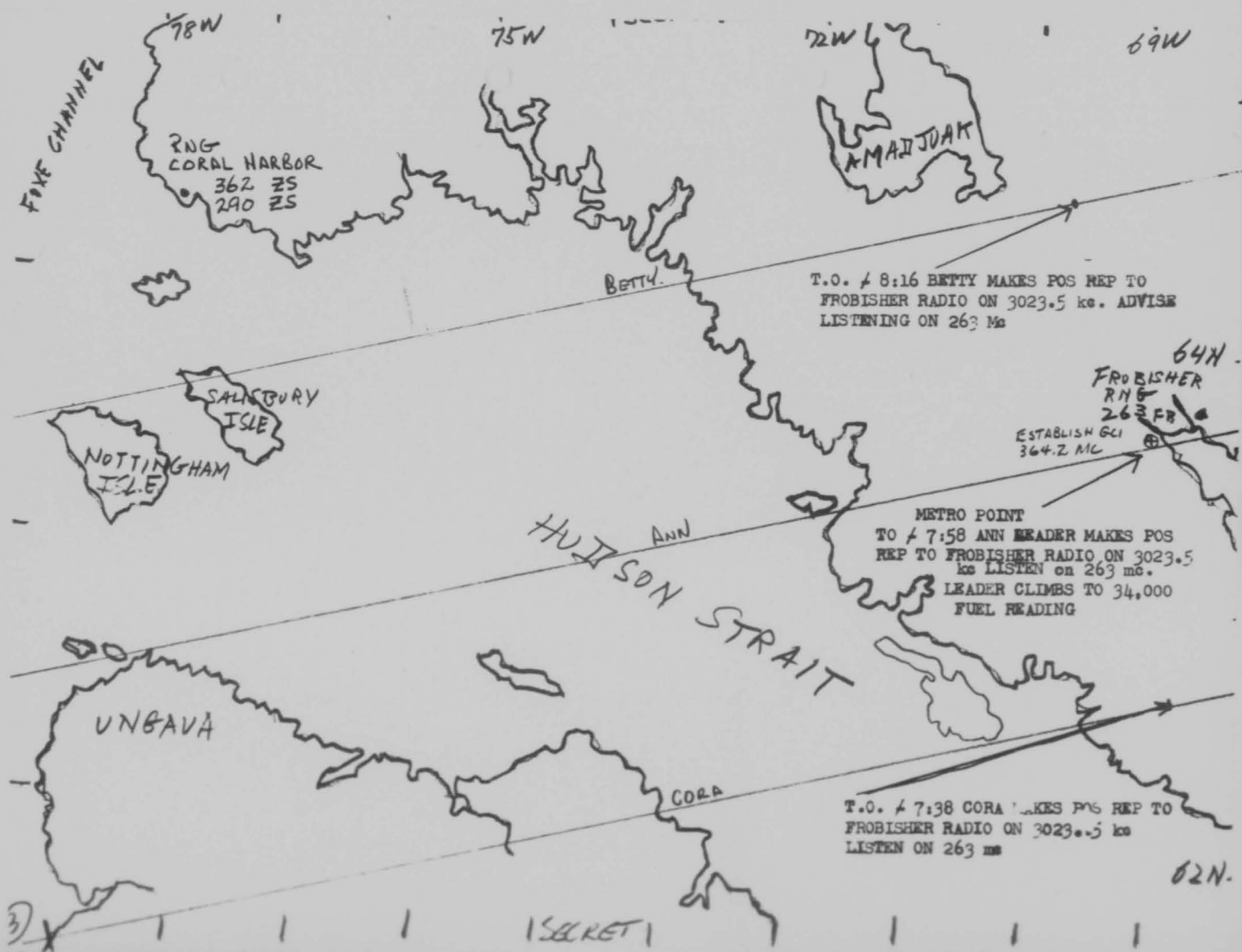




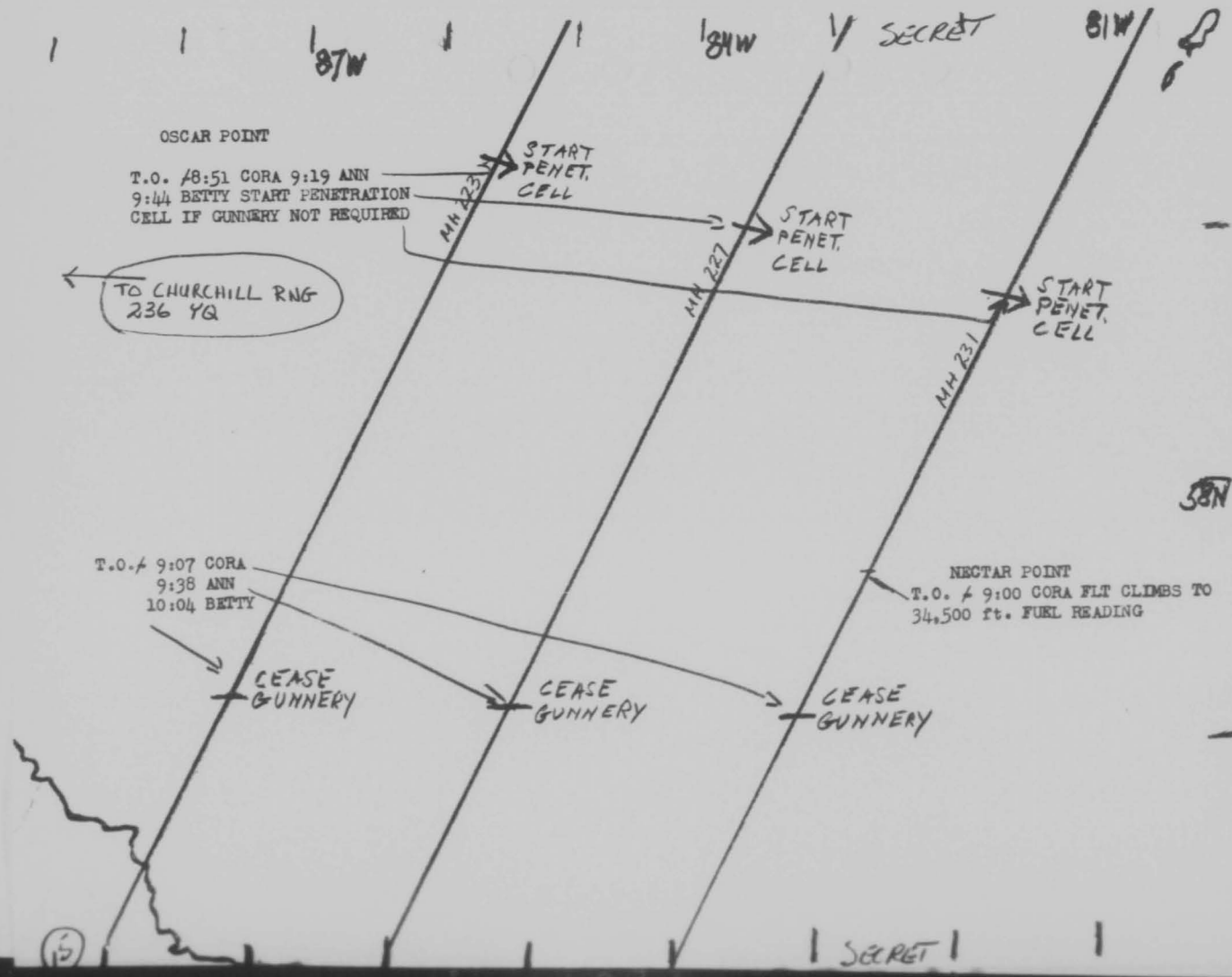


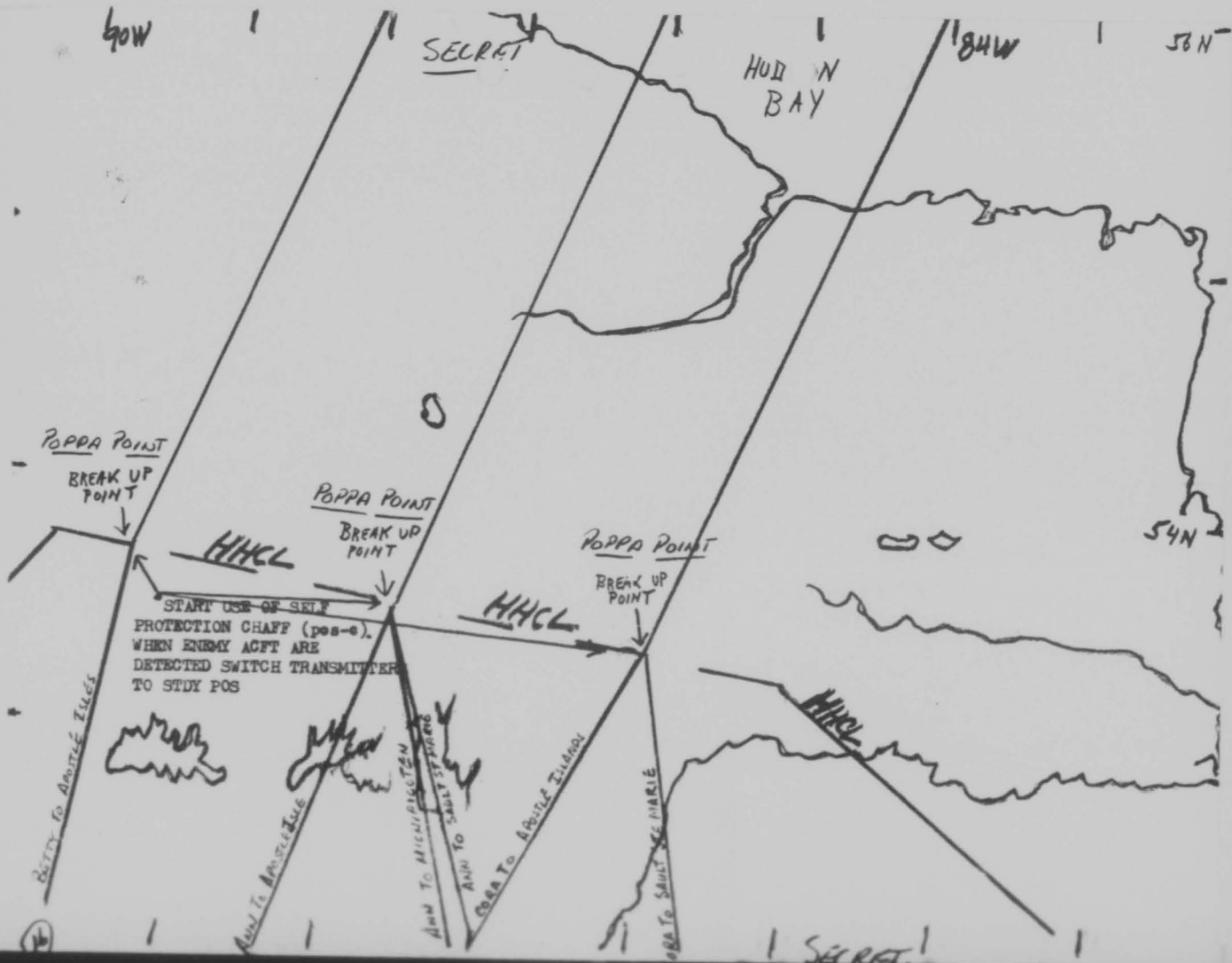


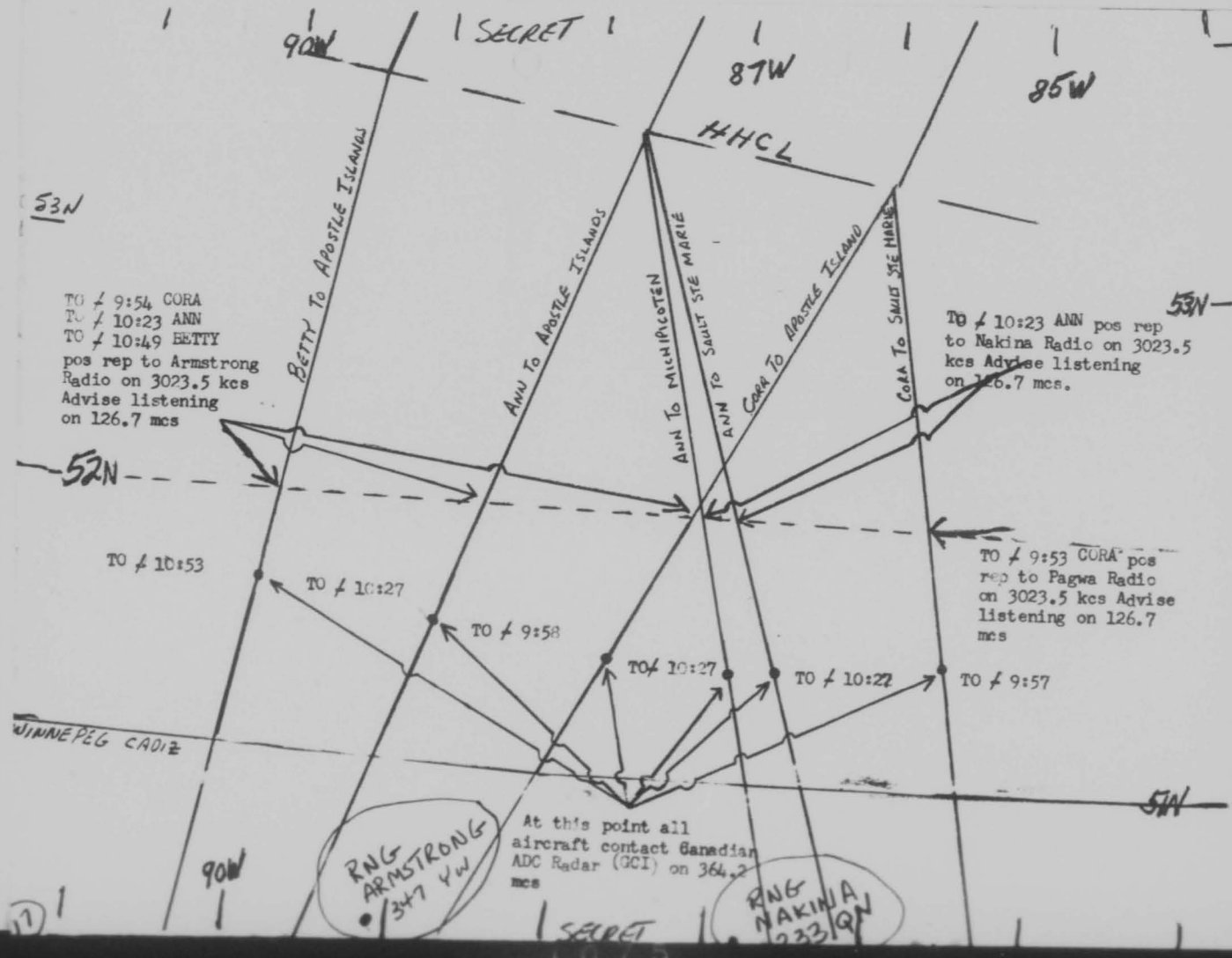


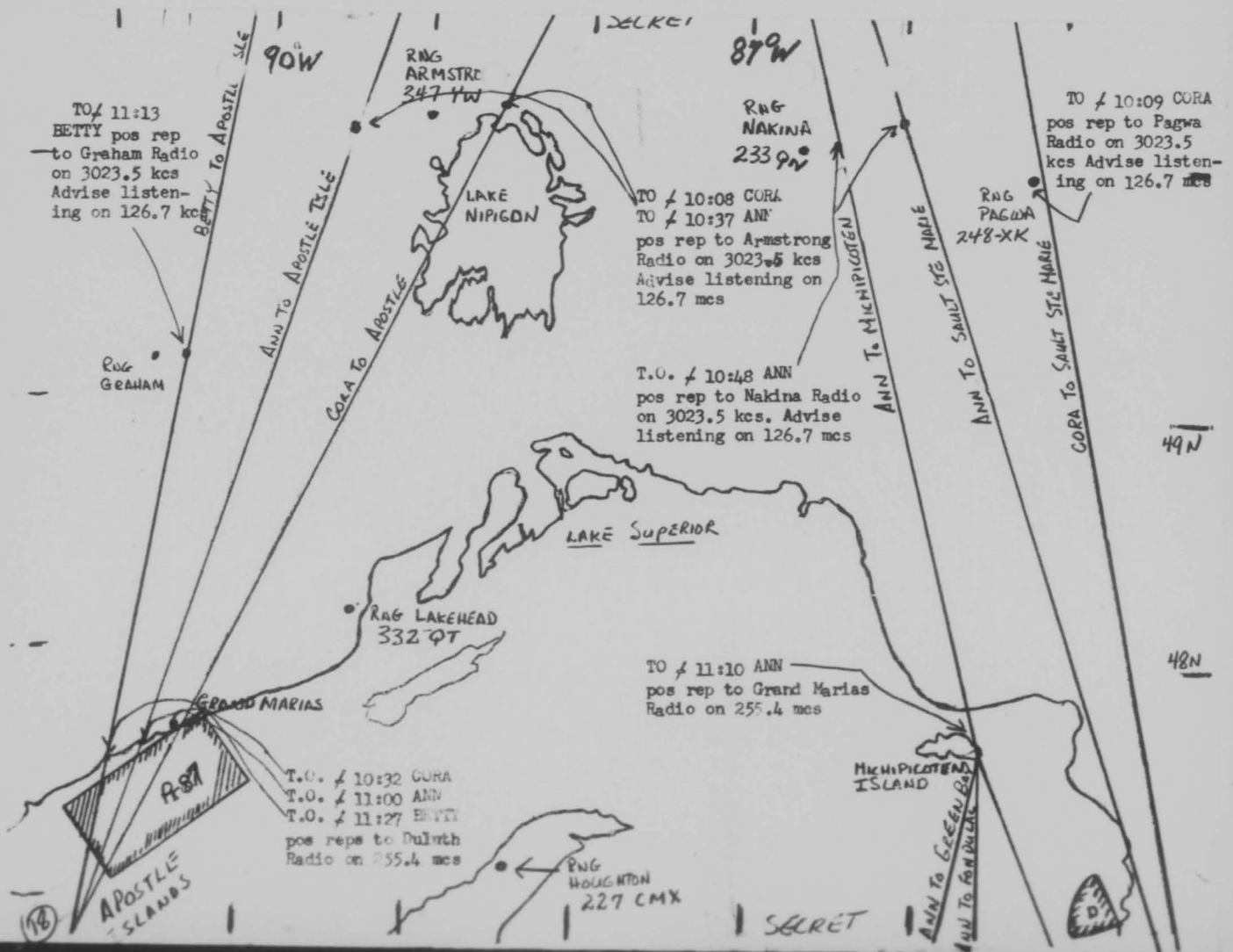












SECRET

THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREWS GOING

TO:

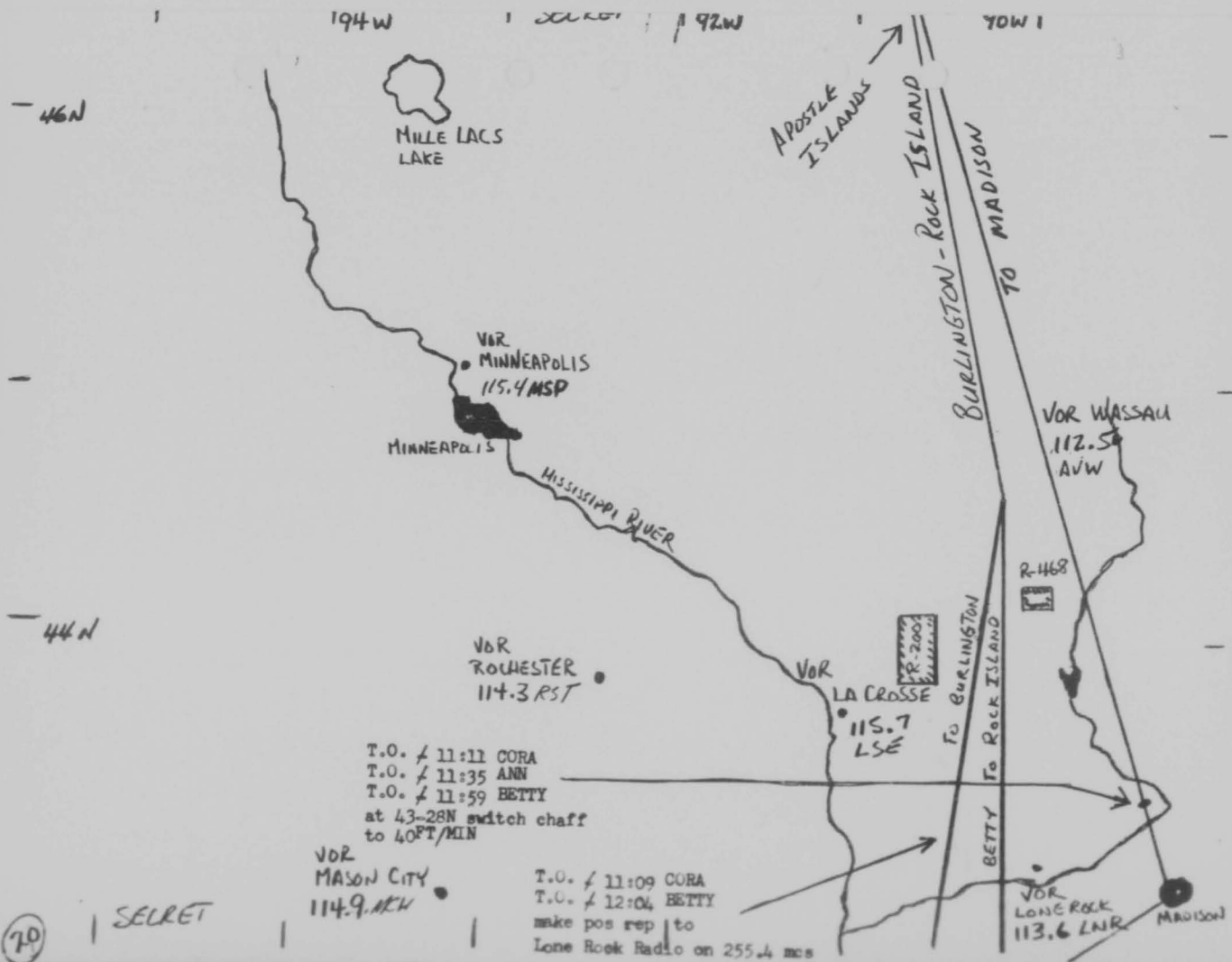
BURLINGTON

MADISON

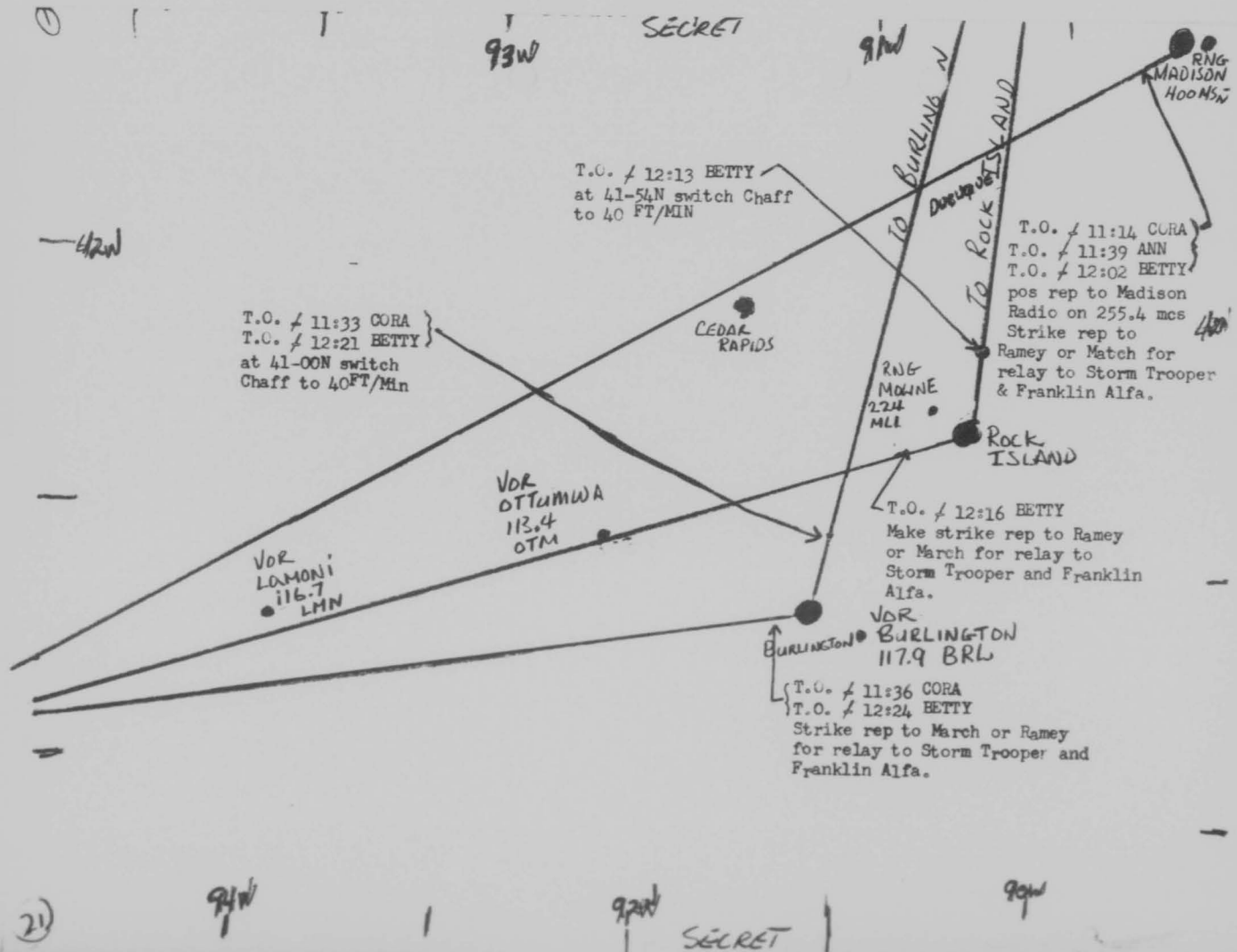
ROCK ISLAND

(19)

SECRET



(70) SECRET



SECRET

THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREWS GOING

TO:

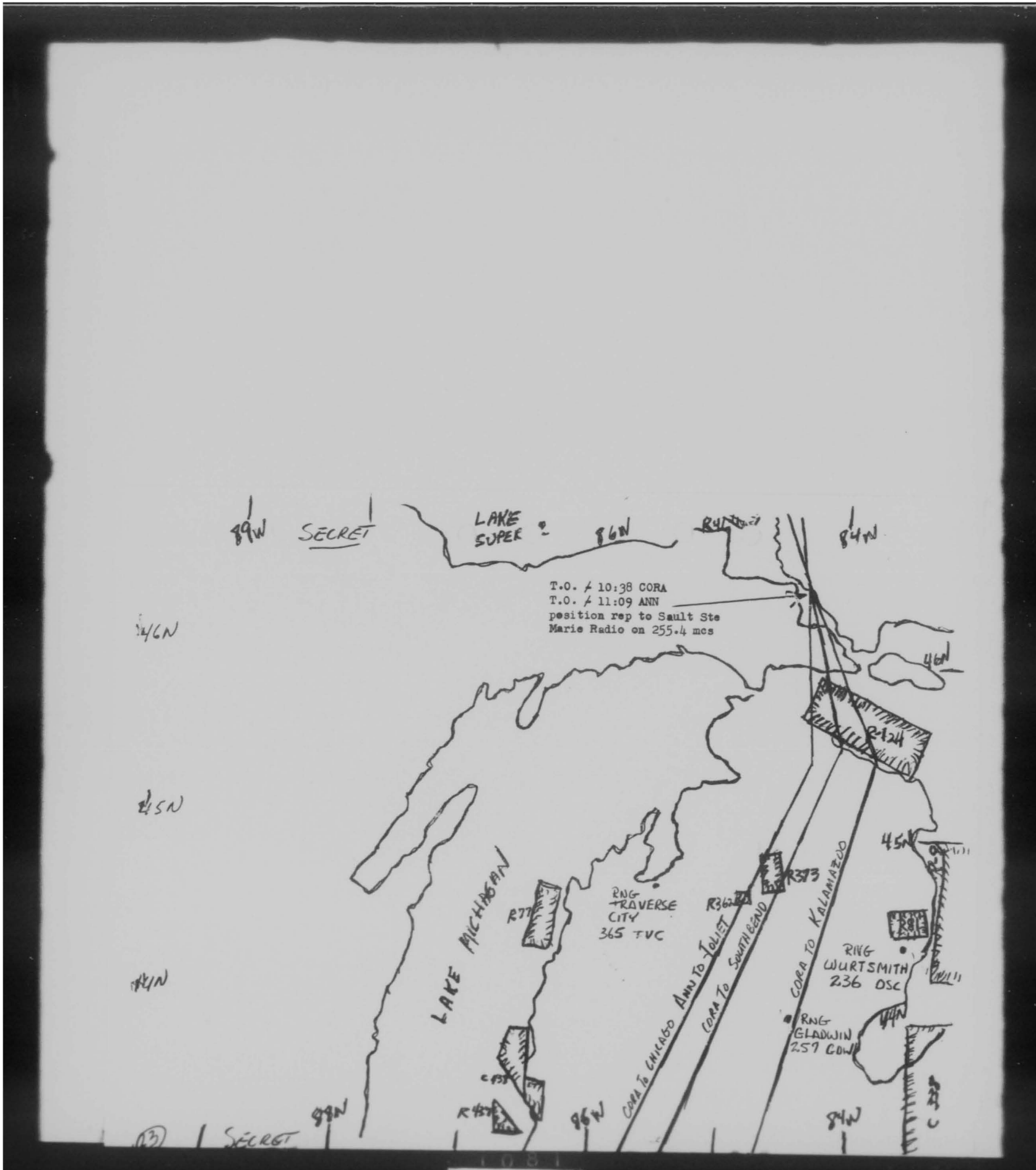
KALAMAZOO

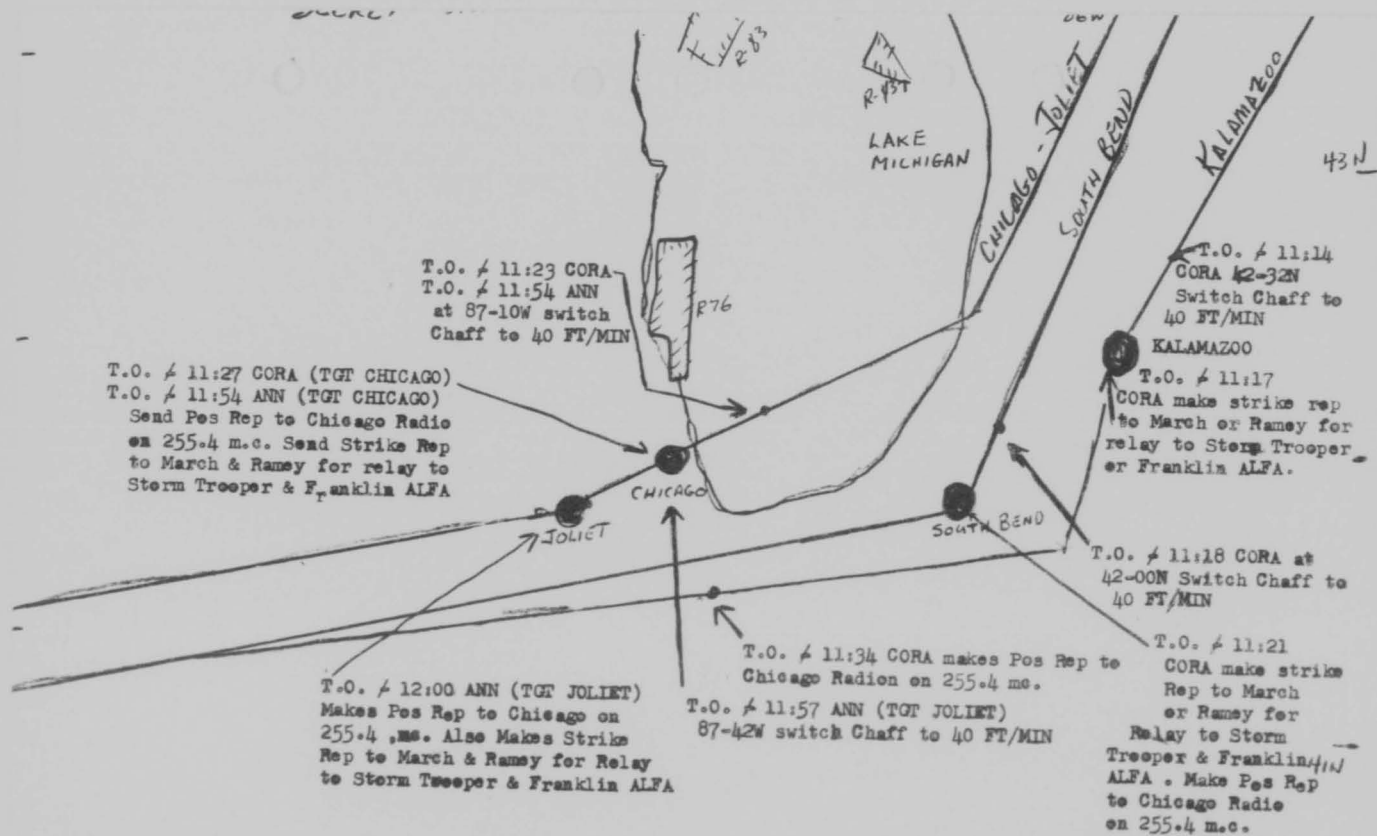
SOUTH BEND

CHICAGO

JOLIET

SECRET





(24)

SECRET

SECRET

T H E F O L L O W I N G T W O (2) P A G E S

P E R T A I N T O C R E W S G O I N G

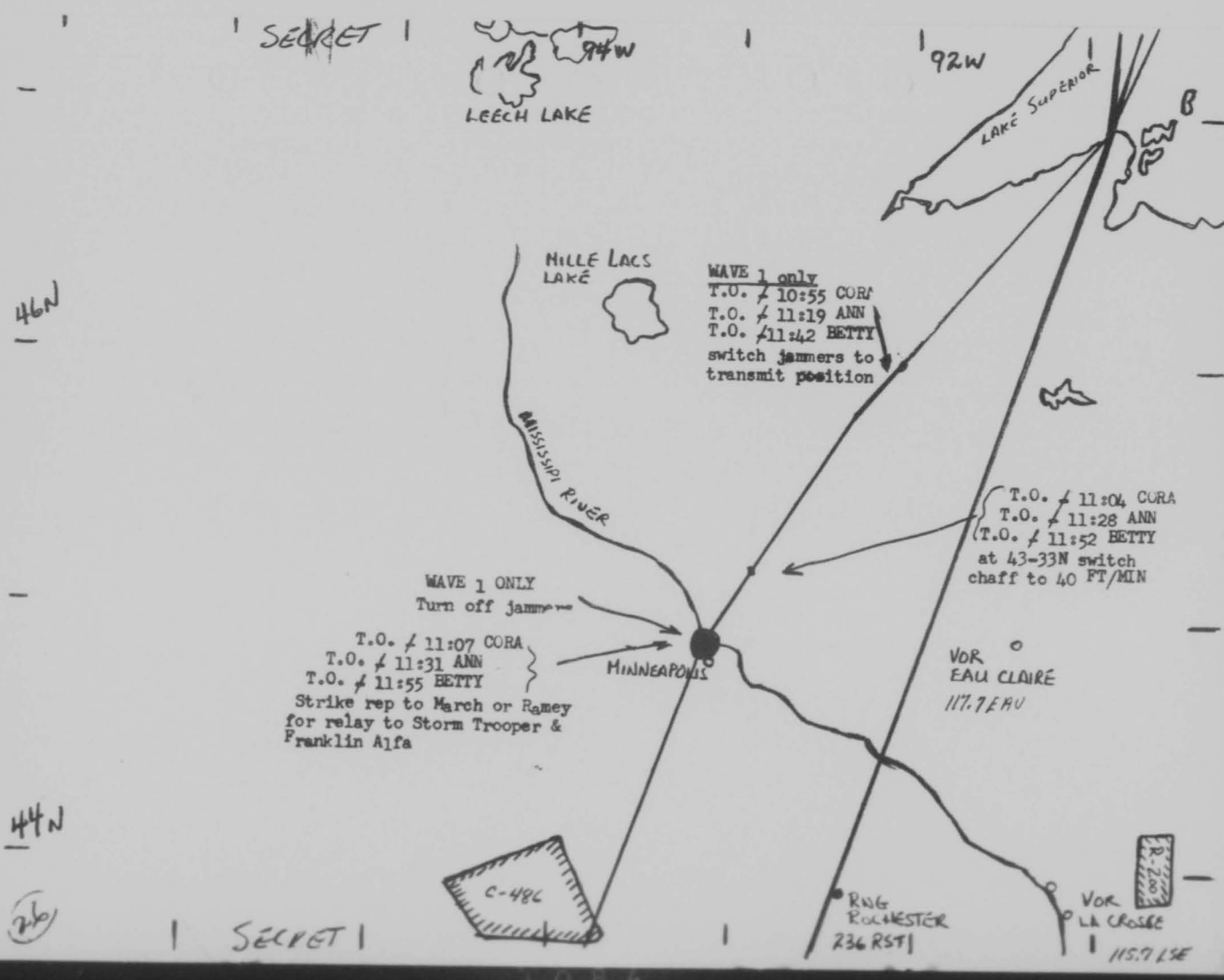
T O :

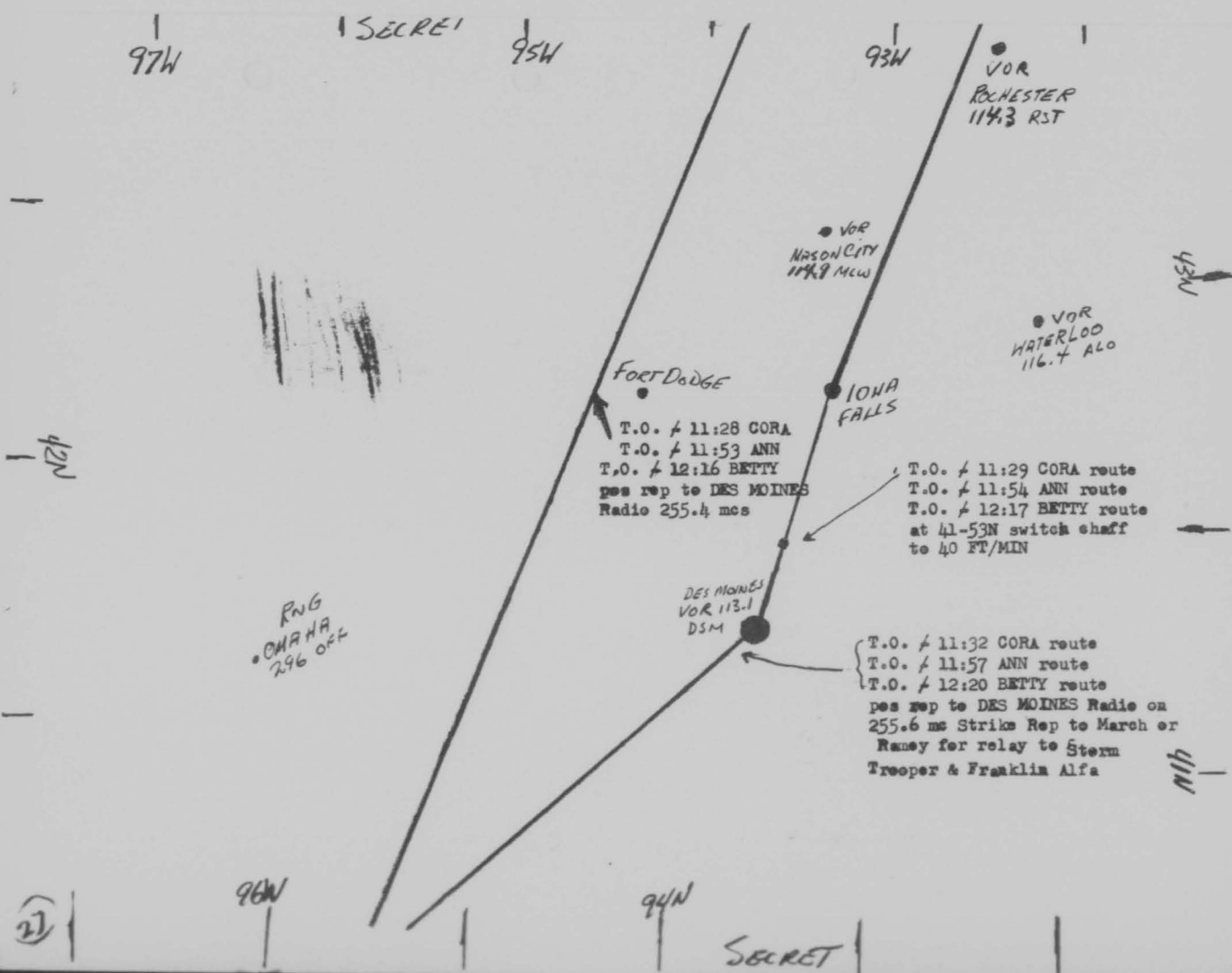
D E S M O I N E S

M I N N E A P O L I S

25.

SECRET





SECRET

THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREW GOING

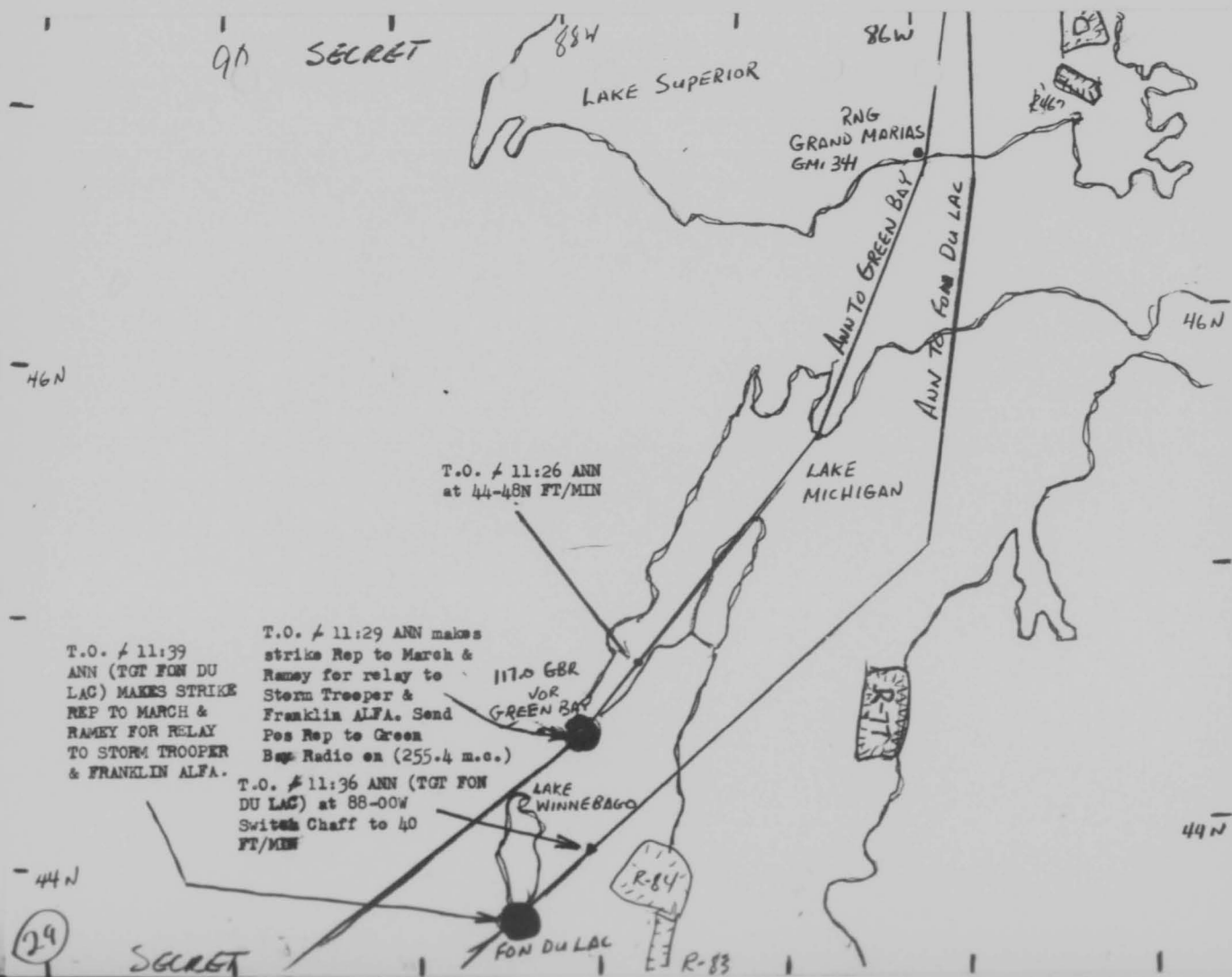
TO:

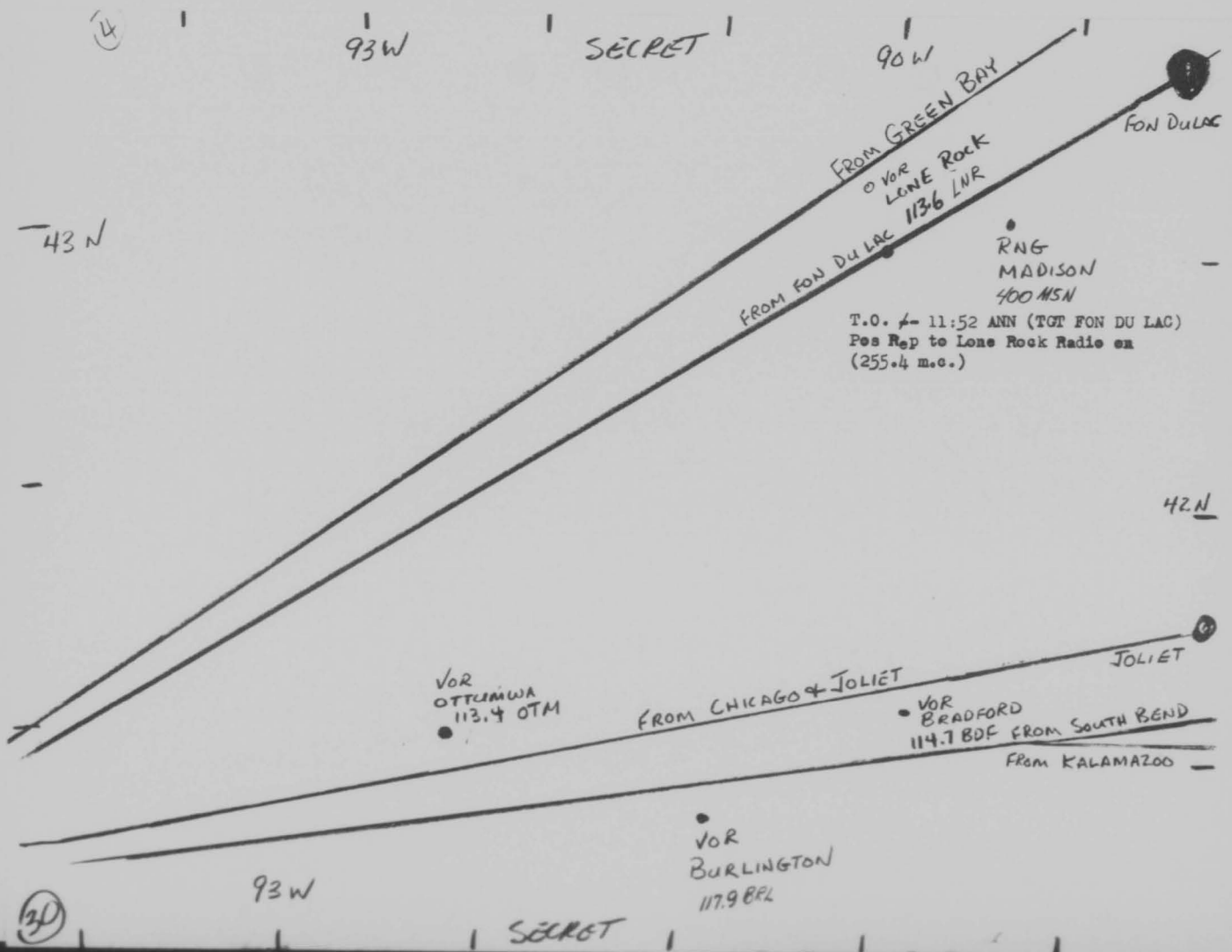
GREEN BAY
FONDULAC

28.

SECRET

1080





SECRET

THE FOLLOWING TWO PAGES PERTAIN

TO CREWS GOING

TO:

MUSKEGON

KENOSHA

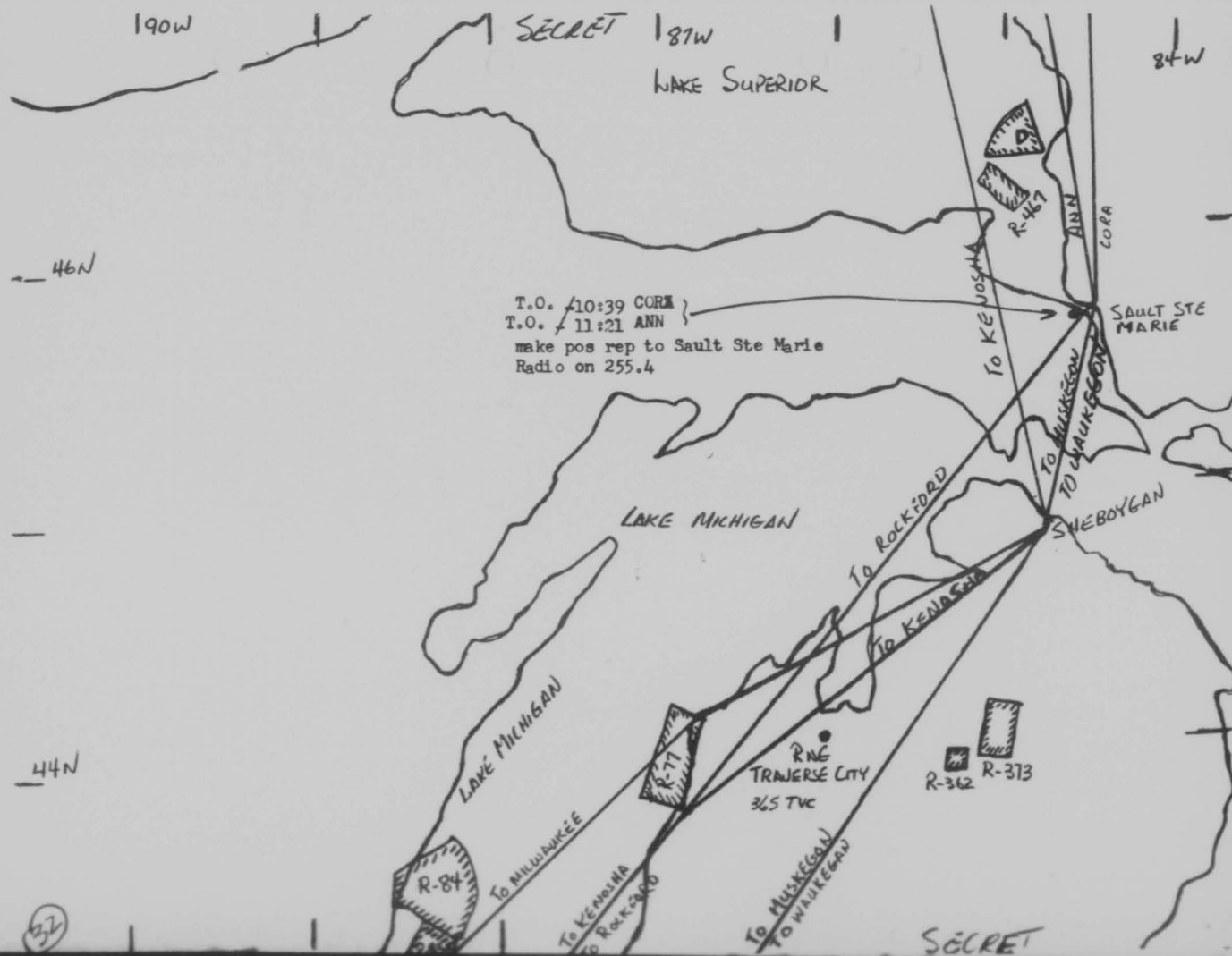
WAUKEGAN

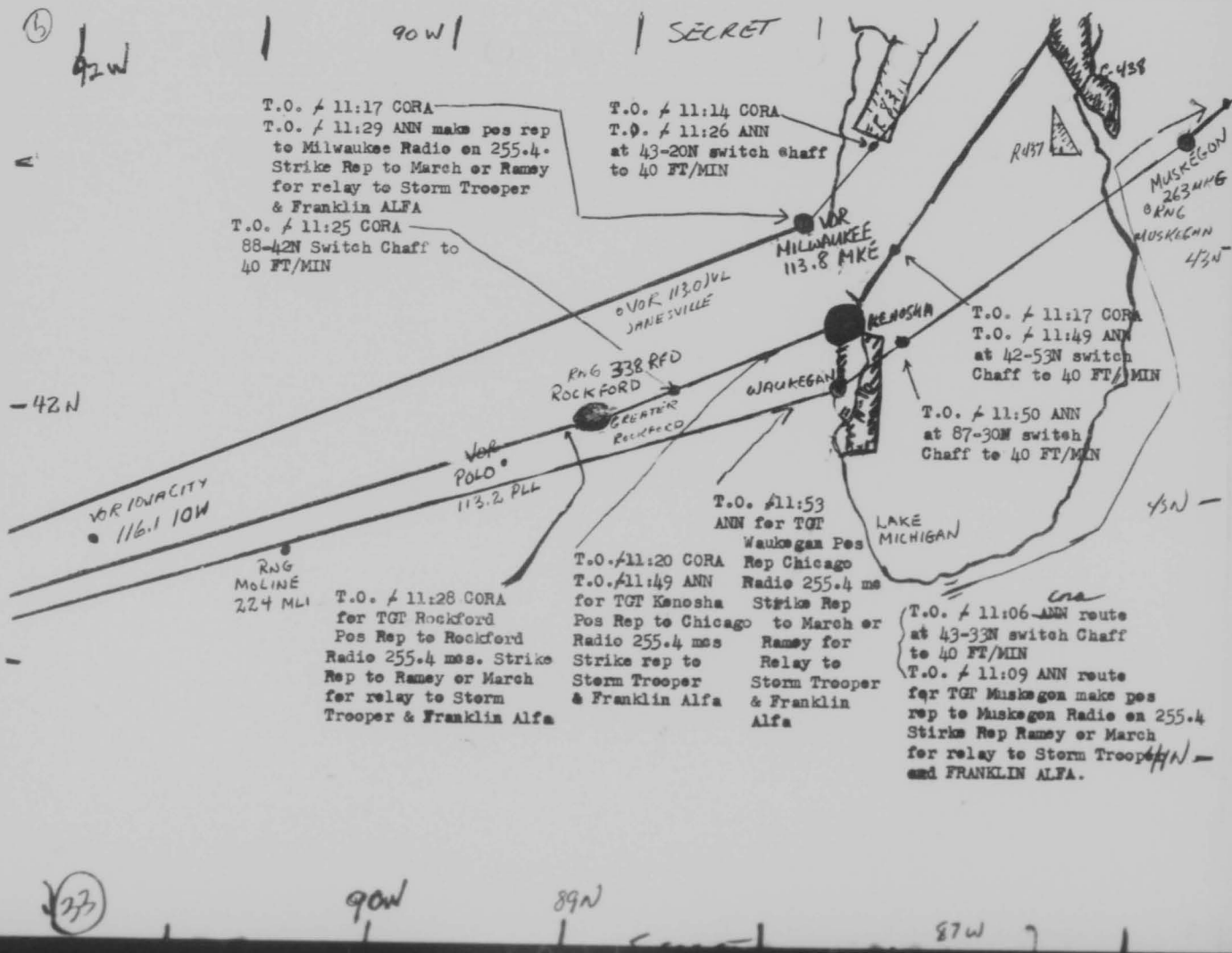
MILWAUKEE

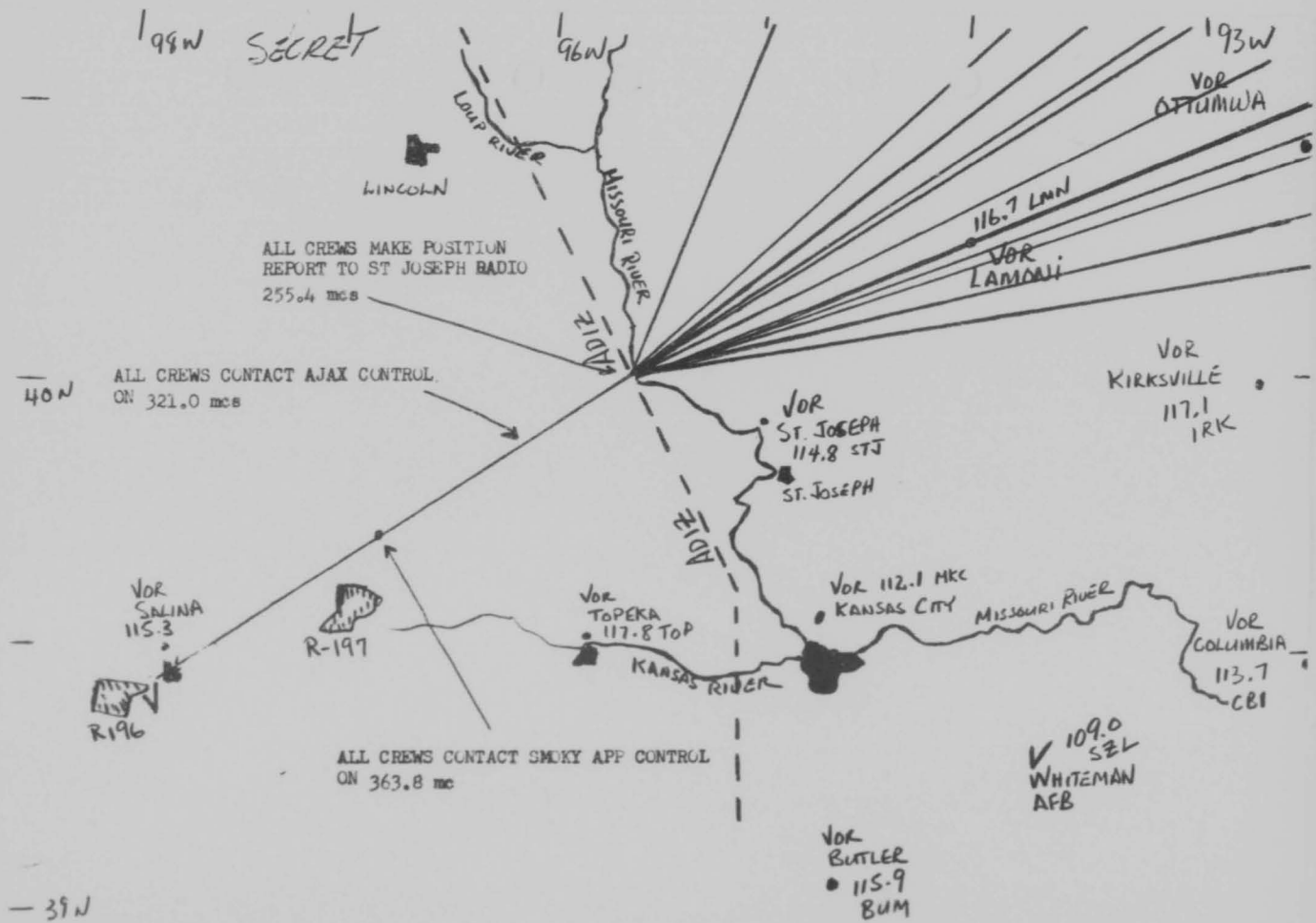
ROCKFORD

31.

SECRET







SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 220-56

COMMUNICATIONS

4OBOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

SECRET

SECRET

HEADQUARTERS, 40 BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "C" TO 40TH BOMBARDMENT WING, MEDIUM OPERATIONS ORDER 220-56

I. COMMUNICATIONS:

1. GENERAL:

- (1) Applicable CEIs, appropriate ACPs, appropriate SAC Manuals of the 55-8 series, JANAPs, Radio Facility Charts, Supplementary Flight Information Documents and ICAO Documents apply unless modified herein.

2. ADMINISTRATIVE COMMUNICATIONS:

- a. Point-to-point communications will be conducted over the following facilities in the priority listed.
 - (1) SOCS (for command and operational traffic only)
 - (2) SACCOMNET.
 - (3) AIRCOMNET.
 - (4) Commerical Facilities.
 - (a) TWX.
 - (b) Long Distance Telephone.
 - (5) Radioteletype and CW manual radio (to be used only in event of failure or non-availability of landline.)

40BOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

SECRET

SECRET

3. AIRBORNE COMMUNICATIONS:

- a. Identification and recognition will be in accordance with SACCEI 2404.2a.
- b. IFF will be in accordance with SAC Regulation 55-23 as amended and/or CEI of the command having jurisdiction of the area being overflown.
- c. Authentication will be in accordance with AFSAL 5104.
- d. Emergency procedures will be in accordance with ACP 130. ACP 135, current Radio Facility Charts and Supplementary Flight Information Documents.
- e. When an existing emergency dictates the use of an HF back-up frequency for UHF, the selection of these frequencies will be in accordance with SACCEI B200.33 or SAC Manual 100-1. Since 3023.5 kcs will be required for air/ground contact in the Canadian and NEAC areas, all crews will monitor this frequency continuously except when necessary to discontinue monitor to transmit on some other frequency. If an emergency occurs and UHF communications fail, the aircraft in distress will make initial contact on 3023.5 kcs and switch immediately to the authorized HF back-up frequency. (ZI 5710.5 kcs- NEAC 3067 kcs)

40BOMWEM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

2. *SECRET*

SECRET

- f. UHF frequencies and channelization will be in accordance with SACCEI, current Radio Facility Charts, and/or as prescribed in the Refueling Section of this Operations Order.
- g. The use of HF frequencies will be restricted to the following:
 - (1) Actual aircraft emergency.
 - (2) Mandatory Air Traffic Control reports to CAA, ICAO and Canadian DOT stations.
 - (3) Strike reports (B-11)
- h. UHF equipped aircraft crossing a Canadian ADIZ will make contact with Canadian Radar Advisory on 364.2 mcs and will continuously monitor this frequency thereafter. IFF will be operated as directed by ground stations. In flights of more than one aircraft, the monitor responsibility will be assigned to one aircraft.
- i. Call Signs:
 - (1) Aircraft - Air/ground - SAC Tactical call signs.
 - (2) Aircraft - Air/Air - SAC Tactical Call Signs and SAC Manual 100-1 as required.
 - (3) Ground Stations - Appropriate Radio Facility Charts and/or SACCEI.

40BONWEM
OPOED 220-56
ANNEX "C"
24 AUGUST 56

3.

SECRET

SECRET

- j. Navigational aids will be in accordance with appropriate Radio Facility Charts.
- k. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122(B) applies.
- l. The transmit-receive guard (TR/G) position of the UHF radio will be utilized at all times.
- m. Position Reports:
 - (1) In any formation of two or more aircraft, the lead aircraft will make the required ATC/ICAO reports.
 - (2) Aircraft will use tactical call sign with the two digit suffix and the mission nickname as the first words of the text for civil reporting.
 - (3) Procedure "ALPHA" will be used while overflying all areas requiring position reports.
- n. Simulated Strike reports will be transmitted to any air/ground station a distance of 1,500 miles or more from the target. If unable to contact a station 1500 miles from the target within 30 minutes, any AACS air/ground station which can be contacted will be utilized.

40BOMWEM
OPOFD 220-56
ANNEX "C"
24 AUGUST 56

4. *SECRET*

SECRET

e. The following addressees are mandatory. Additional addresses may be included of the unit commander.

(1) For strike reports: "STROM TROOPER" AND "FRANKLIN ALFA".

(2) For M-11, T-11 and T-18 reports: "CURFEW"

r. During the periods 05-08, 25-28 and 46-48 minutes past each hour, aircraft commanders will monitor frequencies as follows to insure receipt of messages of instruction from home station.

4. AIR REFUELING COMMUNICATIONS:

a. Air to air frequencies will be in accordance with SAC Manual 100-1.

b. Rendezvous settings will be in accordance with SAC Manual 100-1.

c. Immediately after the refueling, the receiver leader will advise the tanker leader the number of aircraft in the cell which were refueled, the number of aircraft not refueled and reason, on-load, and ETA to next refueling rendezvous point by code name, i.e., FRISKY CORA.

4OBOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 1956

5.

SECRET

SECRET

II. ELECTRONIC COUNTERMEASURES:

1. GENERAL:

a. ECM activity for this mission is based on the assumption that prior clearance with ADC, FCC, and CAA can be coordinated. However, if this clearance is not received 48 hours prior to take-off time of first aircraft, no ECM activity will be conducted. Finalized ECM instructions will be given at the pre-take-off briefing.

2. EQUIPMENT AND CHAFF

- a. All aircraft will carry six (6) cartons of RR/20AU chaff.
- b. Five (5) aircraft of the first wave will be equipped with two (2) ALT/8 Jammer systems. Specific targets will determine which aircraft receive these systems.

3. TACTICS

- a. Specific times for commencing and ending ECM activity will be found in the crew flimsy.
- b. Chaff
 - (1) In all instances, both chaff dispensers in the aircraft will be operated simultaneously.

40BOMWCM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

SECRET

SAFETY FILM

(2) Any time after crossing the MGL, self protection chaff may be used. (Position "Q")

(3) Maximum use of the APS-54 warning system will be made to determine when to use self protection chaff.

c. Electronic Jammers.

(1) In all instances, both ALT/8 jammers will be operated simultaneous.

4. CLEARANCE PROCEDURES:

a. The following will be placed in the remarks section of the DD Form 175 (Aircraft Clearance)

(1) Do not pass to Air Defense Command.

(2) Electronic jamming and single unit chaff dispensing will be conducted.

(3) Specific radar station to be effected and radius from station where E.C.M. activity will begin.

(4) Electronic jamming will be "3" band.

(5) REMARKS:

a. Throughout E.C.M. activity all aircraft will monitor 364.2 mcs and guard 243.0 mcs.

b. Ground stations desiring discontinuance of E.C.M. activity will transmit on the above frequencies the following phrase (S)

1. IF "STOP BUZZER" meaning terminate jamming activity
2. "STOP STREAM" meaning terminate chaff dispensing.

40BOMWZK
OPCRD 220-56
ANNEX "C"

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D"

OPERATIONS ORDER

SERIAL NR 220-56

STRONGHEART

HQ 40 BOMGMH
OPOHD 220-56
ANNEX "D"

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D"

~~GENERAL:~~ Air Refueling requirement exists for the 40th Bombardment Wing (M) to fly a USCM mission which will closely simulate this organization's EWP. X-Day for this mission is 11 September 1956 and the 40th Bombardment Wing (M) will launch two (2) waves of B-47 aircraft on X plus 1 and one (1) wave of B-47 aircraft on X plus 2. A total of thirty one (31) B-47 aircraft will flown on these inclusive dates and each will be involved in two (2) heavy weight Refuelings.

2. TACTICS: Tactics will be in accordance with SAC Manuals 55-10, 55-5, 55-5A, 100-1 (Tactical Doctrine Air Refueling), 55-5, 55-5A and 100-1. The contents of these Manuals will be discussed during the Pilots Specialized Portion of the mission briefing and the Subject will be elaborated on through the use of visual aids (slides and blackboard diagrams). Prior to flying the mission, all crew members in each cell will assemble for the purpose of reviewing the procedures outlined in these Manuals as it pertains to the cell.

HQ 40BOMBWG
OFORD 220-56
ANNEX "D"

SECRET

SECRET

3. FORCES:

a. Supporting tanker task forces will be:

- (1) Whiteman tanker task force, composed of KC-97 aircraft of the 340th AREFS. This force will refuel the first and third waves of the 40BOMWGM strike force in the BIRD SONG refueling area.
- (2) Smoky Tanker Task Force composed of KC-97 aircraft of the 310th AREFS. This force will refuel the second wave of the 40BOMWGM B-47E strike force in the BIRD SONG refueling area.
- (3) Harmon SAC Task Force, composed of KC-97 aircraft of the GOOSE HARMON tanker force will support the 40BOMWGM strike force in the FRISKY refueling area.
- (4) In the event that weather conditions in the FRISKY area render it unuseable, the 40BOMWGM will use the Willy refueling area and will be supported by the HARMON SAC Task Force. For further information, see paragraph 4d, this annex.

4. AIR REFUELING AREAS:

a. BIRD SONG:

- (1) Ruby, Green and Lime cells (Cera Route)
 - (a) Refueling IP: Broken Bow, Nebraska
 - (b) Tanker Orbit: 43° 17N 100° 54W
 - (c) Rendezvous Point: 44° 18N 101° 03W
 - (d) Refueling Track: 353 degrees true course.
 - (e) Fuel Transfer: 32,000 pounds JP-4

HQ 40BOMWGM:
OPORD 220-56
ANNEX "D"

2

SECRET

SECRET

- (2) Rust, Tom and Blue (extra) Cell (Ann Route):
 - (a) Refueling IP: Broken Bow, Nebr.
 - (b) Tanker Orbit: $43^{\circ} 22'N 100^{\circ} 12'W$.
 - (c) Rendezvous PT: Pierre, So. Dakota.
 - (d) Refueling Track: 353 degrees true.
 - (e) Fuel Transfer: 32,000 pounds JP-4
- (3) Orange cell (Betty Route):
 - (a) Refueling IP: Broken Bow, Nebr.
 - (b) Tanker Orbit: $43^{\circ} 24'N 99^{\circ} 32'W$.
 - (c) Rendezvous PT: $44^{\circ} 24'N 99^{\circ} 39'W$.
 - (d) Refueling Track: 353 degrees true course.
 - (e) Fuel Transfer: 32,000 pounds JP-4
- b. Alternate Bird Song
 - (1) Ruby, Green and Lime Cells (Cord Route):
 - (a) Refueling IP: Falls City, Nebr.
 - (b) Tanker Orbit: 41 50 N 95 26 W
 - (c) Rendezvous PT: 42 50 N 95 26 W.
 - (d) Refueling Track : 360 degrees true.
 - (e) Fuel Transfer: 32,000 pounds JP-4
 - (2) Rust, Tom and Blue (extra) Cells (Ann Route):
 - (a) Refueling IP: Falls City Nebr.
 - (b) Tanker Orbit: 41 50 N 94 56 W.
 - (c) Rendezvous Point: 42 50 N 94 56 W
 - (d) Refueling Track: 360 degrees true.
 - (e) Fuel Transfer: 32,000 pounds JP-4.

HQ 40BOMWGM
OPORD 220-56

SECRET

SECRET

(3) Orange Cell (Betty Route)

- (a) Refueling IP: Falls City, Nebr.
- (b) Tanker Orbit: 41 50N 94 26 W.
- (c) Rendezvous Point: 42 50 N 94 26 W
- (d) Refueling Track: 360 degrees true.
- (e) Fuel Transferred: 32,000 pounds JP-4

(C) Frisky:

- (1) Ruby, Green and Lime Cells (Cora Route)
- (A) Refueling IP: 49°28N 67 00W
- (b) Tanker Orbit: 50 10 N 65 07W
- (c) Rendezvous Point: 50 44 N 63 41W.
- (d) Refueling Track: 060 degrees true.
- (e) Fuel Transfer: 40,000 pounds JP-4

(2) Rust, Tan and Blue Cells (extra) (Ann Route)

- (a) Refueling IP: 49 03N 66 38W.
- (b) Tanker Orbit: 49 45N 64 ^{42W} 62W.
- (c) Rendezvous Point: 50 19N 63 17W
- (d) Refueling Track: 060 degrees true.
- (e) Fuel Transfer: 40,000 pounds JP-4

HQ 40BOMWGM
OPORD 220-56
ANNEX "D"

SECRET

SECRET

(3) Orange Cell (Betty Route)

- (a) Refueling IP: 48 36 N 66 12 W
- (b) Tanker Orbit: 49 20 N 64 20 W
- (c) Rendezvous Point: 49 53 N 62 52 W
- (d) Refueling Track: 060 degrees true
- (e) Fuel Transferred: 40,000 pounds JP-4

D. WILLIE: If weather dictates that an alternate refueling area be substituted for the Frisky area, the 40th BOMWGM will use WILLIE supported by Harmon Tankers.

(1) Ruby, Green and Lime Cells (Cora Route):

- (a) Refueling IP: 49 28 N 67 00 W
- (b) Tanker Orbit: 49 57 N 59 27 W
- (c) Rendezvous Point: 50 28 N 58 07 W
- (d) Refueling Track: 060 degrees true
- (e) Fuel Transferred: 40,000 pounds JP-4

(2) Rust, Tan and Blue (extra) Cells (Ann Route)

- (a) Refueling IP: 49 03 N 66 38 W
- (b) Tanker Orbit: 49 32 N 59 02 W
- (c) Rendezvous Point: 50 03 N 57 44 W
- (d) Refueling Track: 060 degrees true
- (e) Fuel Transferred: 40,000 pounds JP-4

HQ 40BOMWGM
OPORD 220-56
ANNEX "D"

5

SECRET

SECRET

- (3) Orange Cell (Betty Route)
 - (a) Refueling IP: 48 36 N 66 12 W
 - (b) Tanker Orbit: 49 05 N 58 37 W
 - (c) Rendezvous Point: 49 36 N 57 20 W
 - (d) Refueling TRack: 060 degrees true
 - (e) Fuel Transferred: 40,000 pounds JP-4

5. GENERAL INFORMATION:

- a. Cell Structure will be as described in ANNEX B.
- b. Missed Refueling Alternates:
 - (1) For Bird Song area: Smoky Hill AFB, Kansas
 - (2) For Frisky or Willie area: Smoky Hill AFB, Kansas is primary alternate. Westover AFB, Mass is Secondary alternate.
- c. KC-97 takeoff times. Tanker Flights will takeoff so as to arrive at the orbit point, located sixty (60) nautical miles upstream from the briefed rendezvous point for the receivers, thirty (30) minutes prior to the arrival of the B-47 aircraft. For planning purposes, receivers arrival times at the rendezvous points are:

HQ 4OBOMWGM
OPORD 220-56
ANNEX "D"

6

SECRET

<u>CELL</u>	<u>BIRD SONG</u>	<u>FRISKY</u>
Ruby	1102 Z X plus 1	1511 Z X plus 1
Rust	1114 Z X plus 1	1520 Z X plus 1
Orange	1125 Z X plus 1	1529 Z X plus 1
Green	2302 Z X plus 1	0311 Z X plus 2
Tan	2314 Z X plus 1	0320 Z X plus 2
Lime	1102 Z X plus 2	1511 Z X plus 2
Blue (extra)	1114 Z X plus 2	1520 Z X plus 2

d. Aerial refueling tactics will be in accordance with SAC Manual 55-10, dated May 1956.

(e) Receiver leader will communicate with tanker leader as far from rendezvous point as possible and furnish an ETA to the rendezvous point based on best known information. Tankers will depart orbit point so as to arrive at the rendezvous point on the receivers revised ETA.

(f) When two hundred (200) miles from briefed tanker orbit point, all B-47 aircraft will turn on APN-76 equipment. After initial contact with tankers, all aircraft except leader will turn off APN-76.

(g) Frequencies and rendezvous equipment setting are shown in Appendix I to this ANNEX.

HQ 4OBOMWGM
OPORD 220-56
ANNEX "D"

7

SECRET

SECRET

- (h) Receiver Observers will carefully monitor altitude here throughout the rendezvous and will advise the pilot of his range from the tanker until the receiver is in the observation position with assigned tanker.
- (i) In contact refueling speeds will be obtained from TO IE-47E-I.
- (j) Tanker routes to and from the orbit points will be at the discretion of the Tanker Task Force Commanders.
- (k) ATC reporting procedures will be in accordance with SAC Reg 55-51.
- (l) During refueling in darkness, all primary tanker aircraft will display Altimeter signals from the boom as follows.

Leader	Green	Navigation Light	Flashing
# 2	Amber	" "	Bright- Steady
# 3	White	" "	Flashing
# 4	Blue	" "	Bright- Steady
# 5	Red	" "	Flashing
# 6	Green	" "	Bright-Steady

8

BERTON H BURNS
Colonel, USAF
Commander

HQ 40BOMWG
OPORD 220-56
ANNEX "D"

SECRET

SECRET

REFUELING DATA

RENDEZVOUS POINT	TANKER CALL SIGN	APN 12 - APN 76				APN 11 or APN 69	INITIAL CONTACT and REFUELING FREQ
		T	R	T	R		
BIRDSONG ANN	BIRDSONG ANN LDR	8	6	6	8	1-2-1	256.0 mcs
FRISKY ANN	FRISKY ANN LDR	8	6	6	8	1-2-1	256.0 mcs
BIRDSONG BETTY	BIRDSONG BETTY LDR	7	5	5	7	1-3	266.2 mcs
FRISKY BETTY	FRISKY BETTY LDR	7	5	5	7	1-3	266.2 mcs
BIRDSONG CORA	BIRDSONG CORA LDR	6	4	4	6	1-2	279.8 mcs
FRISKY CORA	FRISKY CORA LDR	6	4	4	6	1-2	279.8 mcs

Receiver call signs will be AJAX followed by the cell color and the cell position, ie., AJAX Green three.

The common frequency for both refueling areas will be 311.0 mcs. Any aircraft experiencing difficulty which requires extended communications will advise appropriate tanker and switch to this frequency.

HF back-up frequency for the Birdsong area will be 5710.5 kcs. HF back-up for the Frisky area will be 3067 kcs.

ANNEX D
APPENDIX I

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 220-56

FLYING SAFETY

40BOMWGM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "E" TO 40TH BOMBARDMENT WING, MEDIUM, OPERATIONS ORDER 220-56
FLYING SAFETY

1. Flying Safety will take precedence over all other commitments on this mission.
2. Alternate airfield priority will be as follows:
 - a. SAC BASES
 - b. AWC BASES
 - c. AF BASES
 - d. MILITARY BASES
 - e. CIVILIAN BASES

Specific suggested alternate air fields are as follows:

- | | |
|--------------------------|-------------------------------------|
| (1) ELLSWORTH AFB, S.D. | (7) LINCOLN AFB, NEBR |
| (2) FORBES, KANSAS | (8) ERNEST HARMON AFB, NEWFOUNDLAND |
| (3) WHITEMAN AFB, MO | (9) GANDER AFB, NEWFOUNDLAND |
| (4) LOCKBOURNE AFB, OHIO | (10) GOOSE AFB, LABRADOR |
| (5) PORTSMOUTH AFB, N.H. | (11) LORING AFB, ME |
| (6) WESTOVER AFB, MASS | (12) THULE AFB, GREENLAND |
3. Since water alcohol will be used by all aircraft critical field length will be based on 90% of available runway.
 4. Aircraft Aborting: If not an emergency, secure individual clearance before leaving bomber stream. Then descend 2000 feet below clearance altitude and make 90° turn to left.

40BOMWEM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

SECRET

SECRET

Proceed to Smoky or suitable alternate. If aircraft experiences an emergency - aircraft commander will proceed as emergency dictates observing maximum safety precautions.

5. Other wings will be refueling near or adjacent to our area, therefore, crews will exercise extreme caution during this phase of the flight. In the event that marginal weather conditions exist at the refueling altitude, the Airborne Task Force Commander will move the refueling area as dictated by flying safety considerations.

6. FUEL RESERVE

- a. Fuel reserve over briefed weather alternate will be 12,000 #.
b. Fuel reserve over missed refueling alternate will be 12,000#.

7. A Personnel Equipment will include all normal flying equipment plus overwater and survival kits.

- (1) Each aircraft will carry RS 6 radio and one four man raft.
(2) Each crew member should have the following minimum equipment.

- | | |
|-----------------------------|------------------------|
| a. Parachutes | f. Mae West |
| b. Knife (hunting 5" blade) | g. Survival suit (R-1) |
| c. Flashlight | h. One man dinghy |
| d. 38 Cal Revolver/w Ammo | i. A-1 Survival kit |
| e. URC 4 radio | j. Flight Jacket |

B. Additional suggested equipment if available:

- | | |
|-----------------|--|
| a. Pocket knife | c. Adequate supply water-proof matches |
| b. Compass | d. Warm clothing |

40BOMWGM
OFORD 220-56
ANNEX "E"

2. *SECRET*

SECRET

- e. Extra cigarettes
- f. Small "penlight"
- g. Package "CHARMS" mints or candy bars
- h. Personal items, RAZOR, TOOTH BRUSH, ETC AS DESIRED

- C. Each item of personal equipment will have been previously inspected by Squadron P.E. Section for operational reliability however, every crew member is advised to recheck all items for his own personal satisfaction.
- 8. Detailed Arctic Ditching, Arctic Crash Landing, Arctic Bailout, and Arctic Survival procedures will be covered in General Briefing by intelligence personnel. Classroom instructions on above procedures will be scheduled by 4OBOMWEM Intelligence section prior to the mission.
- 9. Due to the number of aircraft operating in the same area and the overlapping of routes, crews are reminded to be constantly alert while flying the briefed route and especially so in event of a deviation from that route.
- 10. Lost Communications procedures:
All aircraft will monitor 3029.5 kcs throughout mission - in event of UHF communications difficulty, limited contacts may be made on this frequency. Additional information contained in ANNEX "C".

4OBOMWEM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

SECRET

SECRET

11. It is suggested that cell leaders set up a "Buddy System" within each cell for the purpose of assisting a downed aircraft and/or crew members until Rescue equipment arrives on the scene.

40BOMWGM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

4.

SECRET

TRUE COPY

CONFIDENTIAL

TRUE COPY

(U) Test Directive

40C
310C

DC

8 AUG 56
LTCOL Soha/hlp/302

1. Reference SAF letter, subject, Test Directive, 23 July, and SAF message (Confidential) DC03C 24559, 24 Jul.
2. In accordance with meeting held this office, 7 AUG, 310th Bomb Wing will fly day test missions during week of 20 SEP 56. 40th Bomb Wing will fly night test mission on 28 AUG 56. 310th Air Refueling Squadron will support 40th Bomb Wing E-47 aircraft.
3. Request pro ect of icers designated (MAJ Tuttle, 40th Bomb Wing and MAJ Field, 310th Bomb Wing) coordinate on details of this mission.
4. Reports will be submitted in accordance with PARA 6b, referenced letter, with information copy this headquarters. Final report, in accordance with PARA 6b, will be a consolidated report, representing recommendations and conclusion of entire test project.
5. Request this headquarters be informed of specific dates missions will be flown so that personnel from SAC and SAF headquarters may observe the test and participate in the critique.
6. This correspondence is classified CONFIDENTIAL in accordance with PARA 30,c, AFR 205-1, as amended.

BY ORDER OF THE COMMANDER:

D. G. BRIDGEMAN, COL, USAF
Director of Operations

CERTIFIED TRUE COPY

JAMES W. RUSSELL
1st Lt. USAF

CONFIDENTIAL

14

HEADQUARTERS, 40 Bombardment Wing, Medium
Smoky Hill Air Force Base, Salina, Kansas
29 August 1956

OPERATIONS ORDER

410-56

SOME SWEAT

29 August 1956

CONFIDENTIAL

40-3618-C

CONFIDENTIAL

OPERATIONS ORDER

410-56

SOME SWEAT

29 August 1956

1. GENERAL SITUATION: A requirement exists to test new air refueling and rendezvous procedures. Eighth Air Force has directed that the 40 Bomb Wing fly the night portion of this test with a minimum of four (4) tankers and four (4) receivers participating. Nickname of this test is "Some Sweat".

a. ENEMY FORCES: Omitted.

b. FRIENDLY FORCES:

- (1) 802D Air Base Group will provide normal 66-12 transportation.
- (2) Base Supply: Request more than normal CQ at service unit until after last take-off time on the night of mission as it is necessary that every aircraft be airborne.
- (3) Refueling: Normal pit requirement.
- (4) 20 28th AACS Squadron will provide ARTC clearances, GCA monitored take-off if IFR, and GCA available for landings.
- (5) Food Services: Messing and flight lunches normal.

CONFIDENTIAL

CONFIDENTIAL

2. MISSION: The objective of this mission is to correct two (2) problem areas. They are:

a. Inadequate control by formation leaders and poorly flown receiver and tanker formations primarily due to inability of cell aircraft to monitor, by station keeping methods, the position of all other cell aircraft. Leaders must rely on radio communications in control of formations and have no positive check on formation structure.

b. Tanker identification difficulties due to merging of tanker radar returns, and difficulty in differentiating between tanker and receiver returns during closure to observation position.

3. TASKS FOR SUBORDINATE UNITS: Each unit will support this mission as follows:

a. <u>UNIT</u>	<u>AIRCRAFT AND CREWS</u>
25BS	1
44BS	2
45BS	2
310ARS	6

40BOMWGM
OFORD 410-56

CONFIDENTIAL

CONFIDENTIAL

3. X. This mission will incorporate a minimum of three (3) mass night rendezvous and refuelings utilizing all tactics outlined in SAC Tactical Doctrines, dated May 56, with the following additions or changes:
- a. The formation to be flown will consist of a sixty (60°) degree right echelon in lieu of the present Tactical Doctrine formation of ten (10°) degrees right echelon. The tanker formation will utilize a spare tanker which will simulate a primary tanker abort after receiver hookup.
 - b. All testing will be conducted under VFR conditions; however, instrument conditions will be simulated with maximum use made of electronic equipment for rendezvous and station keeping up to the observation position.
 - c. The receiver formation will assume the prescribed sixty degree (60°) right echelon formation prior to descent. The tanker flight will assume the same sixty degree (60°) right echelon prior to departure from the orbit. This formation will be maintained until completion of the refueling.

CONFIDENTIAL

4080MWM
OPORD 410-56

CONFIDENTIAL

- d. The formation will be tested with normal stacked-up 500 feet separation between aircraft.
- e. The spare tanker will be located ninety degrees (90°) left of the tanker leader and 500 feet above the last primary tanker in the formation. In case of primary tanker abort after cell hookup, the spare tanker will hold altitude and position and the receiver will join on the spare tanker.
- f. APN-11 or APN-69 will be used to the ^{MAXIMUM}~~MINIMUM~~ extent in effecting the rendezvous. From take-off through the refueling, the following beacon usage will be tested:
 - (1) Multiple beacon signal in the lead tanker on each of the following tests:
 - (a) Beacon setting of one in last tanker only (two missions).
 - (b) Beacon setting of one in all tankers except lead tanker (two missions).
 - (c) Beacon setting of one in last tanker with intermittent operation (two missions).

40BOMWGM
CPORD 416-56

4.

CONFIDENTIAL

CONFIDENTIAL

- g. The analyzing of scope photography will be of prime importance in consolidating findings and determining recommendations that will be forwarded to 8AF, consequently, crews are enjoined to thoroughly pre-flight their air refueling system, beacon operation, and APN-76 rendezvous prior to take-off. An extra camera magazine will be carried by all aircraft.
- h. Debriefing Forms on this mission will be made out by all crews at debriefing and it is required that a statement be included in the remarks section as to the crews desire of having these new procedures included in a future publication of the Tactical Doctrine.
- i. SCHEDULE OF EVENTS:
 - (1) General Briefing : 0900, 28 Aug 56, 310 ARS Briefing Room.
 - (2) Specialized Briefing: Following general Briefing same place as general.
 - (3) Pre-take-off Briefing : 1645, 29 Aug 56 Base Ops Flight Planning Room.
 - (4) Debriefing : After landing at 40 Maintenance Debriefing Room, Hanger #5.
 - (5) Critique: 1400, 7 September 56, 2583 Briefing Room.
- j. CREW SCHEDULE AND TIMING: See Appendix #1.

- 4. ADMINISTRATION AND LOGISTICS: No. . logistical support facilities will be provided by Task Organizations.

40BOMWEM
OPORD 410-56

CONFIDENTIAL

CONFIDENTIAL

5. COMMAND AND COMMUNICATIONS:

- a. Command -- Normal.
- b. Communications - See Pilots flimsy.

BERTON H BURNS
Colonel, USAF
Commander

ANNEXS:

A: Pilots Flimsy

OFFICIAL:

W M Bowden
WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

DISTRIBUTION:

COMADIV 802	1 cy
COMBOMWG 310	1 cy
COMABGRU 802	5 cys
4ODO	1 cy
4ODOB	1 cy
4ODOI	1 cy
4ODOT	5 cys
4ODM	1 cy
4OFMS	1 cy
4OMC	1 cy
4OA&EMS	1 cy
4OACH	4 cys
4O ConRm	1 cy
4ODOC	1 cy
25BS	10 cys
44BS	10 cys
45BS	10 cys

4OBOMWGM
OPORD 410-56

CONFIDENTIAL

CONFIDENTIAL

DISTRIBUTION (Continued)

31OARS	12 cys
AACS	1 cy
31CDO	3 cys
802BPM	1 cy
802BO	1 cy
802BMT	1 cy
802BMAP	1 cy
802MASU	1 cy
802FSSC	1 cy
802 MVSC	1 cy

40BOMWEM
OPORD 410-56

7

CONFIDENTIAL

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

AERONAUTICAL ORDERS)
NUMBER 39)

21 Aug 56

LTCOL THOMAS S. BOHMAN, 6685A, 40 AREFS, 40 BOMWG,M, SAC, this STA,
is granted the AERO RT of COMD PLT UP PARA 3a, AFR 50-7. AUTH: PARA 7c,
AFR 50-7, an Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert A. Dice
ROBERT A DICE
CWO (W-2), USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION

- A
PLUS
4 - DIR MIL PERS, HEDUSAF,
ATTN: Flying Status Branch
4 - DEP IG, Norton AFB, CALIF
1 - Air ADJ GEN, HEDUSAF
ATTN: MIL RECS DIV
1 - Surgeon GEN, HEDUSAF,
ATTN: SP Action & MED
Consultants

CONFIDENTIAL

TRUE COPY

TRUE COPY

FM COMA EFS 40 TROLE AB CRULB

TO RW EFS Y/COM AIRDEV 802D SMOCKY HILL AFB KANSAS

INFO RW EFS Y/COMA EFS 40 REAR SMOCKY HILL AFB KANSAS

// C O N F I D E N T I A L // 40 AFS 411/ REF YOUR MSG 40 AFS
081601 PD SUBJ REDEPLOYMENT OF KC-97's: ACFT WILL FLY NON-STOP
DIR TO SMOCKY HILL AFB PD FIRST WAVE WILL TAKE OFF AT 0200Z
WITH 15 MIN INT INTERVALS C A (TOTAL OF 10 ACFT) PD CAPT W GENTLE
WILL HAVE PASSENGER MANIFEST IN HIS POSSESSION UPON A RETURN
SMOCKY HILL AFB PD AT ENROUTE MATHEMATICS TEAM WILL NOT BE USED
PD STILL AWAITING MARS DECISION ON WEA'S SEA WIND'S AND ROUTE
BY MARS SUPPORT ACFT PD ETD

BT

29/1417Z AUG 1958

CERTIFIED TRUE COPY

TRUE COPY

JAMES W. RANSDALE
1st Lt. USAF

CONFIDENTIAL

CONFIDENTIAL

PART III
RCS: 9-SAC T12

SQUADRON COMMANDER'S REMARKS
40th Air Refueling Squadron

1-31 August 1956

1. In accordance with paragraph 6, Annex IX, SAC REG 50-23, 1 May 1956, the following information and remarks are submitted:

- a. Hours flown performing missions ordered by higher headquarters.

- (1) Higher headquarters: Not applicable for this reporting period.
- (2) Eighth Air Force Air Training priorities:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	00:00	00:00
2	Non Ready Crew Training	121:00	135:00
3	Ready Crew Training	520:00	590:00
	TOTAL	641:00	725:00
	TEST	10:00	8:00
	GRAND TOTAL	651:00	733:00

The following explanation is made for significant differences between programmed and accomplished flying time.

- (1) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.
 - (2) Reference priority 2: Additional time was flown by extensions of sortie flying time.
 - (3) Reference priority 3: Additional time was flown by extension of normal ready crew training sorties and by directing non-ready crew training sorties to ready crew training sorties when local was too poor to permit transition work.
- b. Weather or local conditions: Not applicable for this reporting period.

- c. Air traffic control delay information:

<u>ATC DELAYS</u>		
<u>TYPE</u>	<u>TOTAL NUMBER</u>	<u>TOTAL TIME</u>
Departure	5	2:45
Arrival	0	0:00
Total	5	2:45

6780C

CONFIDENTIAL

40-3835-C

CONFIDENTIAL

Part III, RCS: 9-SAC-T12, Sq Comdr's Remarks, 40th AREFS, 1-31 August 1956

DELAYS AFFECTING UNIT MISSIONS

Not applicable for this reporting period.

DELAYS OVER 30 MINUTES

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	2	1:45
Arrival	0	0:00
TOTAL	2	1:45

- d. Restrictive Directives: Not applicable for this reporting period.
- e. Combat crew member gains and losses:
- (1) Crew member gains: Not applicable for this reporting period.
 - (2) Crew member losses:
 - (a) One AC - PCS USAFIF, Patterson AFB.
 - (b) One Navigator - PCS Mather AFB.
- f. Crew member changes:
- (1) One AC - One ready crew
 - (2) One C/P - One ready crew
 - (3) One Navigator - One ready crew
- g. New Crews: Not applicable for this reporting period.
- h. Crew status changes: Not applicable for this reporting period.
- i. Standardization crews:
- (1) Wing Standardization crew T-03, 23 September 1955.
 - (2) Squadron Standardization crew, T-20, 1 June 1956.
 - (3) Squadron Standardization crew, T-34, 1 August 1956.
- j. Additional material and personnel problems: Not applicable for this reporting period.
- k. Refueling data:
- (1) Number of refueling sorties scheduled and confirmed - 0
 - (2) Number of sorties:
 - (a) Airborne - 0
 - (b) Effecting complete electronic rendezvous - 0
 - (c) Transferring required fuel - 0

6780C

2

CONFIDENTIAL

CONFIDENTIAL

Part III, RCS: 9-SAC-T12, Sq Comdr's Remarks, 40AREFS, 1-31 August 1956.

- (3) Number of aborts: No sorties scheduled this month.
- (4) Mass Night Cell refueling - No sorties scheduled this month.
- (5) Fuel transfered - none transfered this month.

1. Comments or recommendations of the Squadron Commander:

- (1) With one exception all pilots present for duty have completed training under SAC REG 51-19 and have had satisfactory standardization checks.
- (2) Loss of co-pilots in the next two month period will not be critical since replacements are available.
- (3) Three co-pilots assigned to ready crews have completed aircraft commander checks and are now available for aircraft commander duty.
- (4) Training of two new navigators was begun on the 15th of August and has progressed favorably. The projected checkout date for these two men is 30 Oct. 56.
- (5) Overall Squadron training in August was satisfactory. All ready crews received extensive grid and pressure pattern work during the month and effectiveness through lower CEA's has improved greatly.
- (6) Preparations for the deployment of the Squadron are well advanced. No difficulties are anticipated.
- (7) Due to anticipated losses of flight engineers, it appears that only 18 ready and 2 non-ready crews will be available by 1 Nov. This situation will result even though one IM crew will be advanced to M status and two new IM crews will be formed during September 1956. Crews are being formed as soon as personnel become available to maintain the maximum number of combat ready crews.
- (8) A critical shortage of flight line maintenance personnel as a result of discharge could cause deterioration of the Squadron effectiveness. By 31 December a total of 21 crew chiefs and assistant crew chiefs, AFSC 43151 & 43171, are scheduled for discharge. The loss will be greatest during December but in an effort to avert a serious problem, mention is made of this problem now.
- (9) The effective and well coordinated operations of the Squadron while TDY have been a result of excellent cooperation and consideration by the SAC Task Force Liaison Team and all units of the Air Base Group

Thomas S. Bohman
THOMAS S. BOHMAN
LT. COLONEL, USAF
Commander

6780C

³
CONFIDENTIAL

CONFIDENTIAL (When Filled In)

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
GENERAL					AIR REFUELING										RADAR RENDEZVOUS						NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15			16	17	18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCH	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL			NUMBER OF NAVIGATION LEGS	NR OF PRESS. PATTERN (SCN) (18)	NUMBER OF NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T-03	KC097	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	0	-	-	-	01	-	01
T-20	KC097	06	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	01	01	-
T-34	KC097	03	60	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	01	02	-	-	-	-	01	01	04
Std		10	116	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	01	05	-	-	-	-	03	02	05
T-01	KC097	03	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	01	-	02
T-03	KC097	01	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	01	-
T-09	KC097	06	47	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	01	-	-	-	-	02	01	-
T-12	KC097	03	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	01	02	01
T-13	KC097	07	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	01	-
T-15	KC097	05	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	01	01	-
T-17	KC097	04	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	02	06	03
T-19	KC097	03	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	01	-	01
T-21	KC097	02	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	02	-	02
T-23	KC097	05	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07	-	-	-	-	01	08	-
T-25	KC097	10	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	02	-
T-29	KC097	04	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	02	-	02

SAC FORM 36 APR 54 PREVIOUS EDITIONS ARE OBSOLETE. FC: 278

40-3839-C

67806

Air Force-100, 01000

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
					40th Air Refueling Sqdn.	AUG 1956	2	2	9 SAC T-12																			
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS				D. NAVIGATION											
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCN	6 TOTAL REFUELINGS		7 DAY REFUELINGS		8 NIGHT REFUELINGS		9 IN RADIO SILENCE		10 KC-97 FIGHTER REFUELINGS 20,000 LBS.		11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12-75		14 NR OF DAY NAVIGATION LEGS	15 NIGHT CELESTIAL			16 NUMBER OF RADAR NAVIGATION LEGS	17 NR OF PRESS. PATTERN LEGS (SAC-III)	18 NUMBER OF LOG-IN NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2		3						
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T-30	KC097	07	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09	-	02
T-31	KC097	08	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	01	01	01
T-32	KC097	05	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02
T-36	KC097	04	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	02	02	01
T-41	KC097	02	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-42	KC097	02	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	01	-	-
Combat ready		86	609	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	35	-	-	-	-	26	31	17
Sqdn. Totals		-	106	725	-	-	-	-	-	-	-	-	-	-	02	02	-	-	01	01	37	-	-	-	-	29	33	22
Non ready Practice		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	01	01	-

FORM 1 APR 56 36

PREVIOUS EDITIONS ARE OBSOLETE. FC. 273

6780G

Air Form-SAC, O&A

(When Filled In)

CONFIDENTIAL

EXHIBIT NO 32 WAS NOT ENCLOSED WITH THE ANNUAL
HISTORY, IT SHOULD ONLY HAVE BEEN REFERRED TO AS FOOTNOTE A5
ON CHAPTER III.

TRUE COPY

TRUE COPY

FM COMAF 3 WESTOVER AFB MASS
TO COMAIRDIV 802 SMOKY HILL AFB KANS

/CONFIDENTIAL/ ODT2 20319 SUBJECT : 40TH BOMBING AND 40th
AIR SPECIAL TRAINING MONTH PROGRAM FOR AUGUST 1956. REFERENCE OUR
MESSAGE ODT1 20619 DATED 20 JUN 56. SUBJECT MESSAGE IS AMENDED AS
FOLLOWS: REFERENCE PART II, PARAGRAPH C. ADD PARAGRAPH(2)(A): PROVIDE
3 COMBAT READY CREWS FOR SURVIVAL EXERCISE CHECK WATCH VII, TO
THROUGH 16 AUG 56.

BT

21/2148Z JUN 1956

CERTIFIED TRUE COPY

JAMES W. RAGSDALE
1st Lt. USAF

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 17 August 1956

Presiding: Colonel Wilson

BASE COMMANDER

Salina Air Force Jubilee: Commanders were asked to encourage sale of tickets to the Air Force Jubilee to be held Saturday, 18 August.

HOSPITAL COMMANDER

Oxygen Mask Inspection: An inspection was conducted to determine extent of T. O. compliance, which requires that oxygen masks be cleaned prior to storage and an inspection be made every thirty days. Of 138 masks inspected, 49 were found to be clean, 89 were dirty, and 60 were defective. It is recommended that every effort be made to repair masks and keep them in repair, and that this item be made a special subject at Flying Safety meetings. Colonel Wilson asked that commanders reply by indorsement as to correction of discrepancies and that a follow up inspection be made during the third week of September.

DIRECTOR OF PERSONNEL

Results of Airman Proficiency Testing: Colonel Lilley reported on results of testing as follows:

802d Air Base Group: 5 airmen late
2 airmen eligible for testing were left off roster
2 airmen did not desire testing.

310th Bomb Wing: 5 airmen late
2 airmen eligible for testing were left off roster

40th Bomb Wing All airmen listed present, on time

Colonel Wilson commended the 40th Bomb Wing on their record, and stated that attendance had improved considerably in all units.

DIRECTOR OF MATERIEL

Report on Quality Control Activities in Base Flight: Quality Control inspection procedures have been revised and improved. In this connection, Colonel Wilson recommended that all flight clearances include a maintenance check. The chief of maintenance, or the other responsible person, would certify that the aircraft is in good condition, maintenance-wise.

Marking of Vehicles: Base Flight has marked 230 of 350 vehicles with reflective tape; 40th Bomb Wing is complete; 310th Bomb Wing almost complete.

DIRECTOR OF OPERATIONS

60-9 Deviations: For the 40th Bomb Wing, 39.1 per cent; for the 310th Bomb Wing, 15.3 per cent.

DIRECTOR OF COMPTROLLER

Credit Union Survey: Major Ritchard reported that not enough of the questionnaires had been returned to him to enable him to make a report on the proposed credit union. He was requested to be present at the Division NCO Council, Monday, 20 August, when this item will be up for discussion.

TDY Travel: Travel by private means can be accomplished only when specifically authorized. This information will be published in the Daily Bulletin.

RCS Reports: Because of the cooperation of the air base group and wing commanders, our record on reporting to higher headquarters has greatly improved. One weak area noted is that quite a few reports leave the base without the physical coordination through Stat Services.

IFO

"Keep Off The Grass" Signs: Signs will be ready by Wednesday of this coming week. The cooperation of all personnel is asked in complying with signs. A notice to this effect will be published in the Daily Bulletin.

DIVISION COMMANDER

Briefing: Weekly briefing on maintenance, operational and incident statistics was presented by Colonel Wilson.

Reenlistment: The Director of Personnel and the three major commanders were requested to meet with Colonel Wilson immediately after staff meeting to discuss reenlistment.

SAF Inspection Report: Realistic suspense dates will be set up for correction of discrepancies. If a definite date is shown, follow up to insure that corrections are made by that time. Reply is requested by Eighth Air Force by the end of this month on what has been done. LTCOL Crawford is the project officer appointed to collect and assemble replies.

Day Room and Barracks Inspection: Colonel Wilson commented on the recent inspection of 15 August, as follows:

802d Air Base Group: Much improvement noted in all units.

310th Bomb Wing: In good condition with the exception of three squadrons.

40th Bomb Wing: Improvement needed in all squadrons.

Another inspection will be made on 6 September. At that time the following items will be inspected: Day rooms, condition of barracks - this includes all surfaces that need painting, wash rooms, broom closets, telephone booths, latrines, etc. Exteriors will also be inspected at this time.

Showdown Inspection on Clothing: A consolidated requisition must be submitted by the Clothing Sales Store by 1 September. Individual squadrons will conduct a show-down inspection and get their requirements in to the clothing store. These must be held prior to 1 September. Colonel Jones is appointed project officer.

Five Day Work Week: Colonel Wilson again emphasized his policy of a five day work week, and requested notification of any exceptions.

Ground Safety: All personnel who have not been indoctrinated regarding safe driving will be instructed and required to sign safety pledges, whether or not they are car owners.

R. A. Dice

R. A. DICE
CWO, W-2, USAF
Assistant Adjutant

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 23 August 1956

Presiding: Colonel Wilson

BASE COMMANDER

Drag Racing: Recommendation received from the Commander, 310th Bomb Wing, to start a drag racing program. The following steps will be taken:

1. Request submitted to Eighth Air Force for approval.
2. Inquiry made as to personnel desiring to participate.
3. Literature obtained from the National Drag Racing organization.
4. A public relations program will be worked out in connection with the drag racing project, with participation by local people.

Parking of Civilian Vehicles: To prevent civilian vehicles from parking on the east side of the ramp, signs will be posted informing personnel where to park.

DEPUTY BASE COMMANDER

Follow-up on 8AF Inspection Report: Only a week and half remains until follow-up report must be submitted to Eighth Air Force. Colonel Wilson stated that command emphasis will be placed on this item, and that the Division Staff Agencies will monitor all reports pertaining to their directorates - personnel, materiel and operations.

DIRECTOR OF PERSONNEL

Inspection Visit from 8AF Personnel: At 1000 hours, 28 August, Major O'Brien and Major Hamilton, Eighth Air Force, will inspect the Service Club, Officer and NCO Clubs, dining halls and day rooms, VOQs and VNCOQs. Colonel Wilson asked that command emphasis be placed on readying subject facilities for inspection and appointed LTCOL Hein as project officer.

802d Air Division Leadership School Graduation Exercises: Graduation exercises will be held Friday, 24 August, at the Service Club.

DIRECTOR OF MATERIEL

Supply Inspections: Inspections have been completed for the base and 40th Wing; the 310th Wing inspections are in process. The 40th Wing was complimented for the improvement in unit supply status.

Vehicles for Specialist Dispatch: Information received from LTCOL Campbell, Headquarters USAF, that ten additional scooters would arrive this base for specialist dispatch. No definite date was given.

DIRECTOR OF OPERATIONS

Division Safety Council: A Division safety meeting will be held at 0800 hours, Monday, 27 August, in the base conference room.

60-9 Deviations: For the 40th Bomb Wing, 35.5 per cent; for the 310th Bomb Wing, 21.5 per cent. These percentages are as of 23 August.

COMPTROLLER

Reports Situation: Due to the coming Labor Day holiday, it will be necessary for some personnel to work weekends. Word received from higher headquarters is that all reports scheduled for submission by 3 September will arrive on the established due date.

Reports Control Survey: Reporting agencies will furnish data as to reports they are required to submit. A board will review this information to determine whether reports are duplications, whether reports are essential, and whether they can be scheduled other than the end of the month. Board will be set up through wing coordination; information will be sent out this date to reporting activities.

SERGEANT MAJOR, 802D ABG

Salina Air Force Jubilee Fund: A meeting was held by the NCOs to determine distribution of the proceeds from the Jubilee. It was suggested that plates and trays be purchased for the dining halls and a \$600 bill against the dining halls be paid. This will leave approximately \$4000 to be divided between the Youth Center and Dependents Assistance.

After some discussion it was decided that since the \$600 bill did not include expenditures of the 40th Wing, approximately \$300 will be turned over to the wing to replace funds used from the squadrons.

DIVISION COMMANDER

Five Day Work Week: Due to the requirement for submission of reports, it may be necessary for a few personnel to work on the weekend; however, authorization must be obtained from Colonel Wilson.

Reenlistment: In interviewing personnel up for reenlistment, one of the complaints received is that Commanders' Calls are held too early in the morning. Unless there are objections, Commanders' Calls will be scheduled one-half hour later.

Safety: Since the Labor Day holiday is coming up soon, commanders were requested to give added counseling on safe driving.

Visits at the 8AF NCO Academy: Field grade or company grade officers will visit the NCO Academy while at Eighth Air Force Headquarters. Visitors will sign the register that there will be a record of the visit.

Acting Commanders: During the Division and Wing Commanders absence from the base while attending the SAC Bombing Competition, the following officers will be in command:

Division	-	Colonel A. S. Low
40th Bomb Wing	-	Colonel D. G. McPherson
310th Bomb Wing	-	Colonel W. Y. Lucas

Briefing: The weekly briefing was presented by Colonel Wilson.

R. A. Dice
R. A. DICE
CWO, W-2, USAF
Assistant Adjutant

TRUE COPY

TRUE COPY

D I S P O S I T I O N F O R M

SUBJECT: Tie Down Ropes for Loose and/or Portable Equipment

TO: CO 403W

FROM: 40DS

DATE: 16 AUG 56 COMMENT NR 1
CAPT Scruggs/jrs/8019

1. Action was initiated this office on 16 AUG 56 to all engineering offices this Wing to determine the availability of ropes to be used for tying down loose and/or portable equipment on flight line in event of high winds.

2. Results of this check indicate there was no rope available in the squadrons engineering sections for this specific purpose. All squadrons have been instructed to obtain an adequate supply of rope and to inform this office when accomplished.

s/t/LAURENCE E SCRUGGS, CAPT, USAF
Director of Safety

CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGDALE
1STLT, USAF

Familiarization Course at Whiteman AFB
on Electronic Crack Detection Device.

COMDR 310BW, ATTN 310DM
COMDR 40BW, ATTN 40DM

DM

28 AUG 56
COL JONES/mm/732

1. The following 8AF message is furnished for your information and necessary action:

P 271430Z

FM COMAF 8 WESTOVER AFB MASS
TO *** COMAIRDIV 802 SMOKY HILL AFB KANS *** **

/ UNCLAS/ DMM4B 41496. SUBJ: KC-97 PROPELLER ELECTRONIC CRACK DETECTOR. THIS MSG SUPERSEDES 8AF MSG DMM4B 41412 DTD 21 AUG 56. A FAMILIARIZATION COURSE ON THE CONSTRUCTION, USE OF AND MAINTENANCE OF THE ELECTRONIC CRACK DETECTION DEVICE HAS BEEN ESTABLISHED AT WHITEMAN AFB FOR ALL PERSONNEL FROM ALL 8AF UNITS. THIS COURSE W/B TWO DAYS DURATION AND CLASSES WILL BEGIN AT 0800 HOURS EACH DAY. IT IS RECOMMENDED THAT 1 MAINT OFF, 1 A&E OFFICER, 2 PROPELLER MECHANICS, 1 WING MAINT STAND TEAM MEMBER BE SELECTED FROM EACH STATION TO ATTEND THIS COURSE. UNITS ARE SCHEDULED TO ATTEND THE FAMILIARIZATION COURSE ON THE FOLLOWING DATES: 21ST AD & 818TH AD - 4 SEP 56; d 57TH AD & 802ND AD - 6 SEP 56; 45TH AD & 817TH AD - 14 SEP 56; 4060TH ARW & 801ST AD - 17 SEP 56. IT IS REQUESTED THAT COMDR 340TH BW, ATTN: DMMSB CAPT TRESSE, BE NOTIFIED OF NAME, RANK, SECURITY CLEARANCE AND EXPECTED ARRIVAL DATE OF PERSONNEL SCHEDULED TO ATTEND THIS COURSE WITH INFO COPY THIS HQ. QUARTERS AND MESSING FACILITIES W/B AVAILABLE. THIS MSG TRANSMITTED TO TANGO.

27/2023Z AUG 56

2. For 310th: Your requirements will be: 1 Maintenance Officer and 2 Prop Mechanics.

3. For 40th: Your requirements will be: 1 A&E Officer, and one Maintenance Standardization Team Member.

A CERTIFIED TRUE COPY:
of *the original*
JAMES W. R. GSDALE
1STLT, USAF

HARRY H. JONES, COL, USAF, DIRECTOR of Materiel

SUBJECT: Inspection of KC-97/C-119 Propeller Blades

TO COMDR 40EW, ATTN 4ODM FROM DM 20 AUG 56 COMMENT NR 1
COMDR 310EW, ATTN 31ODM Colonel Jones/mm/256
BC, ATTN BC

1. The following 8AF message DMM4B-41356, 18 AUG 56, Subject: Inspection of KC-97/C-119 Propeller Blades, is forwarded for your information and necessary action.

FM COMAF 8 WESTOVER AFB MASS
TO * * * COMAIRDIV 802 SMOKY HILL AFB KANS * * * * *

/UNCLAS/ DMM4B 41356. SUBJ: INSPECTION OF KC-97/C-119 PROPELLER BLADES.

INFORMAL INFO THIS HQ IS THAT THERE HAS BEEN A GENERAL RELAXATION OF ESTABLISHED VISUAL INSPECTION REQUIREMENTS FOR HAMILTON STANDARD PROPELLER BLADES SINCE ISSUANCE OF THE VORRENT MAGNAFLUX INSPECTION REQUIREMENTS. ALL UNITS ARE REMINDED THAT THE RIGID VISUAL INSPECTION OF PROPELLER BLADES ON MAINTENANCE AND AIRCREW PREFLIGHT INSPECTIONS AND ON POSTFLIGHT INSPECTIONS, REQUIRED BY 8AF SAFE MAINTENANCE MSG 56-3 AND 8AF SAFE MAINTENANCE MSG 56-10, ARE STILL IN EFFECT, AND THE CONSCIENTIOUS ACCOMPLISHMENT OF THESE INSPECTIONS IS CONSIDERED EQUALLY IMPORTANT AS THE MAGNAFLUX INSPECTION. REQUEST COMMANDERS CONTINUE TO EMPHASIZE COMPLIANCE WITH SUBJECT INSPECTION REQUIREMENTS.

18/1734Z AUG 56

2. Request you advise this headquarters not later than 27 August 1956, as to compliance with the above cited 8AF maintenance messages.

HARRY H. JONES, COL, USAF
Director of Materiel

A CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGSDALE
1STLT, USAF

MAINTENANCE SOP)
NUMBER 1)

HEADQUARTERS 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
26 August 1956

PREPARATION and PROCESSING of MAINTENANCE STANDING PROCEDURES

TO: All Maintenance Activities
(Effective until Dec 57 unless sooner rescinded or revised.)

1. PURPOSE: To prescribe the contents and administrative procedures for the preparation and processing of maintenance standing operating procedures.

2. RESPONSIBILITY: The Analysis, Records and Reports Branch is responsible for insuring compliance with this directive.

3. CONTENT: A maintenance SOP will contain specific instructions or procedures as required to augment the instructions of higher headquarters, and provide additional information on maintenance technique or procedure required as a result of:

- a. Location of facilities
- b. Geographical location
- c. The requirement to implement recommendations and directives received by letter or message.

4. PREPARATION: Each activity of the specialized maintenance organization desiring to establish and implement a standing operating procedure will submit an outline of the procedure to the maintenance standardization team. This may be done in narrative form, typewritten or in pencil. In order that your ideas and suggestions for standing operating procedures can be put in final form and fulfill your requirements, it is essential that the narrative include:

- a. Why you think the publication of a standing operating procedure is required and the benefits that will be gained by its publication.
- b. Step by step details of the recommended procedure to be adopted by the wing.

5. PROCESSING: The maintenance standardization will review the proposed operating procedure and prepare a draft copy in the format of this directive and affect coordination with all interested activities. Unless the proposed standing operating procedure is a specific violation or duplication of directives already in existence a draft copy of the proposal must be prepared and coordinated by the maintenance standardization team. The activity submitting the recommended standing operating procedure will be the first and last activity to coordinate on the draft of the proposed directive.

6. WHO MAY SUBMIT A PROPOSED STANDING OPERATING PROCEDURE: Every individual in the specialized aircraft maintenance organization is urged to submit recommended standing operating procedures which will improve the quality and maintenance production. It is not mandatory however it is suggested that recommendations be fully coordinated within your respective organization prior to submission to the maintenance standardization team. If you have an idea which you think is good and should be applied to the operation of your section in its relation with the overall wing maintenance effort and you desire help in getting this proposal on paper, assistance will be given by the maintenance standardization team.

BY ORDER OF THE COMMANDER:

Charles F. Mills
CHARLES F. MILLS
Lt Col, USAF
Chief of Maintenance

MAINTENANCE SOP)
NUMBER 22)

HEADQUARTERS 40TH BOMB WING MEDIUM
~~Smoky Hill Airfield, Salina, Kansas~~
August 1956

AIRCRAFT REFUELING AND DEFUELING PROCEDURES

1. PURPOSE: To establish and implement safe and effective procedures for refueling and defueling aircraft from the hydrant system.
2. RESPONSIBILITY: Squadron Commanders are responsible for compliance with this directive.
3. SCHEDULING and BRIEFING PROCEDURES:
 - a. Squadron Commanders will:
 - (1) Schedule the refueling Officer.
 - (2) Insure that the ROIC is properly briefed and qualified for this operation.
 - b. Refueling Officers will:
 - (1) Insure that sufficient and qualified personnel are available
 - (2) Insure that the refueling crew follows their individual check lists as per inclosures.
 - (3) Insure that all personnel are briefed on normal and emergency signals as designated by the refueling Officer.
 - (4) Insure that proper and serviceable equipment is available and in use.
4. FORMS:
 - a. The refueling Officer is responsible to complete SAC Form 320 (Hydrant) SAC Form 454 (Mobile Unit).
 - b. Insure that the Crew Chief enters the correct fuel loads in pounds and gallons in the 781-2 block 26.
5. PUBLICATIONS: Each refueling officer will provide a refueling folder containing a copy of the refueling check lists (Incl #1) and any other current directives prescribed on page 2 of the check list.

BY ORDER OF THE COMMANDER:

Incl 10

Charles F. Mills
CHARLES F. MILLS
Lt Col, USAF
Chief of Maintenance

REFERENCE

1. SAC REGULATION 66-5
2. SAC REGULATION 66-17
3. SAC REGULATION 66-27
4. SAC REGULATION 92-1
5. TECH ORDER 1-1-309
6. TECH ORDER 36A-1-4
7. TECH ORDER 36-1-21
8. TECH ORDER 35C2-3-1-517
9. LOCALLY PRODUCED CHECK LISTS IAW SAC MESSAGE DM4AMTNI-4138

Incl #1

NECESSARY EQUIPMENT

1. COLEMAN TRACTOR
2. TOW BAR
3. AUXILIARY POWER UNIT
4. 60FOOT EXTENSION CABLE FOR REFUELING
5. 3 EA 50# CO2 FIRE EXTINGUISHERS
6. ESCAPE ROPE FROM COCKPIT AND NAVIGATORS ESCAPE HATCH
7. STATIC GROUND WIRE WITH ALLIGATOR CLAMPS
8. CONTROL PANEL (F30148)
9. THREE SETS OF GROUND INTERCOM CORDAGE AND PHONES
10. REFUELING HOSE
11. DIP STICKS ON HAND IN CASE OF INACCURATE READINGS
12. CHOCKS FORE AND APT OF EACH MAIN GEAR

Incl #2

PERSONNEL (MANDATORY)

1. CONTROL PANEL OPERATOR
 - a. Location--COCKPIT
 - b. Equip --INTERPHONE*CONTROL PANEL * ESCAPE ROPES
2. AUXILIARY POWER OPERATOR
 - a. Location--60 FEET UPWIND OF AIRCRAFT
 - b. Equip --1 ea 50# CO2 FIRE EXTINGUISHER
1 SET SERVICEABLE HEADSET AND MICROPHONE
1 POWER UNIT
3. FIRE GUARD AND TANK OBSERVER
 - a. Location--UNDER AIRCRAFT WING NEAR TANK VENTS
 - b. Equip --1 EA 50# CO2 FIRE EXTINGUISHER
4. COLEMAN OPERATOR
 - a. Location--IN COLEMAN NEAR AIRCRAFT (NOT ATTACHED)
 - b. Equip --COLEMAN TRACTOR
TOW BAR
5. NOZZLE OPERATOR
 - a. Location--BETWEEN AFT WHEEL DOOR AND BOMB BAY RIGHT SIDE
 - b. Equip --1 SET SERVICEABLE HEADSET AND MICROPHONE
REFUELING HOSE
6. HYDRANT OPERATOR
 - a. Location--NEAR PIT REFUEL METERS
 - b. Equip --1 EA 50# CO2 FIRE EXTINGUISHER
1 REMOTE CONTROL SWITCH
7. PUMPHOUSE OPERATOR
 - a. Location--IN THE PUMPHOUSE WITH AIRCRAFT IN SIGHT
8. REFUELING OFFICER IN CHARGE
 - a. Location--IN A POSITION IN WHICH VISIBLE CONTACT WITH ALL PERSONNEL CAN BE MADE
 - b. Equip --1 EA SERVICEABLE HEADSET AND MICROPHONE
1 EA POLICE WHISTLE (FOR SIGNALS)

Incl #3

REFUELING OFFICER IN CHARGE CHECK LIST

1. Fully understand the applicable directives
2. Insure full implementation of directives by each member of the refueling crew
3. Complete the refueling forms 320 (hydrant) or 454 (mobile unit) with correct information.
4. Insure that the crew chief enters the correct totals for each tank after servicing in the 781-2 block 26. (IN LBS & GALS)
5. If any malfunction occurs greater than the allowable percentage, investigate for proper fuel load by dip sticking.
6. Brief all personnel on the emergency signals to be used. Ground Safety is of prime importance.
7. Insure that personnel are not wearing jackets or other clothing made of material which generates large amounts of static electricity such as nylon.

Incl #4

AUXILIARY POWER UNIT OPERATOR CHECK LIST

1. Have in possession a valid operators permit for the particular unit to be used, also be on squadron orders authorizing the operation of groundpowered equipment in accordance with SAC Reg 66-17
2. Insure the power unit is functioning properly.
3. Insure that the power unit is positioned upwing 60 feet from the aircraft.
4. Insure the correct use of refueling extension cables and condition.
5. Position the 50# CO2 fire extinguisher near the power unit, also check the green tag for inspection date (not in excess of 30 days), check bottle condition and unbroken seals.
6. Have in use serviceable set of headset and microphone
7. BE PREPARED for signals from the Refueling Officer in charge.

Incl #5

FIRE GUARD & TANK OBSERVER

CHECK LIST

1. Have standing by 1 serviceable 50# CO2 fire extinguisher
2. Check the green tag for inspection date (not in excess of 30 days).
3. Check for broken seals - leakage - condition of horn.
4. Reduce chance of static charge by grasping aircraft ground wire.
5. Carefully watch all tank vents for fuel spillage, and report same to the Refueling Officer in charge.

BE PREPARED for signals from the Refueling Officer.

Incl #6

CONTROL PANEL OPERATOR

CHECK LIST

1. Have on hand one refueling panel (F30148) serviceable
2. Prepare emergency exits as follows:
 - a. Canopy fully opened with escape rope hanging over left side
 - b. Entrance hatch opened, ladder extended
 - c. Navigators escape hatch opened, escape rope hanging to the ground
 - d. Insure no maint. is in progress in the cockpit
 - e. Clear isle of tools, cases, obstructions, etc.
 - f. Allow no one in the aircraft during refueling operation
3. Have in use serviceable headset and microphone
4. Insure all personnel are properly positioned prior to refueling
5. Insure correct procedures of control panel are used in accordance with T.O. 1B-47E-2-8
6. Keep in contact with the Refueling Officer
7. BE PREPARED to execute emergency procedures in case of fire

Incl #7

NOZZLE OPERATOR

CHECK LIST

1. Check refueling hose for condition and serviceability
2. Check serviceability of seals and condition of single point ground refueling filler port
3. Check grounding connection from hose to aircraft--CAUTION-- install grounding wire in aircraft receptacle prior to attaching refueling hose to filler port
4. Have in use serviceable headset and microphone
5. Keep constant check for fuel leakage and spillage
6. Notify pumphouse operator to reduce fuel pressure when fuel level is approaching full tank condition, this will reduce a sudden surge on the lines when the primary valve closes
7. BE PREPARED for signals from the Refueling Officer

Incl #8

COLEMAN OPERATOR

CHECK LIST

1. Have valid operators permit DD Form 313 in possession
2. Insure brake pressure is built up in the aircraft brake system prior to movement
3. Insure that the necessary chocks, ground wire and lock pins are available
4. Insure adequate wing walkers are available and in place prior to aircraft towing
5. Upon completion of towing aircraft to the pits, insure the cockpit rider applies and sets the parking brakes.
6. Insure chocks are positioned both fore and aft of forward and aft main gear and 4 inches from the tires to allow for the fuel load
7. Insure that the ground wire is attached and the aircraft is grounded
8. Disconnect tow bar at the coleman tractor
9. Park coleman near by as designated by the Refueling Officer, with the engine shut down
10. BE PREPARED for signals from the Refueling Officer in charge

Incl #9

HYDRANT OPERATOR & PUMPHOUSE OPERATOR CHECK LIST

1. Insure compliance with all existing regulations and directives published for and by the petroleum section
2. Insure that the fire department is notified of pit operation and that a fire truck is in the area standing by
3. BE PREPARED for emergency procedures in case of fire
4. Keep in contact with the Refueling Officer for signals on the overall refueling operation

Incl #10

MAINTENANCE SOP)
NUMBER 36)

HEADQUARTERS 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Salina, Kansas
30 August 1956

SUPPLEMENT TO SAC MANUAL 66-12

PURPOSE: This directive supplements the provisions of SAC Manual 66-12 and provides specific procedures for the organization, operation and support of flight line maintenance functions of the tactical squadrons.

RESPONSIBILITY: Each activity and function of the specialized maintenance organization is responsible for compliance with the procedures outlined.

Why Has This Maintenance SOP Been Published: The quality of maintenance, production of flying hours, utilization of personnel, compliance with established maintenance procedures, preparation of required aircraft records, and other responsibilities of the tactical squadron flight line maintenance function are below the acceptable standard. A major cause for this regression stems from the low skills and manning. The cause and results of these conditions have been carefully investigated. The findings of this investigation indicate that immediate corrective action is possible by taking steps to more effectively balance the work load and the maintenance capability throughout the wing maintenance organization. This directive implements the action required and emphasizes the responsibilities of each maintenance function in the correction of our flight line maintenance problems. Obviously, some of the action prescribed by this directive is only interim. Our capability is going to increase as the result of management improvement, training, and improved manning positions. Concurrent with the improvement and the attainment of stability in production and quality we will firm up the procedures we are using.

GENERAL: One of the initial steps toward correcting our flight line maintenance problems, and generally improving the productivity of maintenance throughout the wing is to use the data developed by the production control system. A review of this information will indicate to each maintenance supervisor that we are not using the full capability of our maintenance personnel. In general, the amount of indirect and absent time is excessive. Each maintenance supervisor must conduct a relentless search to discover new procedures and other methods for reducing the amount of indirect and absent time to the minimum. The maintenance standardization team will work in conjunction with the production analysis section to assist you in determining what your weak areas are and the action that can be taken to improve the utilization of your personnel.

Flight Line Maintenance Organization:

a. Flight line maintenance officers will take immediate action to:

1. Reduce the aircraft ground crew to one man. (Aircraft Crew Chief)
2. Assign an alternate crew chief to take over the aircraft in the absence of the regularly assigned crew chief.
3. Establish procedures to insure that the alternate crew chief is properly briefed on the status of the aircraft, work to be done, etc, prior to the absence of the regularly assigned crew chief.

4. Establish one fully manned postflight crew under the supervision of a qualified postflight dock chief.
5. Establish a flight line booster crew under the direct supervision of the line chief.
6. Standardize the night refueling crews to consist of 6 airmen and one refueling officer.
7. Discontinue the assignment of maintenance personnel to work in the flight line tool crib (tech supply).
8. Discontinue the utilization of flight line maintenance personnel as Gremco unit operators and fire guards.
9. Delete the requirement for crew chiefs to attend debriefing except during normal duty hours.

Tactical Squadron Supply Function: The tactical squadron supply function will assume full responsibility for the manning and operation of the flight line tool crib.

Periodic Maintenance Squadron: The periodic maintenance squadron will provide a minimum of one man to each tactical squadron on a loan basis. This man will report directly to the designated flight line maintenance function each day until instructed to return to his organization of assignment.

Field Maintenance Squadron: The Field Maintenance Squadron will provide a minimum of two aircraft or engine mechanics to each flight line maintenance function each morning. These personnel will be automatically dispatched each day and will report directly to the squadron line chief. This support is over and above normal requests for support assistance from the field maintenance squadron. These personnel will normally be available to the flight line for four hours each morning. Extension of this time must be requested and approved by the field maintenance power plant branch one day prior to the requirement. This will be done through the job control section.

Arm-Electronic Maintenance Squadron: a. The arm-electronic maintenance squadron will provide a trained and qualified operator for Gremco power units being operated in each tactical squadron. The assignment of personnel to this duty will be on a weekly basis. Specific attention will be given to distribution of this duty to as many personnel as possible in order that the individuals training program is not seriously delayed.

b. When it is necessary for arm-elect maintenance personnel to use a C-26 ground power unit in the accomplishment of operational checks and adjustments etc, they will also supply the ground power equipment operator. In the majority of instances this requirement can be satisfied by utilizing one of the men assigned to an A&E team chief. In the event the team chief does not have personnel available to operate the C-26 power unit the A&E flight chief will be responsible for supplying this requirement from the resources available within the A&E personnel working in the flight line maintenance organization at that time.

c. Since one of the primary objectives of this SOP is to increase the direct labor capability of the flight line maintenance organization each A&E line chief,

Flight chief and team chief is charged with the responsibility for insuring that A&E personnel are self supporting in every possible way.

d. A&E personnel, other than those assigned to the debriefing team, will not be required to attend crew debriefing after normal duty hours. All required information will be obtained by the debriefing team.

Flight Line Maintenance Procedures: a. When the aircraft ground crew is reduced to the crew chief only it becomes increasingly important that aircraft records are maintained accurately and up to date every minute of the day. In some cases the completeness and accuracy of these records may be our only method of determining the condition of the aircraft without performing a postflight inspection. It is therefore mandatory that each flight chief conduct a daily review of the 781 series aircraft forms. This review must be field and exacting. It must not be confined to the 781-2. Improper or incomplete entries must be corrected "on the spot". The line chief must insure that the daily records check performed by the flight chiefs is adequate. This will be verified by checking and initialing each form prior to its being forwarded to maintenance control. Additionally, the line chief will spot check at least 25 percent of the 781 series forms on the flight line each day. It is emphasized that the quality control branch and the records section are not going to inspect each aircraft form. These forms will be spot checked and a much firmer policy toward eliminating future errors will be adopted.

b. The flight line maintenance officer must insure that the best qualified personnel are assigned as crew chiefs. An alternate crew chief will be assigned to each aircraft and will take over the crew chiefs duties in the event of his absence. At other times the alternate crew chief will perform duties assigned by the line chief.

c. It is mandatory that procedures be established to insure a complete briefing on the status and condition of the aircraft for each alternate crew chief when the regularly assigned man is going to be absent. Notification of a crew chiefs absence must be known as far in advance as possible. The individual crew chief, Squadron 1st Sgt, maintenance control and other agencies must cooperate with the line chief to insure that he is advised of the requirement for a crew Chief to be absent for four hours, or more. Periods of absence less than this will be controlled by each flight chief. When notification of the required absence of a crew chief is received less than four hours from the end of the work day the Unit Commander and the Chief of Maintenance will be advised.

d. The quality of flight line maintenance and the production of the required number of flying hours is in large measure determined by the effectiveness of your postflight maintenance function. You must have an adequately manned and supervised postflight dock. The operation of this dock must be in strict accordance with SAC Manual 66-15.

e. The manning of the postflight dock will not be permitted to fall below the optimum manning required by the sequence chart and inspection work cards. The postflight dock must be fully trained and kept in tuck as a working team until such time as enough stability and quality is attained to permit the

rotation of personnel from the booster crew into the dock function. The line chief, dock chief, and flight chiefs will pool their experience and available time to closely monitor the quality of the postflight inspection.

f. Each flight line maintenance officer and line chief must recognize and impress all personnel with the need for sustaining the quality of the aircraft between periodic inspections. This means that flight line maintenance with the support of field and A&E maintenance must sustain the quality of the aircraft for a period of four to six months.

g. Tight control will be maintained over aircraft going into the periodic maintenance docks. You are required to send periodic maintenance a flyable aircraft. All maintenance which can be accomplished by the flight line maintenance function with the assistance of field and A&E support will be done on the flight line prior to entry in the periodic dock. This will be monitored at the predock maintenance meeting.

h. Each flight line maintenance activity will establish a flight line maintenance booster team. This team represents the balance of the flight line maintenance capability after other direct duty assignments are made. This team will be under the direct control of the line chief. Its purpose is to provide a flexible source of flight line maintenance manpower which can be used by the line chief where it is most urgently needed.

i. This team must be tightly controlled by the line chief. Flight chiefs will request assistance from the booster crew through the line chief. Assignment of these personnel must be made and controlled in accordance with the priorities dictated by the flying schedule. Each crew chief, flight chief and dock chief must return all personnel to the booster crew immediately after work is completed.

j. Line chiefs will program the utilization of booster crew personnel prior to the close of each working day. Job assignments will be made at the morning work call.

k. The number of personnel utilized on the night refueling crew will be standardized at six (6) airmen. The line chief will prepare a work outline for each crew prior to their reporting time. This work outline will include the maximum amount of indirect labor that can be done in addition to the servicing and positioning of aircraft.

l. Crew chiefs will not be required to attend debriefings conducted after normal duty hours. When an aircraft lands after normal duty hours the debriefing crew will obtain all required data.

m. Squadron radio vehicle operators will pick up copies of the SAC Form 322 and the individual maintenance plan from Job Control and deliver them to the crew chief at the beginning of each work day.

n. Each flight line maintenance officer will review production control data to determine how well his personnel are being utilized. Each area of absent time, and direct labor must be reviewed with the objective of reducing it to the absolute minimum. Maintenance officers and line chiefs will review each individual absentee and indirect labor assignment. In each instance this review will question the validity of the absent time and the need for the indirect labor. Action must be taken to increase the available and direct time to the maximum.

Maintenance Standardization Branch: The Maintenance Standardization Team will monitor, observe and assist in the implementation of this directive. Each problem associated with its implementation will be investigated and corrective action recommended to the Chief of Maintenance.

Charles F. Mills

CHARLES F. MILLS, LT COL, USAF
Chief of Maintenance

MAINTENANCE SOP)
NUMBER 37)

HEADQUARTERS 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
26 August 1956

TECHNICAL ORDER COMPLIANCE

PURPOSE: To establish the responsibilities and procedures to be followed by each maintenance function in the accomplishment of time compliance technical orders.

RESPONSIBILITY: The responsibility for controlling and directing the entire technical order compliance program within the wing maintenance organization is assigned to the job control section.

GENERAL: It must be understood that the technical order compliance program is scheduled maintenance and must be integrated with the wing maintenance schedule. This requires coordination with the affected activities of maintenance and supply, scheduling of specialists equipment etc, to insure that the technical order is accomplished at the prescribed time.

b. The procedures outlined by this SOP combine the essential information contained in technical orders and SAC directives concerning the processing and accomplishment of technical order compliances. For the purpose of this directive time compliance technical orders are grouped into three categories i.e. Immediate Action, Urgent Action, Routine Action, Interim Action technical order compliances will fall into one of the above categories therefore do not require separate instructions for processing.

Since there are different categories of technical order compliances dependent upon the urgency of the condition requiring action the procedures for processing TOC requirements and their accomplishment will vary.

PROCEDURES: All technical order compliance directives received through the quality control branch or routine distribution channels will be processed directly to the job control section for initial action. The job control section will:

- (1) In conjunction with the quality control branch determine the applicability of the technical order to wing assigned aircraft.
- (2) Review the inspection or work required to determine which maintenance function has primary responsibility for the work prescribed, the number and type of specialists required and the estimated time required for its accomplishment.
- (3) Advise the maintenance supply section of the requirement for parts or kits and insure that immediate action is taken.
- (4) Coordinate with the quality control branch to insure that necessary information is available in the inspection section and that the required entry is made on the master historical records.
- (5) Require the aircraft records section to prepare the necessary copies of AFTO Form 26E (F) and make the proper entries on the aircraft historical records.

- (6) Insure that proper distribution is made on all technical order compliance directives in accordance with the inspection or work requirements.
- (7) Establish definite schedules for compliance of technical orders for each individual aircraft and sequence its accomplishment in such a manner that interruption of routine maintenance work will be reduced to the minimum. (15th AF Manual 66-2)

b. Determining the applicability of a technical order to wing assigned aircraft is a very important step in every successful technical order compliance program. This must be done on a priority basis in order that the actual work requirement will be known and that immediate action can be taken when supply action is required. In this respect the job control section must utilize the information available in the records unit and technical assistance from other functions such as quality control and the field and arm-electronic maintenance. In many instances it will be necessary to inspect the aircraft or affected component to determine the applicability of the technical order. This must be done on a priority basis in accordance with the procedures contained in the job control manual. (15th AF Manual 66-2)

c. After determining the applicability of the technical order and the requirement for kits or parts the job control section must accomplish the action outlined in par 1. a (1) above. This is essential to the determination of how the job is going to be done and preliminary planning of work

load and work scheduling. Some technical orders will require more than one man to accomplish and possibly more than one type specialist or mechanic. In this case attention must be given to establishing teams of the correct AFSC and of optimum crew strength to accomplish the prescribed work.

d. The next step to be taken by the job control section is the preparation of 4 copies of AFTO Form 26E. This form will be completed in pencil. In some cases it will not fully cover all the information that is desired to be passed on to other maintenance functions. In this case the reverse side of the form will be used. A remark to this effect will be entered on the face of the form. One copy of the form 26E will be retained in a suspense file in the job control section. The remainder will be distributed as follows:

- 3 (1) Quality control branch
- 1 (2) Aircraft records section
- 2 (3) Maintenance supply section (When kits or parts are required)

e. Upon receipt of a form 26E from the job control section the aircraft records section will take immediate action to reproduce the required number of copies of AFTO Form 26E to make distribution to all effected maintenance activities. Immediate distribution will be made to all effected activities in the event the technical order is Immediate or Urgent Action. If the technical order is not Immediate or Urgent action distribution of AFTO Form 26E (F) will be held until advised by the job control section that the kits or parts are available. The aircraft records section will maintain a suspense file on technical order compliances.

This file will be reviewed daily to ascertain the date that urgent action technical orders become a circled red cross condition or routine action technical orders for which parts or kits are available become outstanding as the result of failure to comply with the technical order in the prescribed time limit. The job control section will be advised of the results of this review each day and will take action to advise all activities. It should be the goal of the job control section to complete compliance of all technical orders within the prescribed time limit. When this is not done the job control officer must carefully review the inspection and work schedule and take action to adjust work schedules to insure compliance with the technical order at the earliest possible date. With proper planning outstanding technical orders should be the exception rather than the rule.

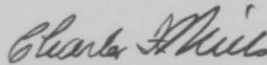
f. Upon receipt of an Immediate or Urgent action technical order the job control officer will immediately call a meeting of representatives from the quality control branch and the supply and records sections. The action required will be essentially the same with the exception of the speed with which the processing and accomplishment of the technical order is handled. Immediate action will be taken to advise all activities of Immediate or Urgent action technical orders. Reproduction and distribution of Immediate and Urgent action technical orders received in message form will be the responsibility of the quality control branch.

g. The maintenance supply section will maintain close coordination with the aircraft service unit to insure prompt action is taken in accordance with SAC Manual 65-2 as pertains to kits and parts required for technical order compliance.

Immediately upon notification that the required parts are available to accomplish a technical order compliance the job control section will be advised. The job control section will then take immediate action on routine action technical orders to release distribution on AFTO Form 26E to affected activities and to schedule the work into the overall maintenance plan as required by 15th AF Manual 66-2.

h. In many instances a technical order compliance will affect not only components installed in aircraft but also those which are contained in the FAK and pre-issue levels of the field and arm-elect. maintenance squadrons. In this event it will be the responsibility of the supply section to determine the number of units affected within the wing and order the required number of parts to effect compliance on these components. These parts will not however be considered as a part of the items needed to make up the 80% parts availability for compliance of the technical order on the aircraft. Unless otherwise specified in the technical order wing maintenance activities are responsible for the compliance of technical orders on parts and components contained in the FAK and pre-issue levels. This includes items contained in other base stocks in the event the wing is designated as the managing wing.

BY ORDER OF THE COMMANDER:



CHARLES F. MILLS
Lt Col, USAF
Chief of Maintenance

OAL 030

FM COMAF 8 WESTOVER AFB MASS

TO RJWFSY/ COMAIRDIV 802 SMOKY HILL AFB KANS

BT

UNCLAS/DOO1 51387 SUBJECT: AIRLIFT SUPPORT FOR SAC ANNUAL BOMBING
COMPETITION. REQUEST YOU SUBMIT AT THE EARLIEST POSSIBLE DATE YOUR
REQUIREMENTS FOR AIRLIFT SUPPORT FOR SAC ANNUAL BOMBING COMPETITION
WHICH CANNOT BE ACCOMPLISHED WITHIN YOUR RESOURCES. REQUIREMENT
SHOULD INCLUDE DATE OF MOVEMENT, WEIGHT AND CUBE OF SHIPMENT AND
DIMENSIONS OF LARGEST ARTICLE.

BT

03/2214Z AUG RJEPEO

A CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGSDALE
1STLT, USAF

TRUE COPY

TRUE COPY

DE RJEDBO 23

FM COMAIRDIV 801 LOCKBOURNE AFB OHIO

TO RJWFSY/COMAIRDIV 802 SMOKY HILL AFB KANS

BT

/UNCLAS/996 ISO (FOR ISO AND RELEASE TO ALL NEWS MEDIA) AMONG THE MOST OUTSTANDING OF ALL THE RECORDS SET IN SAC'S RECENT BOMB-NAV-RECON COMPETITION WAS THE MAINTENANCE RECORD OF NO GROUND ABORTS. (PARA) FOR THE FIRST TIME IN THE EIGHT YEAR HISTORY OF THE COMPETITION THERE WERE NO DISQUALIFICATIONS AND EVERY WING ENTRY TOOK OFF EXACTLY ON SCHEDULE. (PARA) SOME OF THE CREDIT FOR THIS EXCEPTIONAL RECORD MUST BE GIVEN TO EXCELLENCE OF THE EQUIPMENT, BUT MUCH OF IT SHOULD BE DIRECTED TO THE MAINTENANCE PERSONNEL WHO KEEP IT IN TOP CONDITION. (PARA) AND WHEN GOES AWRY, IT'S THE KNOWLEDGE AND TECHNIQUES OF THESE "UNSUNG HEROES" THAT PUTS IT BACK IN SERVICE AS SPEEDILY AS POSSIBLE. (PARA) DURING THE COMPETITION THERE WERE ONLY THREE MAJOR MAINTENANCE PROBLEMS TO CONFRONT THE GROUND CREW MEN -- ALL WERE ENGINE CHANGES. TWO WERE THE RESULT OF SUCKING BIRDS IN THROUGH THE AIR SCOOP, THE THIRD, A MALFUNCTIONING OF AN ALTERNATOR. (PARA) IT WAS ONE OF THE "BIRD" INCIDENTS THAT SPOTLIGHTED THE REALLY OUTSTANDING JOB DONE BY MAINTENANCE PERSONNEL, SINCE THE MECHANICS MAKING THE JET ENGINE CHANGE SET WHAT IT PRESUMED TO BE A NEW SAC RECORD BY MAKING THE SWITCH IN THREE HOURS AND 15 MINUTES. (PARA) IN SETTING THIS RECORD, THE CREW NOT ONLY SWITCHED THE ENGINE BUT CONVERTED A NO. 3 ENGINE TO A NO. 2 ENGINE IN THE PROCESS. (PARA) ONLY MINOR MALFUNCTIONS OCCURRED DURING THE REST OF THE 252 MISSIONS THAT WERE FLOWN IN THE COMPETITION. (PARA) THE MISSIONS COMPRISED SOME 1350 HOURS IN THE AIR

TRUE COPY

TRUE COPY

PAGE TWO RJEDBO 23

FOR SAC PLANES. (END OF PART I) A DISPLAY OF RADAR JAMMING EQUIPMENT WAS ON EXHIBITION IN THE LOBBY OF A DOWNTOWN COLUMBUS, O., HOTEL DURING THE LATTER PART OF SAC'S RECENT BOMB-NAV-RECON COMPETITION. (PARA) KNOWN BY THE SOMEWHAT TECHNICAL NAME OF LIGHT MILITARY ELECTRONIC EQUIPMENT (LMEED), THE DISPLAY WAS INSTALLED BY GENERAL ELECTRIC REPRESENTATIVES, WHO DESIGNED AND BUILT IT. (PARA) ITS PURPOSE IS TO "BLIND" RADAR BY TRANSMITTING A RADIO SIGNAL ON THE SAME FREQUENCY AS THE RADAR IMPULSE. THIS UP THE RADAR ECHO FROM THE TARGET IN MUCH THE SAME MANNER AS AN ELECTRIC RAZOR WHICH "JAMS" PROGRAMS ON A NEARBY RADIO, THE GE OFFICIALS SAID. (END OF PART II) WELL-EARNED SPOT PROMOTIONS WERE SCHEDULED TODAY FOR EIGHTH AIR FORCE'S ONLY FINISHER IN OVERALL BOMBING AND NAVIGATION AS THE THREE-MAN B-47 CREW HEADED BY AIRCRAFT COMMANDER LT. COL. W. J. AMOS FROM LINCOLN AFB'S 98TH BOMB WING BARELY SQUEEZED INTO TOP SPOT IN CREW COMPETITION. (PARA) COLONEL AMOS WAS ASSISTED BY HIS OBSERVER, CAPT. W. L. POLHEMUS AND PILOT 1ST LT. J. H. GRADY AS THEY RALLIED TO OVERCOME MACDILL'S 306TH BOMB WING CREW HEADED BY AIRCRAFT COMMANDER MAJ. J. B. CARTER. (PARA) THE FINAL TALLY IN THE RED-HOT RACE WAS AMOS 866, CARTER 865. (PARA) AN AMAZING RECOVERY WAS MADE BY CARTER'S CREW WHICH SURVIVED A DISASTROUS INITIAL BOMB RUN WHEN EQUIPMENT MALFUNCTION CAUSED HIS DROP TO MISS ITS TARGET BY MORE THAN SEVEN MILES. (PARA) CARTER CAME BACK LIKE A SAC CHAMPION TO TAKE TOP HONORS IN CREW BOMBING WITH 680 POINTS, EASILY OUTDISTANCING HIS

TRUE COPY

TRUE COPY

PAGE THREE RJEDBO 23

CLOSEST COMPETITOR. (PARA) THE RECOVERY BY CARTER WAS CLIMAXED DURING HIS LAST NIGHT'S MISSION WHEN HIS CREW VALTED FROM DEEP ON THE LIST WITH 503 POINTS TO LEADING SLOT WITH 680. RUNNING BEHIND MAJ. CARTER IN CREW BOMBING WAS A CREW FROM BIGG' 95TH BOMB WING HEADED BY CAPT. K. L. EATTIGGER. IT SCORED 667 POINTS. (PARA) CREW NAVIGATION CAME RIGHT DOWN TO THE WIRE WITH MARCH'S 320TH BOMB WING CREW COMMANDED BY MAJ. H. J. LATIMORE EMERFING WITH NAVIGATIONAL HONORS. (PARA) HE OUTCLASSED A BROTHER FIFTEENTH AF CREW FROM TRAVIS'S 5TH BW, 236-230. (PARA) RUNNERUP CREW WAS COMMANDED BY MAJ. S. G. RHOADES. SEPARATED CREWS 3-4-5 IN NAVIGATION. (PARA) SPRINTING AWAY IN CREW HONORS FOR RECONNAISSANCE, LOCKBOURNE'S CULLEN TROPHY WINNING WING-91ST STRAT RECON--CREW HEADED BY CAPT. B. C. CHILDERS, OUTLASTING MAJ. BARRETT'S FORBE'S 55TH SR WING WHILE ANOTHER LOCKBOURNE CREW FROM THE 26TH SR WING, HEADED BY MAJ. T. W. WAHAB, PULLED UP INTO THIRD. (PARA) THE OTHER 91ST WING REPRESENTATIVE WHOSE AIRCRAFT COMMANDER LT. COL. A. H. MIDDLETON FLEW THE ONLY PERFECT CELESTIAL NAVIGATION LEG OF THE COMPETITIONS, FELL OFF THE PACE HE SET THE NIGHT BEFORE TO WIND UP IN THE CELLAR. (PARA) TOP FIVE CREWS IN EACH CATEGORY, WITH WINGS, BASE AND POINTS: (PARA) OVERALL BOMB-NAV-- LT. COL. W. J. AMOS, 98TH BW, LINCOLN, 866; MAJ. J. B. CARTER, 306TH BW, MACDILL, 865; CAPT. F. W. HAWKEY, 384TH BW, LITTLE ROCK, 860; L. COL. J. H. SEELY, 11TH B W, CARSWELL, 859 AND CAPT. K. L. EATTIGGER, 95TH BW, 849. (PARA) BOMBING--MAJ. J. B. CARTER, 306TH BW,

TRUE COPY

TRUE COPY

PAGE FOUR RJEDBO 23

MACDILL, 680; CAPT. K. L. EATTIGGER, 95TH BW, BIGGS, 667; CAPT. S. W. HAWKEY, 384TH BW, LITTLE ROCK, 661; LT. COL. W. J. AMON, 98TH BW, LINCOLN, 654 AND MAJ. G. O. BOLEN, 2ND BW, HUNTER, 643. (PARA) NAVIGATION--MAJ. H. J. LATMORE, 320TH BW, MARCH, 236; MAJ S. G. RHOADES, 5TH BW, TRAVIS, 230; CAPT. C. W. FINK, 93RD BW, CASTLE, 229; LT. COL. E. H. AMBROSE, 72ND BW, RAMEY, 228 AND MAJ. L. W. BROCKWELL, 7TH BW, CARSWELL, 227. (END OF PART III) THREE MEMBERS OF THE COMPETITION ESCORT HOST COMMITTEE RECEIVED RAF REGIMENTAL CRESTS FROM THEIR GRATEFUL GUESTS. THE RECIPIENTS OF THE TOKEN OF FRIENDSHIP WERE M/SGT. LEROY J. BOROWSKI, M/SGT J. D. RIDDEL, AND M/SGT. KENNETH HANSEN. (PARA) THIS COMMITTEE CONDUCTED RAF PERSONNEL TO MANY POINTS OF INTEREST IN COLUMBUS, INCLUDING A TOUR OF THE OHIO STATE FAIR. IN ADDITION TO THE VARIOUS TOURS, THE BRITISH AIRMEN WERE INVITED TO MANY HOMES IN THE COMMUNITY. (END OF PART IV) NEW MOBILE RADAR CONTROL SYSTEMS, TRACKING THE FLIGHT OF HUGE STRATEGIC AIR COMMAND BOMBERS OVER THE UNITED STATES AND CANADA, WERE USED TO RATE THE NATION'S TOP BOMBARDIERS IN SACS EIGHTH ANNUAL BOMBING COMPETITION. (END OF PART V) (END)

BT

CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGSDALE
1STLT, USAF

Trans
5-9608
no

SEP. 1956
K-MG-40-HI



SEP. 1956

HISTORY

OF

40TH BOMBARDMENT WING MEDIUM

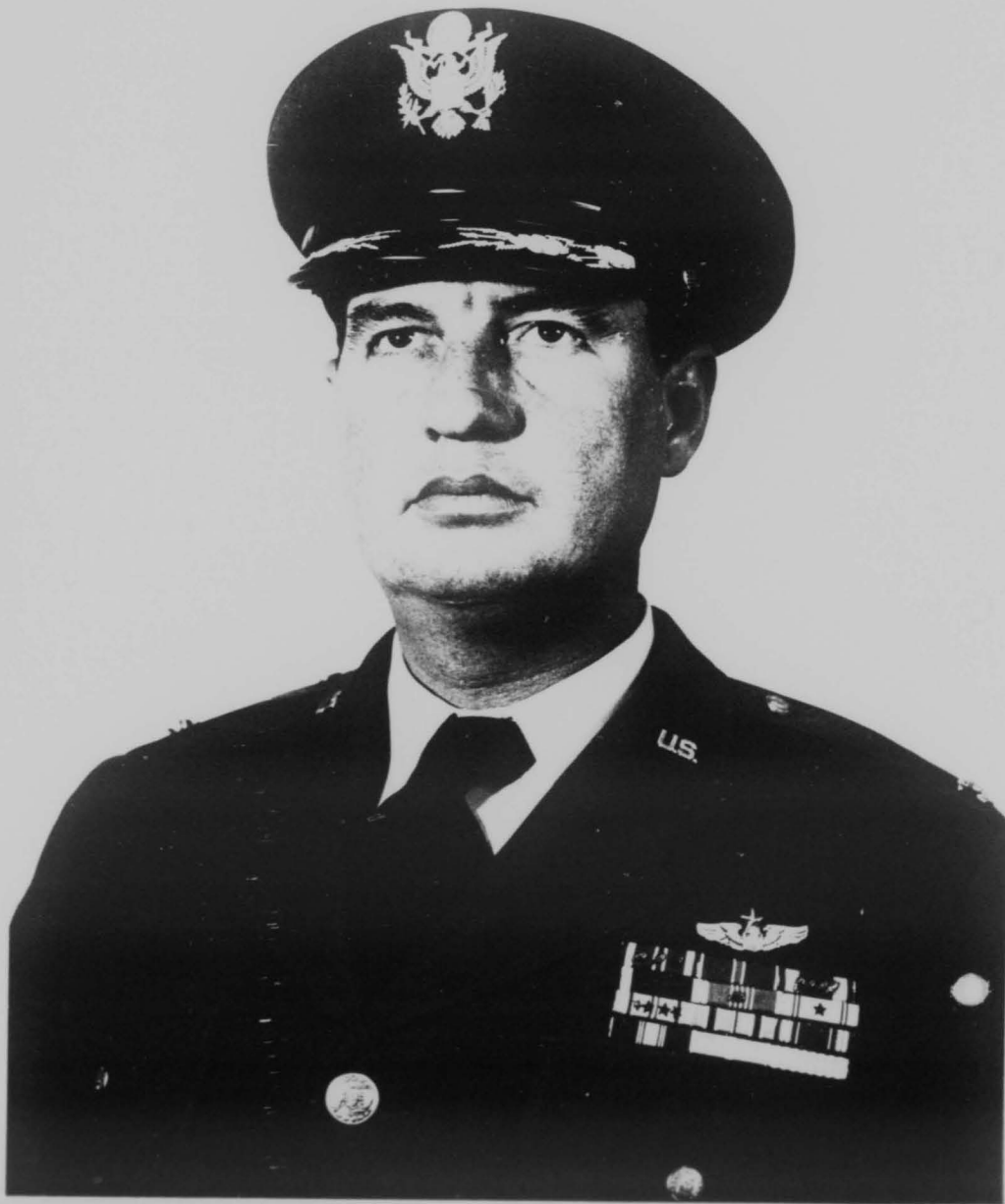
SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

MICROFILMED

18983

3-455A-5A



(Unclassified Title)

HISTORY OF THE
40TH BOMBARDMENT WING (M) JET
SEPTEMBER 1956
SMOKY HILL AIR FORCE BASE, KANSAS

This document was prepared by Master Sergeant Leo G. Cook under the supervision of Second Lieutenant William W. Frizell, Assistant Information Services Officer.

This document is classified SECRET in accordance with paragraph 25C, AFR 205-1

Berton H. Burns
BERTON H. BURNS
COLONEL USAF
COMMANDER

TABLE OF CONTENTS

SEPTEMBER 1956

Table of Contents	I
Chronology	II
Glossary	III
Chapter I Organization and Administration	1
Mission	1
Command	2
Administration	3
Chapter II Personnel	5
Chapter III Operations and Training	8
Chapter IV Materiel and Maintenance	20
Roster of Key Personnel	26
Bibliography	27
Appendix	28
List of Exhibits	29

CHRONOLOGY

SEPTEMBER 1956

- 3 September 1956 During the period 3 September through 5 September, the 40th Air Refueling Squadron re-deployed to the Zone of the Interior. The mission was flown as briefed and the Squadron was 100 per cent effective with all take-offs on time.
- 17 September 1956 Colonel Barton H. Burns, 40th Bombardment Wing Commander, flew the Commander's Reading Competition mission, "Bench Warner".
- 21 September 1956 Colonel Burns acted as 602d Air Division Commander in the absence of Colonel James W. Wilson, who was TDY to Westover Air Force Base, Massachusetts.
- 22 September 1956 The 40th Bombardment Wing provided static displays for use on National Kids Day held at Snooky Hill.
- 29 September 1956 Snooky Hill's 535 housing unit moved off the drawing boards when the first shovel full of earth was turned this afternoon at 1300 hours.

III

GLOSSARY

SEPTEMBER 1956

All abbreviations found in the narrative of this history, but not listed below are generally accepted Air Force abbreviations and may be found in the latest edition of JANAP 169.

ADIV	Air Division
AFB	Air Force Base
AACP	Aircraft out of Commission Parts
ARES	Air Refueling Squadron
FAK	Fly-Away Kit
NCOIC	Non-Commissioned officer in charge
OCAMA	Oklahoma City Air Materiel Area
OIC	Officer in Charge
OJT	On-The-Job-Training
RBS	Radar Bomb Scoring
SAC	Strategic Air Command
SHAFB	Smoky Hill Air Force Base
TDY	Temporary Duty
USCM	Unit Simulated Combat Mission
NEAC	North Eastern Air Command
MP	Mission Planned

CHAPTER I

ORGANIZATION AND ADMINISTRATION

The mission of the 40th Bombardment Wing is to man, equip, and train the units of the Bombardment Wing so that they are on a combat ready status at all times, and capable of conducting such long range bombardment as operations may assign in the emergency war plan and other related operations orders. These long-range bombardment operations may be in any part of the world, either independently or jointly with other forces, against the enemies of the United States.

The mission of the 40th Bombardment Wing also encompasses the 40th Air Refueling Squadron and is responsible for the training, manning and equipping the squadron to the maximum extent possible in accordance with the existing facilities and the resources. The Bombardment Wing is responsible for maintaining a state of proficiency, within the Refueling Squadron, which will permit immediate engagements in effective refueling operations on the shortest possible notice.

The 40th Air Refueling Squadron completed its overseas training at Thule Air Force Base, Greenland and returned to Spooky Hill Air Force Base. It was a highly successful re-employment following a ten week TDY to Greenland.

2

The 40th Bombardment Wing is also responsible for the development and maintenance of a mobility plan and the training of subordinate units to a degree required for overseas deployment and the subsequent re-establishment of operations on minimum notice and in the shortest possible time in any part of the world as may be directed by higher headquarters.

The support of the Air Reserve and National Guard programs are also part of their functions and are covered by the instructions received from higher headquarters. The wing also performs special missions in accordance with special instructions received from Strategic Air Command Headquarters.

COMMAND

Colonel Barton H. Burns, Commander of the 40th Bombardment Wing, is responsible for exercising command jurisdiction over, and conducting the operations and training of assigned units in accordance with policies established by higher headquarters. In the execution of these responsibilities the Wing Commander performs the functions contained in SAC Regulation 20-15.^{1/}

Colonel Burns, 40th Bombardment Wing Commander, attended a Commander's Conference held at Portsmouth Air Force Base during the month of September.^{2/}

^{1/} SAC Regulation 20-15, dated 26 April 1954

^{2/} FAX fr COMAF 8th to COMAINDIV 802 SHAPE, CS 1016. EXH NO 1

ADMINISTRATION

The 40th Bombardment Wing initiated a new system for controlling and coordinating requests for orders. The system was designed to eliminate those coordinating stations not necessary and to eliminate errors prior to the publication of the Letter Order. The personnel section will be responsible for the administrative correctness of the order requests and the Wing Adjutant will be the last coordinator and will verify that the requirements have been completed.^{2/}

The accident analysis bulletin for the month of September was published by the ground safety office. This monthly bulletin gives all the pertinent information in regard to the accidents which involve Smoky Hill Air Force base personnel. During the month of September the three major accident areas were: Night field problems at the NCO Academy; Intramural sports program and Highway Accidents.^{4/} Colonel James W. Wilson, 302d Air Division Commander, commented on the ground safety program at a Staff Meeting held during the month and again emphasized the policy^{5/} that all personnel be counseled in regard to the safety program.

-
- ^{2/} DF fr 40th ADJ to BA, Control System for Coordinating Order Requests, dated 12 September 1956. EXH NO 2
- ^{4/} Accident Analysis Bulletin, SHAPE, September 1956. EXH NO 3
- ^{5/} Minutes of Staff Meeting, 302d ADIV, dated 7 September 1956. EXH NO 4

The NCO Air Division Council for the 802d Air Division met 17 September 1956 and brought up the question of a thrift shop for Sooky Hill. The council was especially interested in setting this shop up in a central location so that used school books could be turned in for resale to children of military personnel. The school book situation in Kansas is critical and up to this time military personnel had been unable to avail themselves of a used book store. It was decided that a thrift shop be established, the suspense date for the opening was set for 5 October ^{6/}1956.

6/ Minutes of 802d ADIV NCO Advisory Council Meeting, 17 Sept 1956 EXH NO 5

CHAPTER II
PERSONNEL

There has been no change in the organizational structure of the wing personnel office during the month of September 1956.

The greatest problem affecting the field of personnel continues to be the shortage of high skill levels and overmanning in the lower skill levels. The wing has attacked the low personnel manning problem thru OJT and reenlistment. The shortage of first three graders can be partially corrected by increased promotion quotas from Eight Air Force. The 40th Bombardment Wing has authorizations for 243 Master Sergeants but has only 76 assigned.^{1/} The 40th Bombardment Wing has authorizations for 813 first three graders but has only 336 sergeants assigned as of the end of September.^{2/} These supervisor shortages are hindering flying, training and maintenance requirements. The 40th Bombardment Wing Management Control Statement for the month of September indicates that the overall manning for airman in the wing is about 50 per cent. This manning both in direct and indirect MIRS is one-half of the SAC upper quartile.^{3/}

Officer manning for the Bombardment Wing has not been as critical, however after consideration has been made of all known

^{1/} 5-SAC-T12 Report, September 1956, Wing Commanders Remarks

^{2/} Ibid

^{3/} Management Control Statement, 40th BOMWG, September 1956 EXH NO 6

SAFETY FILM

6

personnel inputs and losses through 31 March 1957, the 40th Bombardment Wing will require 19 pilots and 6 observers in order to reach the scheduled 71 combat ready crews which are programmed for March 1957.^{4/} In addition to these known and expected losses the wing has seven pilots and six observers nominated for other projects which are not included in the above figures.^{5/}

The Wing Personnel section devised a new tool which is expected to assist them in explaining the overall airmen manning in the wing. This new tool in the form of a wall chart includes, by squadron, the authorized AFSC's and the number assigned. Once each month, this chart will be photographed and distributed throughout the wing. It is felt that the distribution of the chart will give commanders and staff personnel the "Big Picture" in regard to wing manning. This chart eliminates two card files previously maintained and should cut down on the number of inquiries made each month in regard to airmen manning.^{6/}

The 40th Bombardment Wing had the best reenlistment rate for the month of September 1956 with a percentage of 44.^{7/} This is a better percentage than last month and both were above the

^{4/} 5-SAC-T12 Report, September 1956, Wing Commanders Remarks

^{5/} Ibid

^{6/} Interview by historian with MAJ M.C. Kronshage, 40th DP

^{7/} Cumulative reenlistment Chart, April thru September 1956 published by the base reenlistment office.

EXH NO 7

the SAC average. This was the sixth consecutive month that the 40th Bombardment Wing had the best reenlistment rate.^{8/} At the Staff Meeting held 14 September 1956, Colonel James W. Wilson, 802d Division Commander, complimented the 40th Bombardment Wing^{9/} for their outstanding reenlistment rate over the last six months.

Colonel Berton H. Burns, 40th Bombardment Wing Commander, presided at the Staff Meeting held 21 September in the absence of Colonel Wilson who was TDY. One of the items brought up for discussion was the Eighth Air Force follow-up inspection scheduled for November. A team of officers has been set up to inspect the deficiencies reported on the last inspection and a report will be made to the Division Commander on the items not corrected. It was felt that an inspection of this type will eliminate many discrepancies and bring about a better overall rating during the Eighth Air Force^{10/} inspection.

^{8/} Ibid

^{9/} Minutes of Staff Meeting, 802d ADIV, 14 September 1956 EXH NO 8

^{10/} Minutes of Staff Meeting, 802d ADIV, 21 September 1956 EXH NO 9

CHAPTER III
OPERATIONS AND TRAINING

The training program outlined for September was contained in Operations Order 409-56, dated 1 September 1956. The month of September was designated as the first month of the new 50-8 training quarter.^{1/} The flying and ground training objectives were as follows:

1. Flying Training Priorities for the month of September for the B-47 Tactical Squadrons:
 - a. Accomplish the requirements of AF Regulation 60-2.
 - b. Accomplish Eighth Air Force directed USCM, "Strongheart"
 - c. Accomplish Eighth Air Force directed Commanders competition mission, "Bench Warmer".
 - d. Accomplish thirty-five per cent of SAC REG 50-3
 - e. Accomplish one-third of SAC REG 51-26
 - f. Continue the upgrading program for co-pilots and non-combat ready crews.
 - g. Practice missions for Facesetter V competition.^{2/}

The ground training priorities for the B-47 tactical squadrons for the month of September were pretty much routine.^{2/} However 16 per cent of the Wings Ground Training requirements for the

^{1/} OPOD 409-56, dated 1 September 1956

EXH NO 10

^{2/} Ibid

^{3/} Ibid

quarter were completed. The ground training requirements were partially curtailed during the month for the 40th Bombardment Wing. This curtailment was made in an attempt to help the 310th Bombardment Wing complete their ground training requirements prior to their deployment.^{4/}

A great deal of activity was experienced in the 40th Bombardment Wing during the month of September. The Wing flew two higher headquarters' directed missions, one of which was a Unit Simulated Combat Mission. The scheduled and flew five practice bomber stream combat missions in preparation for Operation Facesetter V.^{5/}

On 5 September the 40th Bombardment Wing executed Eighth Air Force Operation Order 225-56, dated 16 July 1956. This was the Commander's Bombing Competition and it was given the nickname, Operation "BENCH WALKER". The mission was flown on 17 September 1956 and the requirements included in the mission were three radar bomb runs and a celestial navigation leg.^{6/} The lead aircraft was flown by the Wing Commander, Colonel Berton H. Burns, and he was followed by aircraft flown respectively by Lieutenant Colonel Edward P. Clark, Commander of the 25th Bombardment Squadron; Lieutenant Colonel William G. Ivey,

-
- ^{4/} Running account of ground training requirements kept on wall chart, Ground Training office, 40th DOT
- ^{5/} 5-840-112 Report, September 1956 EXH NO 11
- ^{6/} OPOED 225-56, "BENCH WALKER", dated 5 Sept. 1956 EXH NO 12
40th BOMB.

10

Commander of the 45th Bombardment Squadron and Lieutenant Colonel Leroy F. Shuler, Commander of the 44th Bombardment Squadron. The mission was flown as briefed and was successfully flown by all concerned.^{7/}

On 10 September 1956, Major Hughes from the 40th Operations and training section, departed this station on temporary duty to ARMC, Kansas City, Missouri, where he performed as Liaison Officer for Operation "Strong Heart". On the 12th and 13th of September the 40th Bombardment Wing executed the Unit Simulated Combat Mission. This mission was ordered under the authority of Eighth Air Force Operation Order 220-56, and was given the nickname of "Strong Heart". The mission was flown in three waves with the first two waves flying on 12 September and the third wave flying 13 September 1956. Thirt-five combat crews participated in the mission; thirty-seven aircraft were utilized and thirty-nine sorties were flown. The mission requirements included two heavy weight aerial refuelings, formation flying, celestial navigation, fighter interception, gunnery and radar bombing. The average flight time on the mission was thirteen hours and thirty minutes.^{8/}

There were several factors which affected this mission. In the first wave there were three aircraft which air aborted with pressurization leaks. There were several aircraft which were

^{7/} Ibid

^{8/} OPRON 220-56, 40th BAWG, STRONG HEART.

non-effective due to radar difficulties and there were several which did not fly the briefed route due to the inability to transfer fuel out of the tip tanks. Two aircraft jettisoned full fuel tip tanks in order to insure arriving at an alternate airfield with an adequate fuel reserve and to insure a safe landing.^{9/}

The critique of the mission flown by the 40th Bombardment Wing on the 12th and 13th of September, Operation "Strong Heart" indicated the following:

1. The 40th Bombardment Wing scored 179.9 of a possible 200 point maximum.
2. The wing scored 100 per cent in four of the eight areas scored. These areas were: Navigation, Rendezvous, conformance with the EMP, and combat reporting.
3. A score of 9.6 of a possible 10.0 was made on Wet Hookups during this USCM Mission.^{10/}

From an overall standpoint, the mission was unofficially considered to be satisfactory. It was well planned and executed. A maximum of effort was expended by all concerned and shortcomings were primarily attributed to equipment failure.^{11/}

^{9/} Critique of Operation "Strong Heart", USCM mission 12-13 Sept files in 40th BOMB DOT, Reports section.

^{10/} Ibid

^{11/} Ibid

12

Aquatic Survival training was emphasized by the ground training section during the month. At the present time the wing is 85 per cent complete of this annual requirement. This percentage was helped by the fact that all delinquent personnel were scheduled on their free saturday mornings. ^{12/}

In the month of September, the 40th Bombardment Wing planned and executed Operations Order 411-56, nicknamed Coca Cola, ^{13/} dated 12 September 1956. This was a bomber stream type mission on which radar bomb runs were made utilizing targets which will be run on Pacesetter V. This mission was flown on seven different occasions, with twelve to thirteen combat crews scheduled on each day. The object of the mission was to have each combat ready crew fly the course twice. In conjunction with this mission the wing scheduled each combat crew to fly a celestial navigation leg, fire gunnery, drop chaff, and approximately one-third of the aircraft had an ^{14/} aerial refueling. These missions were flown successfully, however radar difficulties did hinder a number of sorties.

September was the first month of the new 50-8 and 51-26 training quarter. In order to accomplish the training required, the Bombardment Squadrons of the 40th Bombardment Wing scheduled their sorties and hours as follows: ^{15/}

^{12/} Ground Training wall chart located in the 40th DOT

^{13/} OPORD 411-56, 40th BOMG, dated 27 Aug & 12 Sept EXH NO 14

^{14/} Ibid

^{15/} OPORD 409-56, 40th BOMG, dated 1 September 1956

25th Bombardment Squadron	75 sorties	524:00 hours
44th Bombardment Squadron	71 sorties	532:00 hours
45th Bombardment Squadron	<u>70 sorties</u>	<u>515:00 hours</u>
Total	216 sorties	1571:00 hours ^{16/}

The 40th Bombardment Wing flew 225 sorties and 1681 hours which was well over the projected programmed flying time for the month of September. ^{17/}

The flying time logged by the Staff Crews was not included in the total flying time listed above.

The programmed and accomplished flying time for the 40th Bombardment Wing for the month of September was as follows:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	00:00	00:00
2	Strategic Evaluation	00:00	8:00
3	USCM "Strong Heart"	403:00	491:00
4	"Bench Warmer"	40:00	55:00
5	Non Combat Ready Crew Training SAC Regulation 50-8 (to include standboard checks)	227:00	237:00
6	Combat Ready and above Crew training SAC Regulation 50-3 to include standboard checks	544:00	554:00 ^{18/}

^{16/} Ibid

^{17/} 5-SAC-T12 Report, dated September 1956

^{18/} Ibid

14

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
7	Compliance with SAC Regulation 51-26	286:00	286:00
8	Staff Crew proficiency	<u>50:00</u>	<u>120:00</u>
	TOTAL	1550:00	1752:00
	TEST FLIGHTS	00:00	30:00
	HIGHER HEADQUARTERS	<u>00:00</u>	<u>19:00</u>
	GRAND TOTAL	1550:00	1801:00 ^{19/}

As of the 21st of September the 40th Bombardment Wing had a 1.9 per cent, 60-9 deviation rate, this was one of the best ratings made by the wing in some time. ^{20/} This coupled with an abort rate of less than 15 per cent and a scheduling effectiveness of 95 per cent far surpasses any accomplishments made by the 40th Bombardment Wing in well over a year. ^{21/}

The management control statement for the month of September shows that the 40th Bombardment Wing completed 45 per cent of the training minimums for the quarter during the month of September. ^{22/} The wing is off to a good start and should have no trouble completing the training requirements in the next two months.

^{19/} Ibid

^{20/} Minutes of Staff Meeting, 802d ADIV, dated 23 September. EXH NO 15

^{21/} Interview by Historian with Col. W. Hall Jr, 40th DM

^{22/} Management Control Statement, 40th BOMC, dated September 19 56 (Conf)

15

The 40th Bombardment Wing received information from Eighth Air Force on the new criteria for flying Pacesetter V. The minimum force requirement for the mission will be seventy per cent of the possessed aircraft of each wing. All participating wings must meet this seventy per cent requirement or lose points in the overall judging. This percentage will be taken from the latest combat availability report, RCS V-1.^{23/}

Due to the increase in the number of reported violations of flying regulations the 802d Air Division Commander has instituted a new policy, effective immediately. This new policy states that whenever an alleged violation of flying regulations has been reported to this headquarters, the individual mentioned in the violation will be required to brief the Division Commander on the incident. The individual and his Squadron commander along with his Wing Commander will be required to report on the incident and state what corrective action has been taken to insure that a similar incident would not be possible in the future.^{24/}

The 40th Air Refueling Squadron completed a highly successful re-deployment to Smoky Hill Air Force Base, following a ten week TDY to Thule Air Force Base, Greenland. This re-deployment highlighted the operations of the 40th Air Refueling Squadron

^{23/} FAX fr 8th Air Force to 802d ADIV (Conf) EXH NO 16

^{24/} Ltr fr Commander 802d ADIV to Commander 40th BOMWG
dated 2 October 1956 EXH NO 17

16

during the month of September 1956. The deployment, accomplished in two waves with 24 hours separation, took place during the 3rd, 4th and 5th of the month and set the pace for another fine month of accomplishments for the 40th Air Refueling Squadron. The nickname for this deployment was operation "Hideout".

The 40th Air Refueling Squadron Commander said that the effective and well coordinated operations of the squadron while TDY was the direct result of the excellent cooperation and consideration of the SAC Task Force Liaison Team and the permanent party of the Air Base Group at Thule AFB, Greenland.^{25/}

The re-deployment of the Air Refueling Squadron to the Zone of the Interior was executed as briefed and the Squadron was 100 per cent effective with all take offs on time.

There were no changes in the key personnel of the Squadron during the month of September, although two officers were on temporary duty at Chanute AFB, Illinois. Major James S. Munday, Operations Officer, attended a Staff and Command Maintenance Management Course and Lieutenant John E. Custainis attended a Survival Training and Equipment Officers Course at Chanute AFB.^{26/}

The squadron strength as of the end of September was 91 officers and 210 airmen. The Crew strength remained at 21 crews, 13 combat ready with one M crew and two IM crews.^{27/}

^{25/} RADNOTE fr Col. Burns to Col. Compton, SAC TASK FORCE EXH NO 18

^{26/} IO 1194, 802d ADIV, dated 17 Sept 1956

^{27/} SO 130, 802d ADIV, dated 21 Sept 1956

Flying a total of 107 sorties for 736 hours, the 40th Air Refueling Squadron met a high number of accomplishments under the new quarter 50-3 requirements. As of the end of September the squadron completed 65 per cent of the 50-3 requirements for the training quarter. ^{20/}

During the month the 40th Air Refueling Squadron recorded the following accomplishments for the third quarter requirements of SAC Regulation 50-3: ^{29/}

Sorties.....	107
Flying Time.....	736hours
Refueling (Bombers)	
Attempted.....	59
Successful.....	53
Day.....	23
Night.....	35
Radio Silence.....	30
Total Rendezvous.....	57
AN/APN-12-76.....	37
Navigation	
Day Celestial Legs.....	17
Night Celestial Legs.....	47
Celestial Grid Legs.....	32

^{23/} 5-SAC-T12 Report, dated September 1956

^{29/} SAC Form 36, T-12 Accomplishment Report Summary, dated Sept

Radar Legs.....74

Pressure Pattern Legs.....26

Loran Legs.....31

Pilot Proficiency Missions..... 3

S.P. Landings.....24

Pre-computations for Max Loadings.....44

Emergency Procedures (Crew).....65

Max Passenger Loadings.....13

Miscellaneous

Long Range Cruise Control.....22

Dry Hookups.....462

Range Letdowns.....51

Takeoffs

AC.....38

CP.....49

GCA & ILS

AC.....11

CP.....5

GYMO OUT.....^{30/}97

The ground training section of the Air Refueling squadron accounted for many accomplishments during September with a total of 808 man hours. ^{31/}Altitude chamber flights totaled 32 hours, Commanders Call 301 hours, Maintenance MID 200 Hours and OJT 275 Hours.

^{30/} Ibid

^{31/} Ground Training File and OJT Status Chart, located GT Office

19

The Eighth Air Force Air Training priorities for the 40th Air Refueling Squadron for the month of September were:^{32/}

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	APR 60-2	00:00	00:00
2	Non Ready Crew Training	30:00	32:50
3	Ready Crew Training	<u>401:00</u>	<u>475:25</u>
	TOTAL	431:00	508:15
	HIGH HEADQUARTERS	<u>220:00</u>	<u>227:45</u>
		651:00	736:00

The big problem for the squadron continues to be that of personnel. Due to the projected losses, it appears that there will only be 20 combat ready crews by 1 December due to the non availability of engineers. In the next 45 days, four engineers will be lost to the squadron and four combat ready crews will be without engineers. Even with the upgrading of two IM crews expected by 1 December, there is no possibility of having more than 20 combat ready crews.^{33/}

^{32/} 9-SAC-TL2 Report, dated September 1956

EXH NO 19

^{33/} Ibid

CHAPTER IV

MATERIAL AND MAINTENANCE

Colonel Wallace Wall Jr. remained as 40th Bombardment Wing Director of Material during the month of September.

The 40th Bombardment Wing in accordance with instructions received from Higher Headquarters has combined the personal equipment section with the unit supply. One problem encountered was the lack of operating space brought about by this move. The supply sections have been rehabilitating and modifying their storage bins in order to utilize all available space. A request was put in for Butler buildings in order to gain more space. However, Colonel James W. Wilson, 302d Air Division Commander, feels that the use of tents and a security guard would be preferable in some cases to the Butler buildings as the base would be in a better position to request better type construction at a later date.^{1/}

The personal equipment sections state that they are now receiving a partial supply of long-awaited flight suits and other equipment. In compliance with the new T.O. which states that oxygen masks must be inspected each month, the personal equipment sections now make a monthly report on their compliance of T.O. 15X-1-1 to the squadron commanders.^{2/}

^{1/} Minutes of Staff Meeting, 302d ADIV, 28 September 1956

^{2/} Minutes of Staff Meeting, 302d ADIV, 17 August 1956

21

The 40th Bombardment Wing has been experiencing difficulty receiving the new equipment needed to service the new aircraft expected in October. The wing was scheduled to receive 12 KC-3 Generators during the month of September and up to the present time, none have been received. The 40th Bombardment Wing was able to get two from the 310th Bombardment Wing, the other wing on this station. If this equipment is not received soon it will hamper the operations of the 40th Bombardment Wing in the months to come.^{2/}

During the month of September the 40th Bombardment Wing materiel section was preparing changes to be incorporated into the Wing Mobility Plan. These changes which were directed by higher headquarters required the wing to have an aircraft loading plan to support the MFP in the Wing Mobility Plan. The instructions stated that personnel and cargo to be deployed on tactical aircraft would be listed by individual aircraft load. Personnel and cargo scheduled to deploy on support aircraft would be on a list by priority of out-movement. During the month of September the two staging teams, 30 Aircraft B-47 Fast Strike Team and 20 Aircraft KC-97 Class C Turn-around team, were completed and ready to put into the Wing Mobility Plan.^{4/}

^{2/} Interview with Colonel Wallace Wall Jr, 40th BOMB Materiel Officer, 4 October 1956

^{4/} Eighth Air Force Des a/c, OML 38126, dated 29 August 1956

22

The 40th Bombardment Wing received notification of a change in the 203d Air Division 40-57 and the 40th Bombardment Wing Mobility Plan. This change is effective 1 October however, all sections affected by this change had to be notified prior to this date so that they could make any changes necessary in their portion of the mobility plan. This alteration of the 40th Bombardment Wing mobility plan changed from a 15 Aircraft B-47 Post Strike Striking Team to a 30 Aircraft B-47 Post Strike Striking Team and also arranged for a new MATS airlift schedule to support this change.^{5/}

The 40th Air Refueling Squadron returned from Thule AFB to this station from the 4th of September 1956 to the 17th of September 1956. Most of the maintenance personnel were deployed in KC-97's of the 40th Air Refueling Squadron but during the time they were IDY, Headquarters Strategic Air Command imposed a restriction on the number of persons including the crew that could be aboard any KC-97 Aircraft. This restriction limited the number of persons aboard a KC-97 at any time to ten.^{6/} This change required approximately 310 persons to return to this station by MATS support aircraft.

The 40th Air Refueling squadron reported not one aircraft was AOCF for more than 24 hours during the month of September

^{5/} Eighth Air Force Message, D003B 31321, 17 September (Secret)

^{6/} CINCSAC Message DO 1242, 9 July 1956

23

The Air Refueling squadron had only one engine change for the month:

Acft #51-328 20 Sept 1956 Engine #1 Reason: Spewing Oil

The 40th Bombardment Wing engineering section reported that nine B-47's were inspected, periodic inspections, and had an average turn around time of 3.9 days. At the same time two KC-97's were inspected and had an average turn around time of ^{2/}nine days.

The major problems of the maintenance sections continues to be that of personnel. The 40th Field Maintenance squadron reports that the squadron has 30 Jet Engine Mechanics eligible for separation by the middle of June. All of these air men were personally interviewed and the majority of them stated that re-enlisting at this station was very unlikely. The 45th Bombardment Squadron reports that the skill shortage and the first three graders shortage is critical. The squadron states that all crew chiefs are authorized Master Sergeants however, the highest ranking crew chief in the squadron is an Airman ^{3/}First Class. The flight line maintenance manning continues to be a serious problem. The number of personnel assigned to squadron maintenance activity and the skills available are not ^{9/}adequate to support the flying requirements of the wing.

^{7/} DF, monthly fr Capt. M. Martin, Engineering Officer to 40C on the activities of Engineering Section, filed 40ADJ

^{8/} One time report fr maintenance sections to personnel on reenlistment potential of the sections, filed 40 DF

^{9/} 5-340-112 report, September 1956

24

The Bombardment Wing completed another month of major maintenance on aircraft. A requirement exists for changing 64 control surfaces of 25 aircraft. This extra workload necessitated the request of an airframe and sheet metal assistance team from OCANA. This team arrived and are being fully utilized, the maintenance section expects to be completed by ^{10/}20 October 1956.

All of these maintenance and personnel problems are further complicated by the fact that the 40th Bombardment Wing is in the process of receiving new aircraft. The receipt and processing of these aircraft is not the problem but the fact that the flight line capability is low has retarded the program and worked an additional hardship on the maintenance personnel.

A USCG, Operation Strong Heart, was flown during the month of September. The mission was airborne as briefed, however, six aircraft aborted in the air. The reasons given for these aborts are as follows: One aircraft aborted due to the loss of hydraulic fluid. One aircraft aborted because of a tanker abort. One aircraft aborted when the tanker penetrated the nose section of the airplane with a boom. The remaining three aborted when the cabin pressure failed. ^{11/}The weekly aircraft utilization and maintenance schedule in use during the strong heart mission is enclosed. ^{12/}

^{10/} Ibid

^{11/} Ibid

^{12/} Weekly Aircraft Utilization and Maintenance Schedule, 6 September 1956, 40th BMBG

In line with the policy started last month the 40th Bombardment Wing maintenance control section continued to publish maintenance SOPs for the wing.

One of the maintenance SOPs published during the month was on the maintenance debriefing of flight crews. The SOP points out the advantages to be gained by the maintenance sections when maintenance personnel are on hand at the debriefing. The first and most important is the first hand knowledge of the overall status of the aircraft and the necessary information which can be gained concerning the history of the conditions which lead up to the failure or improper operation of the system or component of the aircraft. This should be a time saver and eliminate much trouble shooting when the maintenance is scheduled.^{13/}

^{13/} Maintenance SOP #44, HQ 40th BOMBG, dated 7 September 1956.

40TH BOMBARDMENT WING, MEDIUM

KEY PERSONNEL

SEPTEMBER 1956

Wing Commander COL Berton H. Burns
Deputy Wing Commander COL Donald G. McPherson
Adjutant MAJ Donald M. Brown
Wing Operations Officer COL William M. Bowden
Wing Materiel Officer COL Wallace Wall Jr.
Wing Personnel Officer MAJ Milford C. Kronshage
Wing Comptroller CAPT Jack M. Sheets
Commander, 25th Bomb Squadron LTCOL Edward B. Clark
Commander, 44th Bomb Squadron LTCOL Leroy L. Shuler
Commander, 45th Bomb Squadron LTCOL William G. Ivey
Commander, 40th ARS LTCOL Thomas S. Bohman
Commander, 40th A&E Squadron LTCOL John C. Minahan
Commander, 40th FMS MAJ James R. Johnson
Commander, 40th PMS MAJ Fredrick B. Gervais
Commander, 40th Headquarters MAJ Donald M. Brown
Commander, 40th Tactical Hospital MAJ Charles R. Morris

BIBLIOGRAPHY

40TH BOMBARDMENT WING, MEDIUM

SEPTEMBER 1956

Source Material:

Files:

Headquarters, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 802d Air Division

Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command

Headquarters, Eighth Air Force

Headquarters, 40th Bombardment Wing

Secondary Material:

Staff Section Reports

Monthly Squadron Reports

Newspapers

IMPACT, Smoky Hill Air Force Base, Kansas

SALINA JOURNAL, Salina, Kansas

APPENDIX

29

LIST OF EXHIBITS

SEPTEMBER 1956

<u>EXH. NO.</u>	<u>EXHIBITS</u>
1.	MX fr COMAF 3th to COMADIV 302 SHAPE, 05 1916
2.	DF fr 40th ADJ to BA, 7 September 1956
3.	Accident Analysis Bulletin, SHAPE, September 1956
4.	Minutes of Staff Meeting, 302d ADIV, 7 September 1956
5.	Minutes of 302d NCO Adv. Council Meeting, 17 September
6.	Management Control Statement, 40th BOMG, Sept. (Conf)
7.	Cumulative reenlistment chart, April thru Sept.
8.	Minutes of Staff Meeting, 302d ADIV, 14 Sept.
9.	Minutes of Staff Meeting, 302d ADIV, 21 Sept.
10.	OPORD 409-56, 40th BOMG, 1 September 1956
11.	5-SAC-TL2 Report, September 1956 (Conf)
12.	OPORD 225-56, 40th BOMG, "BENCH MARK" (Conf)
13.	OPORD 220-56, 40th BOMG, "STRONGHEART" (Secret)
14.	OPORD 411-56, 40th BOMG, "COCA COLA"
14a.	MX fr COMAF 3 to COMADIV 302 ref Coca Cola, Page Setter V
15.	Minutes of Staff Meeting, 302d ADIV, 23 Sept.
16.	MX fr Hq 8 AF to 302 ADIV, ref Page Setter V (Conf)
17.	Ltr fr COMADIV to COM 40 B, 2 Oct.
18.	RADNOTE fr COM 40th B to COM SAC TASK FORCE
18a.	Ltr fr Deputy Com SAC TASK FORCE to COM 40th B
19.	9-SAC-TL2 Report, September 1956 (Conf)
20.	Weekly Aircraft Utilization and Maintenance Schedule, 6 September 1956, 40th BOMG

TRUE COPY

TRUE COPY

FM COMAF 8 WESTOVER AFB MASS
TO COMAIRDIV 802 SMOKY HILL AFB KANS

BT

/UNCLAS/CS 1016. SUBJECT IS COMMANDERS' CONFERENCE AT PORTSMOUTH
AF BASE. REFERENCE IS MADE TO MY UNCLASSIFIED MESSAGE CS 358, DATED
19 JUL 56. CONFEREES WILL ARRIVE PORTSMOUTH AFB NLT 1700 EDT, 25 SEP
56. CONFERENCE PERIODS WILL BE FROM 0800 - 1200, 26TH AND 27TH SEPTEMBER
1956. CONFEREES WILL DEPART PORTSMOUTH AF BASE ON THE AFTERNOON OF 27
SEP 56. A MAXIMUM OF ONE AIRCRAFT FROM EACH STATION WILL BE UTILIZED TO
TRANSPORT THE COMMANDERS TO PORTSMOUTH AFB AND, WHERE POSSIBLE,
STATIONS SHOULD CONSOLIDATE TRANSPORTATION. COMMANDERS FROM
WESTOVER WILL TRAVEL VIA COMMAND VC - 97.

BT

CERTIFIED TRUE COPY:

James W Ragdale
JAMES W. RAGSDALE
1STLT, USAF

TRUE COPY

TRUE COPY

DISPOSITION FORM

Control System for Coordinating Order Requests

TO: BA

FROM: 4OADJ

DATE: 12 SEP 56
MAJ Brown/gen/711

1. In accordance with your request the following system will be employed in this wing in controlling and coordinating requests for orders.

a. 4ODP will be responsible as a coordinator for the administrative correctness of order requests as outlined by Division D/F, dated 10 SEP 56, subject: "Letter Order Requests." As the first coordinator station, 4ODP will determine and eliminate those coordination stations not necessary.

b. The Wing Adjutant as the last coordinator will verify all accomplishment of necessary coordination at the wing level.

2. It is the recommendation of this wing that any directive on the orders requests include the following: requests involving a change to orders (SMOP's ect) will have attached to the request a copy of the order to be changed and an authoritative statement substantiating the change.

FOR THE COMMANDER:

s/t/D. M. BROWN, Major, USAF
Adjutant

CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGDALE
1STLT, USAF

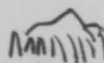
ACCIDENT ANALYSIS BULLETIN

SMOKY HILL AIR FORCE BASE



THE SCORE WAS TIED, THE END WAS NEAR,
THEN OUR LAD BROKE IN THE CLEAR.
THE CROWD ROARED OUT, "THREE CHEERS FOR
PANKLE!"
THEN HE TRIPPED, AND BROKE HIS ANKLE.

SWANSON



SEPTEMBER '56
→

THIS MONTH'S COVERSHEET

Each year, about this season, everyone who has ever followed the exploits of Sammy Baugh, Leon Hart, Bog Mo, or (mustn't forget my own Alma Mammy) Choo Choo Charlie Justice, begins to limber up the old pitching arm or reflect in the glories of that one that you stretched up just in time to snag over the head of the safety man and jogged on down to save the crucial game for dear old Podunk.

Now, this is good..... We have no intention to advise any of you to shy away from the great fall sport or from any sport at all for that matter. We do feel that it is extremely important though that your approach to the activity be planned with your personal safety in mind. Be sure of your terrain ... Too many people are galloping around trying to snag passes and finding themselves knee deep in a gopher's habitat ... and that just ain't healthy. If you don't believe that, just leaf through the accident reports and pick out those guys who have been incapacitated by the action and ask them. We have a good athletic organization here at Smoky. They are anxious to provide the equipment, the place and the supervision to give you a chance to blow off all of your steam. Utilize these facilities, but in doing so, how's about dressing in such a manner that you are a safe bet to yourself and to the other fellow as well.... You can't run the 100 in 10 flat in a twenty-pound pair of gunboats anyhow.

Now, get out there and give the game everything you've got, but plan it! Be sure of your ground..... and use the correct personal equipment OKAY!

Swanson did it again! A fine piece of art work to adorn our piece for the month. Incidentally, he is the only one who came up with any offerings. DON'T YOU HAVE SOME IDEAS? How about coming up with some safety slogans or picture ideas... We can always use them.

1. S/Sgt, George S. Henderson AF14401101 310 Air Refueling Squadron was fatally injured at 1400 hrs, Friday 31 August 1956. Sgt Henderson and Family were enroute to Branson, Missouri to visit his Family. Sgt Henderson was driving South on Oliver Road at an unknown speed, was struck on the right side by Rock Island Train # 510 which was traveling North-East at a speed approximately 70 M.P.H. The Vehicle was thrown 144 feet down an embankment, the trains emergency brakes were applied before impact. Sgt Henderson and his baby daughter were thrown approximately 95 feet from the impact point. Mrs Henderson approximately 84 feet from impact point. Sgt and Mrs Henderson were killed instantly, and the baby daughter died a few hours later.

FATAL

TOTAL COST: \$ 31,500.00

CAUSE OF THE ACCIDENT: Poorly marked railroad intersection, especially since a slight mound hides the track on the West side, at a point 500 feet from the intersection where the east bound train would come into view, The afternoon sun was blinding at the time the accident occurred.

ACTION TAKEN BY SQUADRON COMMANDER: Briefing and counseling on defensive driving are given at each Wing and Squadron Commanders Call, and safe driving Pledges are signed by all Personnel in the Squadron prior to going on leave or PCS.

2. A2c, George D. Zurick AF13484470 802D Operations Squadrons. Was injured in a Private Vehicle accident on Sunday 2 September 1956, at 0100 hrs. Airman Zurick was driving at a high rate of speed on Oklahoma State Highway No 9 east of City Limits of Stigler Oklahoma, when entering a curve in the highway lost control of the Vehicle and came to rest upside down in ditch at left side of road. Airman Zurick had been stopped earlier by Deputy Sheriff and warned about his speed and Reckless Driving.

DAYS LOST: 40.

TOTAL SAC COST \$1200.00

CAUSE OF THE ACCIDENT: Speeding to fast for Road Conditions.

ACTION TAKEN BY SQUADRON COMMANDER: This Accident will be given publicity through out the Base. Disciplinary action will be taken by Squadron upon Airman's Return.

3. A2c, William C. Maher AF19511940 40th A & E Squadron was involved in a Government Vehicle accident on Wednesday 5 September 1956. at 1600 Hrs, Airman Maher was Proceeding south on "D" Avenue, driving an Air Force three wheeled Cushman Motor Scooter. As he crossed three sets of Railroad Tracks, North of Base Supply, The rough road surface at this point caused him to lose control of Motor Scooter and Veered over into the incoming lane of Traffic. Before Airman could regain control of the Scooter he crashed headon into the left front fender of an Air Force Pickup Truck coming from opposite direction, driven by Thomas J. Stout of the 310th A & E Maintenance Squadron.

DAYS OUT OF SERVICE: 14

TOTAL COST: \$139.00

CAUSE OF ACCIDENT: Crossed centerline into oncoming Vehicle.
Driver had only limited experience operating a Scooter.

ACTION TAKEN BY SQUADRON COMMANDER: All drivers have been briefed on handling a Motor Scooter under adverse road and Weather conditions
Scooter Licence was revoked.

4. A/B, Joe A. Smith AF14513162 802D Air Installations Squadron, was injured in Vehicle Accident that occurred 16 miles east of Salina on Highway 40 Saturday 29 September 1956, at 1000 hrs. Airman Smith was riding as a passenger in Vehicle, when the driver lost control of the Vehicle and ran off the Road striking a Utility Pole resulting in a Brain Concussion to Airman Smith.

DAYS LOST: 4.

TOTAL COST: 120.00

CAUSE OF THE ACCIDENT: Speeding on part of the driver, Airman was riding as Passenger.

ACTION TAKEN BY SQUADRON COMMANDER: NONE.

5. 2NDLT, Hal R. Cleavinger A03033286 Hqs, Squadron 802D Air Base Group was injured on Monday 17 September 1956 at 2100 hrs. Lt Cleavinger was participating in a game of Touch Football on Base Athletic Field. The Lieutenant jumped into the air to receive a forward pass. The Airman playing defensive guard also jumped into the air to block the ball. Lt Cleavinger fell to the ground and the airman guard came down on top of him with his heavy Brogan Shoes, striking the Lieutenant's left heel which resulted in tearing the Achilles Tendon.

DAYS LOST TIME 10.

TOTAL COST: \$300.00

CAUSE OF THE ACCIDENT: Heavy brogan shoes worn by Airman during participation in touch football game, was a contributing factor in injury sustained in Accident.

ACTION TAKEN BY SQUADRON COMMANDER: Personnel will be closer supervised while participating in Touch Football.

6. M/Sgt, James C. Wallace AF20457006 310th A & E Squadron was injured on Friday September 7th 1956 at 2400 hrs. Sgt, Wallace was participating in an NCO Academy night field problem as part of the Academy Training Program. Airman was approaching a machine gun nest, at a run when he stepped in a hole and fell, fracturing his left ankle. Field problem was very dark and was illuminated only by occasional flares.

DAYS LOST TIME: 7.

TOTAL COST: \$210.00

CAUSE OF ACCIDENT: Rough terrain and Area was very dark, therefore Airman was unable to see hole in the ground.

ACTION TAKEN BY SQUADRON COMMANDER: Maximum supervision is maintained over all students in the NCO Academy to prevent ground accidents of this sort.

7. A3c, Fred R. Trivett AF13485591 802D Motor Vehicle Squadron was injured in a private Vehicle accident approximately 16 Miles east of Salina, Kansas on US Highway 40 on 29 September 1956 at 1000 hrs Air driver of Vehicle, and Airman Smith passenger in Vehicle were returning to the Base from Junction City, Kansas. The Driver was proceeding West on US Highway 40 when the right front tire went off the highway approximately $\frac{1}{4}$ mile East of Solomon, Kansas. The driver lost control of the Vehicle, ran off the road and struck a Utility Pole, both driver and passenger were thrown against the windshield by the impact sustaining injuries of the head.

DAYS LOST 4.

TOTAL COST: \$120.00

CAUSE OF THE ACCIDENT: Speeding, inattention on part of driver, also driver had been drinking while operating a privately owned Vehicle.

ACTION TAKEN BY THE SQUADRON COMMANDER: Article 39-17 is being initiated against Airman under UCMJ.

8. A1c, Charles B. Lane AF17336730 802D Motor Vehicle Squadron was injured 1700 hrs on 17 September 1956 at 1400 North Street, Salina, Kansas. Airman Lane was attempting to remove radiator cap from Vehicle to check water Level. In the process of removing the radiator cap the Safety catch failed to hold and blew off, thus causing steam and hot water to spray over Airman scalding left arm.

DAYS LOST: 5.

TOTAL COST: \$150.00

CAUSE OF THE ACCIDENT; Airman did not exercise safety precaution in removing radiator cap.

ACTION TAKEN BY SQUADRON COMMANDER: All Personnel have been counseled against danger pertinent to overheated cooling system when removing radiator cap.

9. M/Sgt, Henry J. Robitz AF13013904 Hq Sq, 802D Air Base Group was injured on 7 September 1956. Sgt, Robitz was participating in a night problem which required running, crawling, etc, over rough terrain. The injured's left knee gave away and he fell twisting his left knee.

DAYS LOST: 6

TOTAL COST: \$180.00

CAUSE OF THE ACCIDENT: Rough terrain in field problem Area at night time, which was dark with exception of occasional flares being used.

ACTION TAKEN BY SQUADRON COMMANDER: No action deemed necessary, Hazards of this nature exists while on this type of night problem, because of rough terrain.

10. A3c, Frederick Stevenson AF17444527 802D Motor Vehicle Squadron was injured at 2200 hrs, 16 September 1956. Accident occurred in Omaha, Nebraska, across the street from Coronation Dance Hall, while Airman was on authorized leave. Airman was celebrating his Birthday, had been drinking moderately, apparently became involved in a fight with unknown gang of Civilians. Exact circumstances of Fracas is unknown, but was serious enough to cause injuries to hospitalize the Airman. Injuries were both right and left Jaws broken.

DAYS LOST: 57.

TOTAL COST: \$1710.00

CAUSE OF THE ACCIDENT: ATTEMPTED ROBBERY. Moderate drinking may have contributed to the Accident.

ACTION TAKEN BY SQUADRON COMMANDER: All Personnel have been indoctrinated on how to conduct themselves during off Duty hours.

11. A2c, Robert W. Frederick. AF16518162 802D Food Service Squadron was injured on Wednesday 19 September 1956. Airman was participating in practice football in Squadron Area, near Barracks 236 and was attempting to catch a forward pass and stepped into a hole spraining his left ankle. The Area where Airman was injured was covered with grass and Airman was unable to see depression in terrain.

DAYS LOST: 5.

TOTAL COST: \$150.00

CAUSE OF THE ACCIDENT: Airman was playing football in unauthorized Area. Airman was not looking where he was going, was a contributing factor of Airman getting hurt.

ACTION TAKEN BY THE SQUADRON COMMANDER: All Personnel will be instructed to use Athletic Field while practicing football.

12. Alc, John Smith Jr, AF18452226 381st Bomb Squadron was seriously injured at 1000 hrs, Thursday 20 September 1956 Airman Smith was installing cowling on No 6 engine of B-47E 53-6217. The Cowling overlapped and Airman Smith inserted a screwdriver as a lever to pry the cowling back into position, the screwdriver slid down the space between the cowling and the point of the screwdriver struck the Airman in the right eye. Airman Smith was immediately flown to Scott AFB, Illinois for operation to repair the eye.

DAYS LOST: 30.

TOTAL COST: \$900.00

CAUSE OF THE ACCIDENT: Improper use of screwdriver in such a manner as to inflict injury.

ACTION TAKEN BY SQUADRON COMMANDER: This mishap will be highly publicized in safe and proper way of handling tools.

13. A2c, Edwin Herrman AF17393925 802D Supply Squadron was injured at 0315 hours on Thursday 27 September 1956. Airman was riding as passenger in own Vehicle, when the driver, another Airman, lost control of Vehicle at 616 South Santa Fe, Salina, Kansas, and crashed into light pole. Airman Herrman sustained injuries about the head. Both the driver and passenger had been drinking prior to the accident, as the investigation officers found 2 six pack Cartons of Beer which were all consumed except 2 cans which had not been opened.

DAYS LOST: 10.

TOTAL COST: \$300.00

CAUSE OF THE ACCIDENT: Careless and Reckless driving, speeding in 30 M.P.H. zone. Both Airman had been drinking.

ACTION TAKEN BY SQUADRON COMMANDER: Action will be taken against Airman pending further investigation, also awaiting upon Airman's return to this station from TDY.

14. S/Sgt, Charles Noffsinger AF15475641 40th Air Refueling Squadron was injured on Thursday 27 September 1956. at 1500 hrs. Sgt, Noffsinger was operating an Aircraft jack when the jack handle slipped off the socket and Sgt Noffsinger pulled the handle into his left cheek. The jack was constructed so the handle was inserted by simply slipping the pipe like handle over an arm to give more leverage. The Sgt, was using both hands and the weight of his body, on the pull back motion the handle came off the arm and struck the Sgt, on the left side of face, fracturing his left cheek bone.

TOTAL DAYS LOST: 7.

TOTAL COST: \$210.00

CAUSE OF THE ACCIDENT: Using incorrect Jacking technique, by standing in front of Jack instead of off to one side. Thus pulling away from his body. Accident could have easily been prevented.

ACTION TAKEN BY THE SQUADRON COMMANDER: To correct the Hazard a small hole to be drilled near the end of Jack Handle and also one in the Jack receptacle itself and inserting a pin through these holes thereby firmly attaching both parts.

ACCIDENT REPORTING INFORMATION

1. METHODS OF COMPUTING RATES:

- a. Personal Injury Rate (Military) By Month: Number of injuries times 100,000, divided by the aggregate military strength for the month.
- b. Government Vehicle Accident Rate By Month: Number of reportable GMV accidents times 100,000, divided by the total number of miles driven.
- c. Personal Injury Rate (Civil Service Employees) By Month: Number of reportable injuries times 1,000,000, divided by manhours of exposure.

2. ACCIDENTS REPORTABLE TO HIGHER HEADQUARTERS BY MONTH:

- a. Government Vehicle Accidents: Any accident involving operating Govt. motor vehicles which result in property damage of \$25.00 or more, and/or those which result in disabling injury to any person.
- b. Private Vehicle Accidents: Any accident involving private motor vehicle whereby a member of the military receives disabling injuries and is unable to report for his next regularly assigned tour of duty as a result of such injuries.
- c. Property Damage Accidents: Any accident of any kind in which damage to government property is \$25.00 or more.
- d. Personal Injuries: Injuries to Air Force military personnel as a result of ground accidents that cause loss of time and/or death.

3. ACCIDENT COST:

- a. \$30.00 per day for each day lost from duty (military personnel).
- b. \$31,500.00 for each military fatality and \$25,000.00 for each civil service employee killed on the job.
- c. \$63,500.00 for each permanent total disability (military).
- d. \$43,000.00 for each permanent partial disability (military), if the injured will not return to duty.
- e. \$7.00 for each military or civilian person receiving first aid treatment.
- f. \$10,500.00 for each permanent partial impairment if injured will not return to duty. (Civil Service Employees)
- g. \$70,000.00 for each permanent total disability. (Civil Service)
- h. \$14.00 per day for each day lost. (Civil Service Employees)
- i. Property damage cost to the government is that cost necessary to restore damaged property to its original condition, including the cost for labor and of replacement parts and material.

	<u>802D ABGP</u>	<u>310thEW</u>	<u>40thEW</u>	<u>802D ADIV</u>
1. Total Number of Military Disabling Injuries or Fatalities.	9	3	1	13
2. Military Man-days of Exposure	59,400	57,570	57,090	174,060
3. Number of Civilian Injuries and Fatalities	0	0	0	0
4. Civilian Man-hour Exposure	60,192	4,864	456	65,512
5. USAF Motor Vehicle Accidents	0	0	1	1
6. Vehicle Miles Operated	93,547	17,497	21,850	132,894
7. Total Ground Accident Costs	\$4,293.00	\$32,659.00	412.00	\$37,364.00
8. Average Strength				
Military	1,980	1,919	1,903	5,802
Civilian	<u>398</u>	<u>32</u>	<u>3</u>	<u>433</u>
Total	2,378	1,951	1,906	6,235
9. Military Disabling Injuries and Fatalities (PMV only)	4	1	0	5
10. Number of Non-Disabling Injuries				
Military	9	7	9	25
Civilian	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	9	7	9	25
Rates; Military Injury	15.15	5.21	1.75	7.47
GMV	0	0	1	.75
CIV	0	0	0	0

TRAFFIC SAFETY JINGLES

Be bright at:
Dim your Light;
Sharpen your Sight

Longer Nights and shorter days
Call for a Change in Driving Ways,
Slower speeds and Added Care
Mean safe Night Driving--Anywhere

A Traffic death can be caused by two-
The darkness of Night, and a Thoughtless You.

Be Safe--be Right--Slow down at Night
But dont become a Creeper
Use Common Sense in Driving:"

If Your Sleepy at the Wheel
Heed Well just how You Feel
Stop your Car, get out and Rest
Keep Alert to Drive Your Best.

SLOW DOWN AT NIGHT

1. More than half of all Traffic Deaths happen at Night, even though a lot less driving is done at night than during the day.

In an average year, the National Safety Council estimates that the milage death rate is two to three times as great at night as in Daylight hours.

The reason should be apparent to everyone
You can't see as well at night, and you must
see danger to Avoid IT.

Drivers try to maintain daylight Speeds, yet
even the Best headlights illuminate only a fraction
of Daylight Seeing Distance.

Night Driving is more likely to result in Fatigue, Sleepiness and
dulled alertness.

And Night is the time for Sociability which often means driving
after drinking.

So drive right and slow down at Night. Figure the heavy odds against
You and dont gamble with Your Life or the Lives of Others who share the
Road with You, trusting in Your Common Sense.

It doesn't take Brain's or skill to send an Automobile hurtling
through a tunnel of blackness. It does take Brain's to soberly
count the hazards beyond the probing finger of the Headlight
Beam, and skill to be ready and under control for the emergency
which may loom at any Moment.

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 7 September 1956

Presiding: Colonel Wilson

DIRECTOR OF PERSONNEL

Reenlistment: An information sheet, listing reenlistment rates for August by organization, was distributed to members of the staff meeting. Colonel Wilson asked that the reenlistment rates be studied and that the commander interviews be emphasized. He will plan to personally check squadron commanders' charts on reenlistment interviews. Colonel Lilley stated that the squadron commanders have been relying entirely on Personnel to inform them when airmen are up for reenlistment, and requested that commanders assume some responsibility in this regard.

Operation "Reheat": Letter received signed by General LeMay and indorsed by General Sweeney, reference Operation "Reheat". Each station is required to furnish top NCOs to accompany the local recruiting personnel on interview tours in this area. The object of the program is to get former Air Force personnel back into the service. Command support will be given.

OJT Supervisory Courses: A supervisor's course has been in effect on the base for the past several months. It is designed as a selling program for supervisors on the necessity for OJT. About 115 supervisors have been through the course so far. A short course for commanders has been prepared to insure commander participation. The first course is an eight hour course and will start with the 310th commanders on 15 September. The 40th Wing will follow, and the 802d Air Base Group later.

Immunization Familiarization Course: It was requested that personnel get their shots as soon as possible.

Firing of Small Arms: Personnel will be notified of the requirement for firing small arms. Colonel Low will monitor this item.

DIRECTOR OF MATERIEL

Financial Situation: The expenditures for the first of the year are considerably higher than anticipated. \$750,000 in 458 funds were requested; \$400,000 were received. Wing and Base Commanders were asked to consider every request for items before approval for local manufacture or expenditure is requested. Requests will be coordinated through Colonel Jones in order to have some control.

Shop Capabilities: TWX received from Eighth Air Force reference to shop capabilities. Smoky Hill, with one exception, tied for lead place.

DIRECTOR OF OPERATIONS

60-9 Deviations: As of 6 September, 40th Bomb Wing, 20.1 per cent; 310th Bomb Wing, 9.6 per cent.

BASE COMMANDER

Duty Hours and Uniform Change: Normal duty hours, starting 1 October, will be from 0800 to 1700. Uniform will be optional 1 - 30 October; winter uniform mandatory after 30 October.

DIRECTOR OF COMPTROLLER

RCS Reporting: Major Ritchard stated there were no late reports to higher headquarters during the recent reporting period, and only two late to Stat Services. A great deal of credit is due the Wing and Air Base Group Commanders for this record.

DIVISION COMMANDER

Security: Colonel Wilson asked that all personnel - clerks, A&E specialists, field maintenance specialists, etc., be briefed reference the necessity for being security conscious.

Barracks Signs: Commanders were directed to see that barracks signs are in place as soon as possible.

Guest Quarters at Camp Phillips: An additional six sets of quarters will be completed by 15 September.

Ground Safety: Colonel Wilson commented on the Labor Day holiday accident which caused the loss of three lives, and again emphasized the policy that all personnel be counseled and required to sign the safety pledge.

Visits at NCO Academy: Commanders will visit the NCO Academy and sign the register when at Eighth Air Force Headquarters.

Day Room and Barracks Inspection: In addition to inspection of day rooms and barracks on 20 September, Colonel Wilson will also incorporate an inspection of squadron operations areas.

SAF Inspection Report: Difficulties encountered in answering the SAF Inspection Report were caused by the fact that suspenses were not realistic and not enough time was allowed for correcting deficiencies and preparing replies. Each section will be required to brief Colonel Wilson on suspenses and what action has been taken. The 310th Wing sections will be interviewed first; it was recommended that wing or deputy commander be present.

Briefing: The weekly briefing was conducted by Colonel Wilson. All organizations were commended for a greatly improved AWOL rate for the past month.

R. A. Dice
R. A. DICE
CWO, W-2, USAF
Assistant Adjutant

POST ON ALL BULLETINE BOARDS

HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

MINUTES OF 802D AIR DIVISION
NCO ADVISORY COUNCIL MEETING
1330 Hours - 17 September 1956

Presiding: Colonel James W. Wilson, Division Commander

1. The 802d Air Division NCO Advisory Council, under provisions of paragraph 1, Special Order 174, Headquarters 802d Air Division (SAC), 6 September 1956, convened at 1330 hours, 17 September 1956.

2. Members Present:

COL James W. Wilson	Presiding
CWO W-2 Robert A. Dice	HQ 802d Air Base Group
MSGT John W. Barrier	HQ 802d Air Base Group
TSGT Alex J. Carter	HQ 802d Air Base Group
MSGT Louis R. Conwell	HQ 802d Air Base Group
MSGT J. D. Kennedy	802d Air Police Squadron
MSGT Cleveland Fitzpatrick	802d Food Service Squadron
MSGT Roger W. Saunders	40th Tactical Hospital
TSGT Arthur E. Berageson	802d Supply Squadron
MSGT Martin Wolin	802d Installations Squadron
TSGT Clarence F. Maxson	802d Motor Vehicle Squadron
MSGT Leroy J. Gomes	537th Air Force Band
MSGT Richard M. Kyle	HQ 310th Bomb Wing
MSGT Arthur L. Ing	310th Periodic Maintenance Squadron
MSGT William T. Retter	380th Bomb Squadron
MSGT James M. Beebout	310th A&E Squadron
MSGT Gene D. Hiers	HQ 40th Bomb Wing
MSGT Alvin E. Anderson	45th Bomb Squadron
MSGT Robert F. Grumbling	40th Periodic Maintenance Squadron
MSGT Richard R. Danger	40th A&E Squadron

3. Non-members Present:

LTCOL Gordon E. Hein	Commander, 802d Air Base Group
MAJ Donald F. Berschel	Commander, 802d Installations Squadron
CWO Marvin H. Otto	HQ 802d Air Base Group
TSGT Herbert Vinzant	802d Supply Squadron

4. Items referred from Air Base Group and Wing Councils:

a. CAMP PHILLIPS ROAD REPAIR:

Problem: The Camp Phillips road has been partially repaired but still remains a traffic hazard.

Solution: Since the road in question will not be used after the new base housing is available, and since there is a hard-surface road which can be used, with very little added distance involved, it was the decision of the council that the road not be repaired.

b. OVERCHARGING AT BASE EXCHANGE:

Problem: Personnel who are accidentally overcharged in the Base Exchange or Commissary are being required to purchase additional items to make up the difference.

Solution: A system has been established whereby refunds can be made.

c. LACK OF COURTESY AT BASE EXCHANGE:

Problem: Lack of courtesy shown by toilet article department in the Base Exchange - a customer waited several minutes to be waited upon while three clerks were talking. The clerk finally walked over, took the money, threw a paper sack on the counter and walked back to talk to the other clerks.

Solution: This incident was taken up with the Base Exchange manager, and council members were assured that like incidents will not occur.

d. TRAFFIC HAZARD:

Problem: The turn from the main highway to the access road has a drop-off on the shoulder of the pavement which creates a traffic hazard.

Solution: Lt Col Hein reported that arrangements have been made to fill the drop-off just as soon as work in that area is completed by the State Highway Department.

e. SCHOOL BOOKS:

Problem: It was recommended that a central location be established where used school books can be turned in for resale to children of military personnel.

Solution: A thrift shop will be established in the Dependents Assistance building to handle the sale or exchange of books, clothing, furniture and other items. Suspense date: 5 October 1956.

f. CREDIT UNION:

Problem: To determine whether a credit union is desired at Smoky Hill Air Force Base.

Solution: Results of a recent survey indicate there is not sufficient interest to warrant establishment of a credit union; therefore, this item will be dropped.

g. COMMAND INTEREST IN INTRAMURAL ATHLETICS:

Problem: Added command support is needed for athletic programs on the base, particularly in the form of recognition for championship teams.

Solution: Special recognition will be given to teams winning lead competition in the form of presentation of awards at official ceremonies, full publicity in base and local newspapers, special dinners and weekend trips.

h. EXTENDING OF COURTESIES TO VISITING PARENTS OF AIRMEN AT SHAFB:

Problem: To establish a program of welcome for visiting parents, and thereby create favorable publicity for the Air Force and the Base.

Solution: Salina hotels and motels will be contacted concerning the possibility of reduced rates for visiting parents. Provisions will be made whereby parents may visit the dining halls on the base, and guided tours will be arranged through the Information Services Office.

5. The following items were discussed by Colonel Wilson:

a. NCO COUNCIL MEMBERSHIP:

The present Division NCO Council membership is made up of NCOs felt to be best qualified to represent their various organizations. Also, members have been selected with a view to maintaining stability and continuity within the council, and whenever possible, members will be graduates of the NCO Academy.

b. TECH AND MASTER SERGEANT INTERVIEWS:

Colonel Wilson has established the policy of interviewing all incoming and outgoing technical and master sergeants.

The purpose in interviewing incoming sergeants is to determine that they have been properly welcomed on the base, that they have been interviewed by the squadron commander, and that their families are satisfactorily settled.

In interviewing outgoing personnel, constructive criticism is welcomed in order that corrections may be made. One facility which has been severely criticized is the hobby shop. Since no new facility is presently programmed for construction, the hobby shop will be moved into a better building by 15 November.

c. INSPECTION OF DAY ROOMS, BARRACKS, SQUADRON OPERATIONS AND REENLISTMENT CHARTS:

Inspection of above facilities will be made on 19 September. These inspections are now scheduled on a monthly basis, and plaques will be awarded to the outstanding day room, barracks and squadron operations.

g. COMMAND INTEREST IN INTRAMURAL ATHLETICS:

Problem: Added command support is needed for athletic programs on the base, particularly in the form of recognition for championship teams.

Solution: Special recognition will be given to teams winning lead competition in the form of presentation of awards at official ceremonies, full publicity in base and local newspapers, special dinners and weekend trips.

h. EXTENDING OF COURTESIES TO VISITING PARENTS OF AIRMEN AT SHAFB:

Problem: To establish a program of welcome for visiting parents, and thereby create favorable publicity for the Air Force and the Base.

Solution: Salina hotels and motels will be contacted concerning the possibility of reduced rates for visiting parents. Provisions will be made whereby parents may visit the dining halls on the base, and guided tours will be arranged through the Information Services Office.

5. The following items were discussed by Colonel Wilson:

a. NCO COUNCIL MEMBERSHIP:

The present Division NCO Council membership is made up of NCOs felt to be best qualified to represent their various organizations. Also, members have been selected with a view to maintaining stability and continuity within the council, and whenever possible, members will be graduates of the NCO Academy.

b. TECH AND MASTER SERGEANT INTERVIEWS:

Colonel Wilson has established the policy of interviewing all incoming and outgoing technical and master sergeants.

The purpose in interviewing incoming sergeants is to determine that they have been properly welcomed on the base, that they have been interviewed by the squadron commander, and that their families are satisfactorily settled.

In interviewing outgoing personnel, constructive criticism is welcomed in order that corrections may be made. One facility which has been severely criticized is the hobby shop. Since no new facility is presently programmed for construction, the hobby shop will be moved into a better building by 15 November.

c. INSPECTION OF DAY ROOMS, BARRACKS, SQUADRON OPERATIONS AND REENLISTMENT CHARTS:

Inspection of above facilities will be made on 19 September. These inspections are now scheduled on a monthly basis, and plaques will be awarded to the outstanding day room, barracks and squadron operations.

d. INCREASED NCO CLUB MEMBERSHIP:

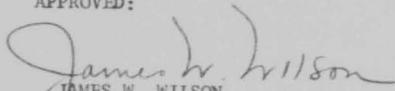
Colonel Wilson asked for the assistance of all NCOs on the Council in encouraging membership in the Club. He pointed out that while membership is not mandatory, it is an NCO obligation to belong. The present membership is 731; this figure will be checked against next month's figure.

Sergeant Maxson was complimented for the fine job he is doing at the NCO Club.

6. Additional Items:

a. Sergeant Barrier announced that there would be a meeting of NCOs at 1500 hours, 20 September, in the Base Theatre, to elect new members to the Board of Governors. The constitution will also be revised.

APPROVED:


JAMES W. WILSON
Colonel, USAF
Commander

SAFETY FILM

CONFIDENTIAL
MANAGEMENT

CONTROL

STATEMENT

RCS-I-SAC-T35
40TH BOMB WING(M)

MONTH ENDING _____

CLASSIFIED IAW
PAR 30(2) AFR 205-1
DATED 3 JAN 56

CONFIDENTIAL

CONFIDENTIAL
WING MANAGEMENT CONTROL STATEMENT SUMMARY

ITEMS	Maximum Possible Score	Last Scored Period		Current Period					
		Sas Top Quarter	Wing Score		% of Maximum Score				
			Score Earned	Variation from Max Score	Aug	Sept	Oct	Nov	Score for Period
(Points)	(%)	(%)	Points						
1. PERSONNEL									
a. MIRS									
(1) Officers	30	90			100				
(2) Airman									
(a) Direct	150	60			50				
(b) Indirect	25	20			10				
b. AWOL Rate	30	100			80				
c. Reenlistment Rate	40	50			50				
TOTAL PERSONNEL	275	55.6			44.2				
2. MATERIEL									
a. Fly Hrs. Deld.	60	100			100				
MATERIEL TOTAL	60	100			100				
3. GENERAL									
a. Cost Per Flying Hr.	150	83			84				
Safety									
(1) Flying	50	100			100				
(2) Ground	25	100			100				
c. Reports on Time	40	79			N/S				
d. USCM Sabotage	100								
GENERAL TOTAL	325	83.1			90.0				

CONFIDENTIAL

CONFIDENTIAL

WING MANAGEMENT CONTROL STATEMENT SUMMARY

	Maximum Possible Score	Last Scored Period			Current Period				
		See Top Quarter	Wing Score		% of Maximum Score				Score for Period
			Score Earned	Variation from Max Score	Aug	Sept	Oct	Nov	
(Points)	(%)	(%)	Points						
4. OPERATIONS									
a. Training Minimums									
(1) Bomb	200	99				45			
(2) Tanker	89	98				65			
Wing Reliability									
(1) Radar RES	60	93				90			
(2) Visual RES	30	91				94.4			
(3) Night Cal Nav									
(a) Bomb	20	100				100			
(b) Tanker	13	100				100			
(4) Grid Cal Nav									
(a) Bomb	20	100				100			
(b) Tanker	13	97				100			
(5) Gunnery	10	100				83.7			
(6) Rendezvous									
(a) Bomb	20	100				100			
(b) Tanker	18	100				100			
(7) Cruise Control	9	100				100			

CONFIDENTIAL

CONFIDENTIAL

WING MANAGEMENT CONTROL STATEMENT SUMMARY

Maximum Possible Score	Last Scored Period			Current Period				Score for Period
	SAC Top Quarter	Wing Score		% of Maximum Score				
		Score Earned	Variation from Max Score	Aug	Sept	Oct	Nov	
(Points)	(%)	(%)	Points					
(8) Refueling								
(a) Wet Hook Ups								
1 Bomb 20	100				99			
2 Tanker 18	100				98			
(b) Mass Night Ref								
1 Bomb 20	98				97.2			
2 Tanker 18	97				-			
c. USCM Effectiveness 200					87.9			
d. Non-Combat Ready Crew								
(1) Bomb 200	100				100			
(2) Tanker 89	94				78.1			
e. Non-Combat Ready Crew Flying Time								
(1) Bomb 100	100				21.8			
(2) Tanker 44	99				36.7			
f. Probation 200	94				N/S			
g. Evaluation 100	82				78.9			
TOTAL OPERATIONS 1293	92.6				75.1			
GRAND TOTAL 1553	84.2				74.0			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of Pages	RCS-1-SAC-T35			
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB	SEPT 56	1	13				
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL	
	SIX UPPER QUANTILE DATA	AUG	SEPT	OCT	NOV		
A. PERSONNEL							
1. Manning in Required Specialties							
a. Officer MIRS, Percent Score	90		100				
(1) Number Required			421				
(2) Number Assigned			421				
(3) Number IRS			400				
(4) Percent IRS			95.0				
b. Airman MIRS, Direct Skills, Percent Score	60		30				
(1) Number Required			1093				
(2) Number Assigned			1044				
(3) Number IRS			859				
(4) Percent IRS			78.6				
c. Airman MIRS, Indirect Skills Percent Score	20		10				
(1) Number Required			480				
(2) Number Assigned			430				
(3) Number IRS			309				
(4) Percent IRS			64.4				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT		Month and Year	Page No	No of Pages	RCS-1-SAC-T35		
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB		SEPT 50	2				
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL	
	SAC UPPER QUARTILE DATA	AUG	SEPT	OCT	NOV		
2. AWOL Rate, Percent of Score	100	100	50			80	
a. Average Strength		1910	1903			3813	
b. Number going AWOL		4	7			11	
c. Rate per 1000		2.09	3.68			2.88	
3. Reenlistment Rate, Percent Score	50	50	50			50	
a. Number Eligible		44	50			94	
b. Number Reenlisting		18	22			40	
c. Percent Reenlisting		40.9	44.0			42.6	
B. MATRIEL							
1. Flying Hours, Del as % Required, % Score	100		100				
a. Hours Required							
(1) Bombardment			1550				
(2) Tanker			651				
(3) Total			2201				
b. Hours Flown							
(1) Bombardment			1801				
(2) Tanker			738				
(3) Total			2539				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT		Month and Year	Page Nr	Nr of Pages	RCS-1-SAC-T35		
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFF		SEPT 56	3				
ITEM	LAST SAC STATEMENT	EMERGENT PERIOD (Applicable Months)				AVERAGE OR TOTAL	
	SAC PER QUARTILE DATA	AUG	SEPT	OCT	NOV		
. GENERAL ITEMS							
1. Cost per Flying Hour, Percent Score	83		79				84.3
a. Flying Hours							
(1) Bombardment			2381	1835			3216
(2) Tanker			N/S	738			738
b. Bombardment Costs, Personnel, Percent Score			65.7				67.4
(1) Total Cost			427,126	403,868			830,992
(2) Cost per Flying Hour			309	220			258
(3) Standard Cost Per Flying Hour			203	174			174
(4) Performance Index			65.7	79.1			67.4
c. Bombardment Cost, Supply Percent Score							
(1) Aviation POL - Percent Score			90	90			90
(a) Total Cost			690,872	353,415			644,287
(b) Cost per Flying Hour			211	193			200
(c) Standard Cost per Flying Hour			197	197			197
(d) Performance Index			93.4	102			102
(2) All Other Supply - Percent Score			100	100			100
(a) Total Cost			27,722	50,317			78,039

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page No.	No. of		RCS--SAC-T-15	
	SEPT 56	4	Pages	13		
ORGANIZATION AND LOCATION	LAST SAC	CURRENT PERIOD (Applicable Months)				AVERAGE
80TH BOMBARDMENT WING (M), SHAFF	STATEMENT	AUG	SEPT	OCT	NOV	OR
ITEM	SAC UPPER AVAILABLE DATA					TOTAL
(2) - A&I Other Supply - Percent Score Cont'd						
(b) Cost per Flying Hour		20	27			24
(c) Standard Cost per Flying Hour		31	31			31
(d) Performance Index		155	115			129
d. Bombardment Costs, Contractual Services and Other, Percent Score		60	100			85
(1) Total Cost		14,052	8749			22,801
(2) Cost per Flying Hour		10	5			7
(3) Standard Cost per Flying Hour		6	6			6
(4) Performance Index		60	120			85
e. Tanker Costs, Personnel, Percent Score			100			
(1) Total Cost			145,921			
(2) Cost per Flying Hour			198			
(3) Standard Cost per Flying Hour			210			
(4) Performance Index			106			
f. Tanker Cost, Supply - Percent Score						
(1) Aviation POL - Percent Score			60			
(a) Total Cost			60,667			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year		Page Nr	Nr of	RGS-1-SAC-T35			AVERAGE OR TOTAL
	SEPT	56	3	Pages 3				
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)					AVERAGE OR TOTAL	
	SAC UPPER QUANTILE	DATA	AUG	SEPT	OCT	NOV		
(1) Aviation POL - Percent Score Cont'd								
(b) Cost per Flying Hour				109				
(c) Standard Cost per Flying Hour				135				
(d) Performance Index				124				
(2) All Other Supply - Percent Score				100				
(a) Total Cost				2743				
(b) Cost per Flying Hour				4				
(c) Standard Cost per Flying Hour				15				
(d) Performance Index				333				
g. Tanker Costs, Contractual Services and Other Percent Score.				100				
(1) Total Costs				6955				
(2) Cost per Flying Hour				0				
(3) Standard Cost per Flying Hour				6				
(4) Performance Index				100				
2. Safety								
a. Flying, Percent Score	100		100	100			100	
(1) Number Accidents			0	0			0	

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of	RCS-1-SAC-T95	
ORGANIZATION AND LOCATION	SEPT 66	5	Pages 3		
10th BOMBARDMENT WING (M), SHAFF	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
	SAC DATA	AUG	SEPT	OCT	NOV
a. Flying, Percent Score Cont'd					
(2) Flying Hours		2113	2538		4651
(3) Rate per 100,000 hours Flown		0	0		0
b. Ground, Percent Score	100	100	100		100
(1) Military Injury rate per 100,000 man-days exposure		3.39	2.75		3.08
(a) Number of military disabling injuries		2	1		3
(b) Number man-days exposure		59,055	57,090		116,145
(2) Government motor vehicle accidents rate per 100,000 miles driven		0	2.58		2.29
(a) Number Accidents		0	1		1
(b) Number miles driven		21,789	21,850		43,639
(3) Civilian injury Rate Per 100,000 man-hours exposure		0	0		0
(a) Number disabling injuries		0	0		0
(b) Number manhours exposure		552	456		1008
(4) Accident Cost Index		1.51	.22		.86
(a) Total Cost		2885	412		3297
(b) Mean Strength		1908	1908		3816

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of Pages	RCS-1-SAC-T35				
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB	SEPT 56	7	13	CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
ITEM	LAST SAC STATEMENT	DATA	AUG	SEPT	OCT	NOV		
e. USCM Sabotage				99.2				
(1) Number Available Aircraft				66				
(2) Number Aircraft Sabotaged				1				
(3) Percent Aircraft not Sabotaged				98.5				
(4) Number Flyaway Kit Systems				1				
(5) Number Flyaway Kit Systems Sabotaged				0				
(6) Percent Flyaway Kit Systems Sabotaged				0				
(7) Ground Rules Violated				NO				
D. OPERATIONS								
1. Training Accomplishments								
(a) Bombardment, Percent of Score				45				
(b) Tanker, Percent of Score				65				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	No of Pages		RCS-1-SAC-T15		
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), WHAFB	SEPT 56	8	13				
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)					AVERAGE OR TOTAL
	UPPER QUARTILE DATA	AUG	SEPT	OCT	NOV		
D. OPERATIONS (cont'd)							
2. Wing Reliability							
a. Radar RRS Bombing, Percent Score	83		90.0				
(1) Average Reliability Factor			3602				
(2) Number Crews Considered			40				
b. Visual RRS Bombing, Percent Score	91		94.4				
(1) Average Reliability Factor			2266				
(2) Number Crews Considered			24				
c. Night Celestial Navigation							
(1) Bombardment, Percent Score	100		100				
(a) Number Accomplished			53				
(b) Number Acceptable			53				
(2) Tanker, Percent Score	100		100				
(a) Number Accomplished			46				
(b) Number Acceptable			46				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr.	Nr. of Pages	RCS -1-SAC-T35			
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAFB	SEPT 56	5	13	CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
ITEM	LAST SAC STATEMENT	DATA	AUG	SEPT	OCT	NOV	
B. OPERATIONS (Cont'd)							
d. Grid Celestial Navigation							
(1) Bombardment, Percent Score	100			100			
(a) Number Accomplished				56			
(b) Number Acceptable				56			
(2) Tasker, Percent Score	97			100			
(a) Number Accomplished				32			
(b) Number Acceptable				32			
e. Gunnery, Percent Score	100			83.7			
(1) Number of crews successfully completing the gunnery mission.				41			
(2) Number crews considered				49			
f. Big Photo Record, Percent Score							
g. Cruise Control, Percent Score	100			100			
(1) Number Accomplished				23			
(2) Number Acceptable				23			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAPE	Month and Year		Page Nr	Nr of Pages	RCS-1-SAC-T25			AVERAGE OR TOTAL
	SEPT	56	10					
ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)					
	SAC UPPER QUANTILE	DATA	AUG	SEPT	OCT	NOV		
D. OPERATIONS (Cont'd)								
h. Rendezvous								
(1) Bombardment, Percent Score	100			100				
(a) Number Attempted				51				
(b) Number Successful				51				
(2) Tanker, Percent Score	100			100				
(1) Number Attempted				48				
(2) Number Successful				48				
i. Refuelings								
(1) Wet Hook-Ups								
(a) Bombardment, Percent Score	100			99.0				
1 Number Attempted				90				
2 Number Successful				89				
(b) Tanker, Percent Score	100			98.0				
1 Number Attempted				49				
2 Number Successful				48				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page Nr	Nr of Pages	RGS-1-SAC-T95				
ORGANIZATION AND LOCATION 80th BOMBARDMENT WING (M), SHAFF	SEPT 58	11	10	CURRENT PERIOD (Applicable Months)			AVERAGE OF TOTAL	
ITEM	LAST SAC STATEMENT	SAC UPPER QUANTILE	DATA	AUG	SEPT	OCT	NOV	
D. OPERATIONS (Cont'd)								
1. Refueling (Cont'd)								
(2) Mass Night Refueling								
(a) Bombardment, Percent Score	96				97.1			
1. Number Attempted					34			
2. Number Successful					33			
(b) Tanker, Percent Score	97				-			
1. Number Attempted					-			
2. Number Successful					-			
3. USCM Effectiveness, Percent Score (Scored By SAC)					87.9			
4. Non-Combat Ready Crew Upgrading								
a. Bombardment, Percent Score	100				100			
(1) Number of NCR Crews Upgraded to CR					1			
(2) Number Points for Upgrading Crews					25			
(3) Average Number CR Crews Assigned					48			
(4) Number Points for CR Crews Assigned					150			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page No.	Nr of Pages	RCS-1-SAC-T			
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHARP	SEPT 57	12					
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)					AV. PERS. ON STAFF
	UPPER QUARTILE	DATA	AUG	SEPT	OCT	NOV	TOTAL
D. OPERATIONS (Cont'd)							
4. Non-Combat Ready Crew Upgrading							
b. Tasker, Percent Score							
(1) Number of NCR Crews Upgraded to CR	90			75.1			
(2) Number Points for Upgrading Crews				25			
(3) Average Number CR Crews Assigned				21			
(4) Number Points for CR Crews Assigned				44.5			
5. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score							
(1) Average Number NCR Crews Available	100			31.5			
(2) Total NCR Flying Hours Required				3.8			
(3) Total NCR Hours Flown				285			
(4) Total NCR Hours Flown				62			
b. Tasker, Percent Score							
(1) Average Number NCR Crews Available	99			36.7			
(2) Total NCR Flying Hours Required				1			
(3) Total NCR Flying Hours Required				90			
(4) Total NCR Hours Flown				33			

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	Month and Year	Page No.	N. of Pages	RCS-1--SAC-T-15			
ORGANIZATION AND LOCATION 40th BOMBARDMENT WING (M), SHAER	SEPT	13					
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)					AVERAGE OF TOTAL
	UPPER QUARTILE DATA	AUG	SEPT	OCT	NOV		
D. OPERATIONS (Cont'd)							
6. Probation							
a. Bombardment, Percent Score	94		N/S				
(1) Number crews act on Probation							
(2) Number Crews subject to Probation							
7. Evaluation, Percent Score	82						
(1) Number Initial Evaluation			9				
(2) Number Qualifying			7				
(3) % Qualifying			77.8				
(4) Number Re-Evaluation			10				
(5) Number Qualifying			8				
(6) % Qualifying			80				
(7) % Total Qualifying			78.9				

CONFIDENTIAL

DISPOSITION FORM

SUBJECT: Reenlistment Rates for
September 1956

TO: See Distribution

FROM: BP

DATE: 3 OCT 56

COMMENT NR 1

Lt Preston/jr/547

1. The chart on the reverse side reflects each squadron's total reenlistment rate for the month of September 1956. Overall Division rate is 38.9%.
2. The overall division rate of 38.9% has been computed in accordance with AFR 39-3. This is a total rate, which includes those airmen who were separated at this base and who reenlisted here within 90 days, but not necessarily within 24 hours. The division immediate reenlistment rate, which includes only those airmen reenlisting within 24 hours from their discharge date, is computed as 36.6%.
3. This month's rate of 38.9% indicates that unit commanders are counseling their airmen. Continued emphasis must be placed on airmen retention in order to keep Smoky Hill among SAC's finest and most efficient bases.
4. The attached chart shows the cumulative reenlistment rate for each squadron for the past 6 months period, April through September 1956.

DISTRIBUTION

A

1 Incl
Cumulative Rates, Apr-Sep

Forrest A. Mowbr
FORREST A. MOWBR
Major, USAF
Base Director of Personnel

REENLISTMENT RATES FOR SEPTEMBER 1956

ORGANIZATION	DISCHARGED		REENLISTMENTS	PERCENTAGE
	ELIG TO REENL	NOT ELIG TO REENL		
802 AP SQ	5	0	5	100
40 PD MAINT SQ	5	1	4	80
40 A&E SQ	4	0	3	75
40 FLD MAINT SQ	9	0	6	66.7
802 HQ SQ	8	1	5	62.5
310 HQ SQ	5	1	3	60
45 BC SQ	4	0	2	50
40 TAC HOSP	4	0	2	50
310 PD MAINT SQ	2	1	1	50
310 TAC HOSP	2	0	1	50
802 OPS SQ	13	0	6	46.2
310 A&E SQ	3	0	1	33.3
40 AREF SQ	10	0	3	30
802 SUP SQ	14	1	4	28.6
25 BOM SQ	4	0	1	25
802 INSTL SQ	5	3	1	20
310 FLD MAINT SQ	7	0	1	14.3
40 HQ SQ	7	0	1	14.3
380 BOM SQ	0	0	0	00
802 FD SV SQ	0	6	0	00
4166 HOSP	0	0	0	00
537 BAND	1	0	0	00
379 I SQ	1	1	0	00
381 BOM SQ	1	0	0	00
802 MTR VEH SQ	3	0	0	00
44 BOM SQ	3	0	0	00
310 AREF SQ	11	0	0	00
#ADIV ONLY			1	
TOTAL:	131	15*	51**	38.9

#Airman Discharged in 40th, Reenlisted in 310th, Is Creditable Only to ADiv Rate

40 BOM WG:	50	1	22	44
802 ABGRU:	49	11	21	42.9
310 BOMWG:	32	3	7	21.9

**Of this total, three (3) reenlistments were civilians who had been separated at this base during a previous month.

*Airmen ineligible due to hardship discharge, 39-16 discharge, retirement, discharges under other than honorable condition, or special USAF directive

Of the 51 Reenlistments:

Twenty-one (21) reenlisted under provisions of AFR 39-10 (Normal ETS)

Thirty (30) reenlisted under provisions of AFR 39-14 (COG)

Five (5) Airmen reenlisted at SHAFB for another base

Of the 131 airmen separated who were eligible to reenlist:

Forty-eight (48) reenlisted immediately.

Fifty-nine (59) stated they wanted to try civilian employment.

Seventeen (17) stated they were enrolling to enter school.

Seven (7) were discharged and stated they would reenlist at another base at a later date.

Not counted as reenlistment according to AFR 39-3.

One (1) reenlistment as result of discharge under AFR 39-15 (Resignation).

One (1) reenlistment from civilian status as result of discharge at another base.

CUMULATIVE REENLISTMENT RATES
APRIL THRU SEPTEMBER 1956

	APR		MAY		JUN		JUL		AUG		SEP		TOTAL ADIV RATE
	E	R	E	R	E	R	E	R	E	R	E	R	
APRIL			40TH		310TH		ABGRU						TOTAL
MAY			54.1		34.6		24						ADIV
JUNE			55.8		26.5		39						44.4
JULY			59.2		20.5		36.3						43.3
AUGUST			42.9		19.5		35.5						38.3
SEPTEMBER			44		21.9		28.8						39.6
310HQ	5	1	1	0	6	1	1	1	5	0	5	3	26.1
379BS	1	1	0	0	3	0	0	0	1	0	1	0	16.7
380BS	1	1	1	1	1	0	2	1	1	0	0	0	50
381BS	1	1	2	1	4	1	0	0	3	1	1	0	36.4
310FMS	6	6	7	4	13	6	14	3	12	5	7	1	42.4
310PMS	0	0	4	0	4	0	5	0	3	0	2	1	05.6
310A&E	5	1	6	3	6	2	3	2	7	2	3	1	36.7
310ARS	5	1	2	0	10	2	13	1	8	1	11	0	10.2
40HQ	1	1	3	2	6	2	8	6	4	2	7	1	48.3
25BS	6	5	2	0	9	8	4	4	0	0	4	1	72
44BS	0	0	6	6	6	4	1	1	2	0	3	0	61.1
45BS	0	0	4	2	1	1	3	3	3	0	4	2	53.3
40FMS	11	4	9	3	7	3	11	7	17	6	9	6	45.3
40PMS	4	4	3	1	4	1	2	0	3	3	5	4	61.9
40A&E	6	5	6	4	3	2	12	6	8	5	4	3	64.1
40ARS	4	4	2	1	5	1	6	2	4	1	10	3	38.7
802HQ	3	0	5	2	17	5	13	3	11	5	8	5	35.1
802FSS	9	3	3	1	6	2	4	5	4	1	0	0	46.2
802SUP	9	1	8	3	21	3	20	8	19	3	14	4	24.2
802OPS	3	2	8	4	14	9	4	2	5	2	13	6	53.2
802APS	14	1	3	2	5	3	9	1	12	7	5	5	39.6
802AIO	6	1	5	1	19	5	6	3	5	1	5	1	26.1
802MVS	3	2	7	3	8	6	6	0	10	1	3	0	32.4
537BAND	1	1	1	0	1	0	0	0	0	0	1	0	25
US OSP	4	2	6	1	4	3	2	0	3	2	6	3	44
ADiv Only													44
TOTALS	108	48	104	45	183	70	149	59	150	48	131	51	38.9

E - Eligible
R - Reenlisted
Rate - Cumulative rate for period April through September

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 14 September 1956

Presiding: Colonel Wilson

BRIEFING

The weekly briefing on operational, maintenance and incident statistics was conducted by Colonel Wilson. The 40th Bomb Wing Commander was asked to check RCS reporting for that organization, and to look into the causes for increase in AWOLs.

DIRECTOR OF PERSONNEL

APT Testing: Testing will begin Monday morning, 17 September. The first class will be held in the Ground Training Building; all others will be held in Base Personnel.

OJT Report: OJT Newsletter received from Eighth Air Force, outlining the results of the last testing cycle in July. Smoky Hill was listed as one of the bases with 100 per cent in training. Wing Personnel Sections were asked to follow through on upgrading. This is a command subject, and probably stressed more in SAC than in any other command.

Reenlistment: A summary sheet of reenlistment rates for all sections was brought to the attention of commanders. Colonel Wilson complimented the 40th Bomb Wing for an outstanding reenlistment rate.

Immunization: Number of personnel required to obtain shots are shown below, by organization:

	<u>Officers</u>	<u>Airmen</u>
802d Air Base Group	60	1171
40th Bomb Wing	369	550
310th Bomb Wing	311	1003
Hospital	<u>2</u>	<u>15</u>
TOTAL -	742	2739

DIRECTOR OF OPERATIONS

60-9 Deviations: For the period ending 13 September, 40th Bomb Wing, 10.0 per cent; for the 310th Bomb Wing, 9.8 per cent.

DIRECTOR OF MATERIEL

Unit Supply Ratings: Under the rating procedure in SAC REG 67-32, pertaining to unit supplies, the average rate for Air Force is 515.14 per cent. Smoky Hill averaged 515 per cent. The trend for this quarter shows a substantial improvement in the 40th Wing and 802d Air Base Group.

458 Funds: A serious situation has developed in regard to 458 funds. This afternoon, at 1430, one representative from each wing and the base will meet with Colonel Jones and the Comptroller on this subject. As was mentioned in last week's staff meeting, efforts will be made to work out a control of items requested for approval involving 458 funds.

DIVISION COMMANDER

Pay Day Counseling: Commanders were requested to insure that all airmen receive counseling in regard to highway accidents, drunkenness, disorderly conduct, etc. Members were again reminded that all traffic violators and personnel involved in accidents are called to the Division Commander's office, along with the NCO supervisor, squadron commander and major commander.

Eighth Air Force Inspection Follow-up: A meeting was scheduled to be held in Colonel Wilson's office immediately following staff meeting on Eighth Air Force inspection items. Commanders, Division Staff, and members of wing and air base group staffs were asked to attend.

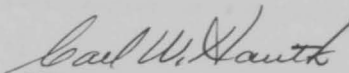
Membership in NCO Mess: This item will be brought up at the Division NCO Council, to be held Monday, 17 September.

Representation at NCO Councils: Members of councils will be carefully selected. Mr. Dice will monitor selections. It is necessary that the same people attend all meetings, insofar as possible, so that there will be some stability and continuity.

Inspection of Day Rooms, Barracks and Squadron Operations: Inspection date has been changed from 20 September to 19 September. As stated previously, inspection will be made of interiors and exteriors; in addition, the reenlistment charts in each squadron will be checked. Squadron commanders and first sergeants will be present during the inspection. Plaques are being purchased to be presented to the outstanding day room, barracks and squadron operations.

Barracks Signs: In checking the status of barracks signs, it was noted that very few are in place. Colonel Hein was asked to follow through on this item.

Message From General Sweeney: General Sweeney has requested that photographs of the following be furnished for his command book: Division commander and staff, wing commanders, deputy commanders, staff and squadron commanders; air base group commander, deputy commander, staff and squadron commanders. This project will be handled by Colonel Lilley.


CARL W. HAUTH
Major, USAF
Adjutant

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1200 hours, 21 September 1956

Presiding: Colonel Burns

DIVISION COMMANDER

Second Lieutenants' Orientation: Orientation program for second lieutenants will be held Monday, 24 September, in the Service Club, at 0700. Colonel Wilson will be the first speaker.

Base Orientation: Orientation program for all newly arrived airmen will be held Monday, 24 September, at the Base Theatre.

Items for Discussion at Forthcoming Commanders' Conference: A meeting will be held in the Base Conference room on Monday, 24 September, to go over the items for discussion at the Commanders' Conference. Commanders will be notified of the time for the meeting early Monday morning.

Dependents Assistance Course: Lt Col Hein was given the project of setting up another course; he will notify personnel of time and date.

Reenlistment: Reenlistment was again emphasized. Colonel Burns stated that Colonel Wilson's inspection of 19 September revealed that many of the squadrons are not doing a satisfactory job in keeping proper reenlistment charts. Be sure that each airman is properly interviewed and that his interview is recorded on the chart. Colonel Lilley displayed a chart of the type which is desired, along with an individual card to be kept on each airman.

Improvement in Barracks and Day Rooms: Colonel Wilson was generally pleased with the improvements shown in barracks and day rooms. Work should be started on touch-up painting, fences around walks, etc.

Barracks Signs: Major Berschel reported on the status of standardized barracks signs. The 310th signs will be in place as of this date; signs have been constructed for the 40th, and work will begin on those for the 802d Air Base Group as soon as the 40th's are in place.

Jubilee Funds: Checks were presented to the major commanders for their proportionate share of funds received from the Salina-Air Force Jubilee.

Outstanding Day Room, Barracks and Squadron Operations Awards: Plaques were presented, with the following squadrons selected as outstanding:

Day Room	310th Periodic Maintenance Squadron
Barracks	802d Food Service Squadron
SQ Operations	40th Air Refueling Squadron

BASE COMMANDER

Party for Captains, Lieutenants and Warrant Officers: A party sponsored by local civilians will be held Tuesday evening, 25 September, at Memorial Hall, for all captains, lieutenants and warrant officers on the base. Since the local people have given a great deal of time and effort to the preparation of this event, full attendance was urged.

Youth Center Open House: The Youth Center will hold open house Saturday, 22 September, for children of all ages and their parents. A dance will be held in the evening for junior and senior high school dependents. Parents are also welcome to attend.

Flying Safety Meetings: The cooperation of the wing commanders was asked in insuring that their people attend the flying safety meetings.

HOSPITAL COMMANDER

Oxygen Mask Inspection: Results of recent oxygen mask inspection show a great improvement as compared with the previous inspection.

DIRECTOR OF PERSONNEL

Reenlistment Program: Colonel Lilley stated that Colonel Wilson was greatly disappointed with Smoky Hill's showing. He asked that squadron commanders and key supervisory personnel exert greater effort in interviewing their personnel up for reenlistment.

DIRECTOR OF MATERIEL

Butler Buildings: No definite information has been received at this time regarding status of Butler buildings. Eighth Air Force has been contacted and Colonel Jones was informed that General Burchinal will take the matter up with Colonel Wilson while he is TDY at Eighth Air Force Headquarters.

DIRECTOR OF OPERATIONS

60-9 Deviations: Deviations for the period ending 20 September: 310th Bomb Wing, 9.0 per cent; 40th Bomb Wing, 9.8 per cent.

An SOP, clearly defining the rules governing deviations, is being prepared and will soon be ready to present to Colonel Wilson.

Examinations for All Rated Personnel: During the next thirty days all rated personnel will be given an examination on Air Force and SAC regulations. Study of the regulations was emphasized.

DEPUTY BASE COMMANDER

Eighth Air Force Inspection Follow-up: Recently Eighth Air Force came out with a supplement to the Air Force Regulation governing inspections. It requires

reporting of all deficiency items that have not been corrected but which were reported as being corrected. The September inspection is now coming up and will be due in this headquarters on 28 September. Notices have been sent out to all organizations.

Colonel Wilson has directed Lt Col Crawford to form teams and inspect the units, checking every deficiency item and giving him a report as to whether or not items have been corrected. The setting up of realistic suspense dates was again emphasized.

Eighth Air Force personnel will arrive here in November to go over all deficiency items.

BRIEFING

The weekly briefing on maintenance, operational and incident statistics was presented by Colonel Burns.

R. A. Dice

R. A. DICE
CWO, W-2, USAF
Assistant Adjutant

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO

1 September 1956

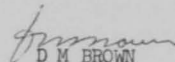
SUBJECT: 40th Bombardment Wing Operations Order 409-56

TO: See Distribution

1. 40th Bombardment Wing Operations Order 409-56 for the month of September 1956 is transmitted herewith.
2. This letter and inclosure thereto are unclassified.

FOR THE COMMANDER:

1 Incl:
40BW OPORD 409-56


D M BROWN
Major, USAF
Adjutant

DISTRIBUTION:

HQ 8AF:

ODT	2 cys
MSM5	2 cys
COMABGRU 802	6 cys
COMBOMWG 40	2 cys
4ODO	10 cys
4ODM	10 cys
25BS	3 cys
44BS	3 cys
45BS	3 cys
40A&EMS	2 cys
4OPMS	2 cys
4OFMS	2 cys
COMBOMWG 310	1 cy
31CDO	1 cy
4CACH	4 cys
COMAREPW 4050	3 cys
COMAREPW 4060	3 cys

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

OPERATIONS ORDER

409-56

TRAINING FOR SEPTEMBER 1956

HQ 40BOMWEM
OPORD 409-56
1 September 1956

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

TABLE OF CONTENTS

OPERATIONS ORDER 409-56

- ANNEX A - INTELLIGENCE (Omitted)
- ANNEX B - AIR OPERATIONS AND GROUND TRAINING
 - APPENDIX "1" - TRAINING PROJECTIONS SEPTEMBER 1956
 - ATTACHMENT "A" - 25BS TRAINING PROJECTIONS
 - ATTACHMENT "B" - 44BS TRAINING PROJECTIONS
 - ATTACHMENT "C" - 45BS TRAINING PROJECTIONS
- ANNEX C - COMMUNICATIONS (Omitted)
- ANNEX D - ADMINISTRATION AND LOGISTICS: Normal
- ANNEX E - MAINTENANCE ORDER 9-56 FOR SEPTEMBER

HQ 40BOMWGM
OPORD 409-56
1 September 1956

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

OPERATIONS ORDER 409-56, September 1956

Chart and Map References: As Required:

TASK ORGANIZATIONS:

25BSC	LT COL EDWARD P CLARK
44BSC	LT COL LEROY T SHULER
45BSC	LT COL WILLIAM G IVEY
40ARSC	LT COL THOMAS S BOHMAN
40A&EMSC	LT COL JOHN S MINAHAN
40FMSG	MAJOR J R JOHNSON
40PMSC	MAJOR FREDERICK H GERVAIS

1. GENERAL: The month of September is the first month of a new 50-8 training quarter. The flying and ground training objectives in order of priority are as follows:

a. September Flying Training Priorities for B-47 Tactical Squadrons:

- (1) Accomplishment of requirements of AF REG 60-2.
- (2) Accomplishment of SAF directed USCM, STRONGHEART.
- (3) Accomplishment of SAF directed Commanders competition mission, BENCH WARMER.

HQ 40BOMBWING
OPORD 409-56
1 September 1956

- (4) Accomplishment of thirty-five per cent (35%) of SAC REG 50-8 and Change 1, Annex V, SAC REG 50-8, dated 16 June 1956.
 - (5) Accomplishment of 1/3 of SAC REG 51-26.
 - (6) Upgrading program for co-pilots and non-combat ready crews.
 - (7) Practice Wing Missions on Pacesetter V complexes.
- September ground training priorities for B-47 Tactical Squadrons:
- (1) Support EWP: Briefings, Target Study, and Trainer Runs.
 - (2) Support Wing Target Study Program.
 - (3) Support Special Weapons and Intelligence Ground Training.
 - (4) Support Advanced Survival School, Stead AFB.
 - (5) Support TN Delivery Course, Mc Connell AFB.
 - (6) Support SAC REG 50-24, "Block Ground Training."
 - (7) Support Oxygen Chamber Quotas.
 - (8) Support Camp Phillips OQ Gunnery Range.
 - (9) Support other training such as Trainers, IFM, Physical Conditioning, etc.

HQ 40BOWGR
CFORD 409-56
1 September 1956

2.

c. September Flying Training priorities for 4OAREFS:

- (1) Accomplishment of the flying time requirements 60-2.
- (2) Prepare and execute higher headquarters directed missions and sorties.
- (3) Non-combat ready crew training, SAC REG 51-19 and 50-8.
- (4) Combat Ready crew standardization flights.
- (5) Combat ready crew training.
- (6) Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

d. September Ground Training priorities for 4OAREFS:

- (1) Support SAC REG 50-24, "Block Ground Training."
- (2) Support Advanced Survival School, Stead AFB.

2. MISSION:

- a. The mission for the 40Bomb Wing during the month of September is to maintain a state of combat readiness to support EWP.
- b. Achieve a level of operational proficiency which will insure efficient performance of assigned missions.

3. TASKS FOR SUBORDINATE UNITS:

- a. 25BS: Reference to Annex "B" and Attachment "A" to Appendix 1, Annex "B".

HQ 40BOMWGM
OPORD 409-56
1 September 1956

- b. 44BS: Reference to Annex "B" and Attachment "B" to Appendix 1, Annex "B".
- c. 45BS: Reference to Annex "B" and Attachment "C" to Appendix 1, Annex "B".
- d. 4OAREFS: Reference to Annex "B".
- e. 4ODM: Reference to Annex "E".

3X. GENERAL INSTRUCTIONS:

- (1) This operations order becomes effective 0601Z, 1 September 1956.
- (2) Orders for execution for planning purposes will be upon receipt by units concerned.
- (3) Training projections are contained in Annex "B", Appendix 1, and Attachments thereto.
- (4) Air Training requirements are contained in Annex "B", Appendix 1, and Attachments thereto.
- (5) Ground Training requirements are contained in Annex "B", Appendix 1, and Attachments thereto.
- (6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.

HQ 40BOMWGM
OPORD 409-56
1 September 1956

4.

- (7) The Director of Maintenance and Squadron Commanders will take necessary action to provide reliable "K" systems and aircraft for combat crew training.
- (8) During the month of September the 40 Bomb Wing will execute an 8AF directed USCM, one of the three most important missions of the year. The results from this mission indicates graphically to higher authority how well prepared the 40 Bomb Wing may be to execute its prime mission in support of a national emergency. Every unit supervisor is therefor enjoined to bring home to the men under him the importance of this mission and the necessity of every man doing his job and cooperating with others when it is indicated.
- (9) Sorties of seven and one-half ($7\frac{1}{2}$) hours or better on all normal CCTM's will be required during September to accomplish tasks outlined in this and higher directives due to the decrease in available aircraft. All operations Officers will continually brief crews on the requirement of flying the length mission on the weekly 60-9 schedule.
- (10) Pilot proficiency flights will be scheduled on a turn around basis allowing three (3) hours between first landing

HQ 40BOMWGM
OPORD 409-56
1 September 1956

and second take-off.

(11) Take-offs will not be scheduled before 1200 hours on Monday of any week. Recommend 1400 hours for earliest take-off. Missions on Fridays should generally include visual requirements with take-offs during the A.M.

(12) The following schedule will be adhered to for the work day prior to and after a flying training mission:

(a) The work day prior to the mission will be free of ground school commitments, the morning of the work day prior to the mission will be devoted to mission planning and target study. The afternoon of the work day prior to the mission will be devoted to briefing by the crew. The A/C and C/P will pre-flight the aircraft. The Observer will devote the balance of the afternoon to routine target study.

(b) On the day the mission is flown, no ground training is to be scheduled.

(c) On the work day morning after the mission, ground school may be scheduled if the flight terminates twelve (12) hours before school is scheduled.

(d) On the work day afternoon after the mission, PT, CRITIQUE, and T-2 may be scheduled.

HQ 40BOMWCM
OPORD 409-56
1 September 1956

6.

(e) Observers will be scheduled for target study when they are not scheduled for anything else.

(13) Clarification of "On-Time-Take-Offs": i.e., An Aircraft is scheduled on the 60-9 schedule for a 1200 take off will be considered to have made good its take off time if take-off is made between 1155 hours and 1200 hours, A 1201 hour take-off will be later take-off and the Squadron will be charged a deviation. The Wing Commander will give special recognition to the squadron making all take-offs good for four (4) consecutive days.

(14) In accordance with Eighth Air Force Regulation 66-1, the following crews are assigned to the Wing Quality Control Unit and are designated as primary and secondary Test Flight Crews for the periods indicated below. Both Crews will report to Chief, Quality Control at 0730 hours on the dates the periods scheduled are effective:

<u>DATES</u>	<u>PRIMARY CREWS</u>	<u>ALTERNATE CREWS</u>
4-9 September	25BS <u>R-20</u>	44BS <u>L-38</u>
10-16 September	45BS <u>L-65</u>	25BS <u>R-25</u>

HQ 40BOMWGM
 OPORD 409-56
 1 September 1956

17-23 September	<u>44BS R-43</u>	<u>45BS L-66</u>
20-26 September	<u>25BS R-21</u>	<u>44BS L-36</u>

- (15) Squadrons are reminded that upon completion of 51-19 Ground Training Phase, a priority flying training check-out program will be established for new personnel assignees. It is desired that these personnel be made fully qualified for combat crew utilization at the earliest practicable date. In this connection, your attention is directed to Letter ODTI HQ 8AF, Subj: SAC REG 51-19, Ground and Flying Training Program, dated 23 December 1955.
- (16) Non-combat ready crews should complete as many requirements of the SAC REG 50-43, as possible for them to meet scheduled dates set by this Headquarters for upgrading to combat ready status.
- (17) SCHEDULED MEETINGS FOR SEPTEMBER, 1956. Dates, times, locations and attendance are as shown below:

(a) Daily Stand-up Briefing:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>
Daily	1300	Wg Stand-up Briefing Rm

(b) Weekly Staff Meeting:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>
Tuesday's	1330	WG Conference Room

HQ 40BOMWGM
 OPORD 409-56
 1 September 56

(b) NCO Advisory Staff Meeting:

DATE	TIME	LOCATION
2nd Monday each month	1330	WG Conference Rm

(c) Commander's Call:

DATE	TIME	LOCATION
3rd Monday each month	0730	Base Theater

(d) First Sergeant's Call:

DATE	TIME	LOCATION
Each Wednesday	1000	WG Conference Rm

(e) Malfunction Board Meeting:

DATE	TIME	LOCATION
5, 19 & 26 September	1530	WG Conference Rm

(f) 60-9 Pre-planning meeting:

DATE	TIME	LOCATION
Each Wednesday	1230	WG Conference Rm

(g) 60-9 Finalized meeting:

DATE	TIME	LOCATION
Each Thursday	0900	WG Conference Rm

(h) 60-9A Meeting:

DATE	TIME	LOCATION
14 September	0900	WG Conference Rm

DATE	TIME	LOCATION
6, 20, 27 September	1300	WG Conference Rm

(i) RBS Utilization Meeting:

DATE	TIME	LOCATION
Tuesday's	1500	HQ 4OBW, Rm 8

(j) Monthly RBS Conference:

DATE	TIME	LOCATION
25 of the month or the closest work day	0900	HQ 4OBW

HQ 4OBGANWGM
OPORD 409-56
1 September 56

(k) Gross Error Board:

Day after Gross Error 1530 WG Conference Rm(Alternate
4000 Officer)

(l) 66-3 Monthly Flight Programming Committee:

18 September 1430 WG Conference Rm

(m) Flyaway Kit Meeting:

2nd Tuesday each 1500 WG Conference Rm
month

(n) Maintenance Meeting:

1st & 3rd Friday 1400 Chief of Maintenance Office

Maintenance Management Board:

2d & 4th Friday 1400 Same as (n)

Maintenance Stand-up Briefing:

Daily 1000 Maintenance Control Rm

(o) Pre-Dock Inspection:

As required Hanger #5

(p) Wing Safety Meeting:

3rd Monday following 0800 Base Theater
Comdr's Call

(q) Briefings:

1. Coca Cola I, II, III, IV, V, VI, & VII

4, 14, 21 Sep 0800 258S Briefing Rm

HQ 4080WEM
OPORD 409-56
1 September 1956

10.

- 2. Some Sweat: Critique
7 September 1400 25BS Briefing Rm
- 3. Strongheart:
8 September 0900 GND TNG Auditorium
- 4. Bench Warmer:
14 September 0900 25BS Briefing Rm
- 5. Critiques:
Bench Warmer:
21 September 1400 25BS Briefing Rm
- 6. Strongheart:
25 September 0800 Base Theater

25TH BOMBARDMENT SQUADRON

- 1. Roll Call:
0730 Daily 25th Operations Building
- 2. Crew Briefings:
1300 Daily Same as 1.
- 3. Crew Critique (Bomb-Nav):
0930-1130 Daily Same as 1.
- 4. NCO Advisory Council:
1st Monday each month 0800(in SEP - 4 Tues) 25th Ops Bldg
- 5. Commander's Call:
0730 10SEP 25th Ops Bldg

HQ 40BCMWEM
OPORD 409-56
1 September 1956

44TH BOMBARDMENT SQUADRON

1. Roll Call:
0730 Daily 44th Ops Bldg
2. Crew Briefings:
0800 Daily 44th Ops Bldg
3. Crew Critiques (Bomb):
0930-1130 Daily 44th Ops Bldg
4. NCO Advisory Council:
1st Monday (in SEP 4th Tuesday) 0800 44th Ops Bldg
5. Commander's Call:
0730, 4th Monday each month 44th Ops Bldg

45TH BOMBARDMENT SQUADRON

1. Roll Call:
0730 Daily 45TH Ops Bldg
2. Mission Briefing:
1300 Daily 45TH Ops Bldg
3. Mission Critique:
1400 Daily 45TH Ops Bldg
4. Squadron Staff Meeting:
0900 each Wednesday 45TH Ops Bldg
5. NCO Advisory Council:
0800, 1st Monday

HQ 40BOMWGM
OPORD 409-56
1 September 56

6. Commander's Call:

1530, 3rd Friday each month 45TH Ops Bldg

40TH AIR REFUELING SQUADRON

Bell Call:

0730 & 1615 Daily 40ARS Ops Bldg

TACTICAL SQUADRON ACTIVITIES

Briefing (Mission)

0800- Day before Mission Squadron Briefing Rm (Squadron Concerned)

Target Study:

1230- Day before Mission WG Bomb- Nav Section

1430- Day before Mission de de de de

Critique: (Mission)

0930-1030 Day before MSN WG Bomb- Nav Section

1030-1130 Day before MSN de de de de

40TH HEADQUARTERS SQUADRON

1. NGO Advisory Council:

Dayroom, Building 227 0800- 1st Monday ea month (SEP 4th Tuesday)

2. Unit Fund Council:

Dayroom, Building 227 1330 - 18 Sep

3. OJT Supervisor Meeting:

Dayroom, Bldg 227 1330 - 17 Sep

4. Commander's Call:

0730 & 1230 26 Sep Ground Tag Auditorium

HQ 40BOMWGM
OPORD 409-56
1 September 56

40TH A&E MAINTENANCE SQUADRON

1. A&E Major Malfunction Meeting:
0800 Daily 40A&E Building, #932
2. NCO Advisory Council:
0800 4 SEP Bldg # 932, Dayroom
3. Commander's Call:
0730, 18 SEP

40TH FIELD MAINTENANCE SQUADRON

1. NCO Advisory Council:
0800, 1st Monday (SEP 4th Tuesday)
2. Commander's Call:
0700, 24 SEP NCO Club

40TH PERIODIC MAINTENANCE SQUADRON

1. Maintenance Planning Meeting:
1600, Daily (Except on A.I.P. & COMDR'S CALL MEETING DAYS)
BLDG 951
2. Airman Information Program:
1615, each Friday (except on day of Comdr's Call) BLDG 951
3. NCO Advisory Council:
0800, 1st Monday each month (SEP 4th Tuesday) BLDG 951

HQ 40BOMWCM
OPORD 409-56
1 September 1956

14.

KODAK

4. Commander's Call:

1600, 24 September

Ground TNG Auditorium

4. The following pilots are to be given instrument flight checks by the due dates indicated:

- | | |
|---------------|-------------------|
| a. DENNISON | 4 September 1956 |
| b. SWEARINGEN | 7 September 1956 |
| c. HOLCOMBE | 9 September 1956 |
| d. MARABLE | 9 September 1956 |
| e. NYSTROM | 11 September 1956 |

HQ 4OBOMWGM
OPORD 409-56
1 September 1956

15.

SAFETY FILM

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ANNEX "A"

TO

OPERATIONS ORDER

409-56

INTELLIGENCE

HQ 4OBOMWGM
OPORD 409-56
1 September 1956
ANNEX "A"

ANNEX "A"

TO

OPERATIONS ORDER

409-56

INTELLIGENCE - SEPTEMBER

Omitted.

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICIES: Omitted

DISTRIBUTION:

(Same as OPORD 409-56)

HQ 4OBOMWGM
OPORD 409-56
1 September 1956
ANNEX "A"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ANNEX "B"

TO

OPERATIONS ORDER

409-56

OPERATION REQUIREMENT

FLYING AND GROUND TRAINING

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ANNEX "B"

ANNEX "B"

TO

OPERATIONS ORDER

409-56

FLYING AND GROUND TRAINING

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

1. GENERAL: September is the first month in a new 50-8 and 51-26 training quarter. To accomplish the training listed in this directive 1500 B-47 hours and 597 KB-97 hours have been requested in support thereof.

a. Priority of air and ground training is as listed in paragraph 1(a) and 1(b), in Base Operations Order.

2. STRIKE BASE: Smoky Hill AFB, Kansas will be the pre-strike base for all operations unless otherwise directed, excluding in-flight emergencies.

3. FLYING HOURS AND SORTIES: The flying hours and sorties as scheduled by maintenance is as follows:

<u>SQUADRON</u>	<u>HOURS</u>	<u>SORTIES</u>
25BS	524	70
44BS	532	71

HQ 40BOMBWG
OPORD 409-56
1 September 1956
ANNEX "B"

45BS	515	70
40ARS	597	98
TOTAL	2168	309

4. SEPTEMBER TANKER-RECEIVER SCHEDULE: The September tanker schedule for September is as follows:

DATE	25BS		44BS		45BS	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
12 Sept	Special mission where all aircraft scheduled will be supported for two air refuelings by 310th, 340th, & 98th ARKFS.					
17 Sept		1		1		1
18 Sept	1		1		1	
19 Sept		1		1		1
20 Sept		1		1		1
21 Sept	1		1		1	
24 Sept	1		1		1	
25 Sept		1	1		1	
26 Sept		1		1		1
27 Sept	1			1		1
28 Sept	1		1		1	

5. FLYING TRAINING REQUIREMENTS:

(1) HIGHER HEADQUARTERS DIRECTED MISSIONS:

(a) STRONGHEART (USCM)

HQ 40BOMCOM
 OPORD 409-56
 1 September 1956
 ANNEX "B"

g. Requirements:

<u>DATE</u>	<u>WAVE</u>	<u>25BS 6</u>	<u>44BS</u>	<u>45BS</u>
12 Sep	1	5 primary 1 spare	5 primary 1 spare	5 primary 1 spare
12 Sep	2	4 primary 1 spare	3 primary 1 spare	3 primary 1 spare
13 Sep	3	2 primary 1 spare	2 primary 1 spare	2 primary 1 spare

h. If spares have not been flown in place of any of the primary 31 aircraft that will be required, up to four (4) spare aircraft will probably fly in the third wave for a total of (35) thirty-five aircraft flying the mission. The more experienced crews in each unit will be scheduled. Four (4) spare crews will be available to fly in the four spare aircraft in the third wave, however, any primary that air aborts in the first two waves, will be re-scheduled in the third wave.

i. Briefing: 0900 hours, 8 September 1956, in the Base Ground Training Auditorium.

j. Critique: 0800 hours, 25 September 1956, in the Base Theater.

HQ 408CMMCM
OPORD 409-56
1 September 1956
ANNEX "B"

(b) BRNCH WARMER: (Commanders Competition)

a. Requirements:

<u>DATE</u>	<u>25 BS</u>	<u>44BS</u>	<u>45BS</u>
17 Sept	1	1	2
(Make-up)			
20 Sept	1	1	2

b. The 45BS will furnish an aircraft for the Wing Commander, as well as their Squadron Commander. Units are cautioned that this being a higher headquarters authority directed mission, these crews will have priority on aircraft scheduled that day.

If the mission is not flown on 17 September 1956, it will be flown on the make-up date of 20 September 1956.

c. BRIEFING: 0900 hours, 14 September 1956, in the 25BS briefing room.

5. 40 BOMWGM DIRECTED MISSIONS:

(a) Coca Cola I thru VII (Pass Setter Practice Mission)

a. Requirements:

<u>DATE</u>	<u>25BS</u>	<u>44BS6</u>	<u>45BS</u>
5 SEP	4 acft	4 acft	4 acft

HQ 40BOMWGM
 OPOD 409-56
 1 September 1956
 ANNEX "B"

6 Sep 4 acft	4 acft	4 acft
17 Sep 3 acft	3 acft	2 acft
19 Sep 4 acft	4 acft	4 acft
20 Sep 4 acft	4 acft	4 acft
24 Sep 4 acft	4 acft	4 acft
26 Sep 4 acft	4 acft	4 acft

b. Briefings:

1. Coca Cola I & II: 4 September 1956, 0800 hours, 25BS Briefing Room.
2. Coca Cola III, IV & V: 14 September 1956, 0800 hours, 25BS Briefing Room.
3. Coca Cola VI & VII: 21 September 1956, 0800 hours, 25BS Briefing Room.

HQ 4OBOMGH
OPOED 409-56
1 September 1956
ANNEX "B"

(4) The following is a list of Pilot Instrument checks and physicals that are due during the next sixty (60) days:

SEPTEMBER:	25BS	OCTOBER	25BS
BENTLEY MAJOR	19 September 1956	DOWNING	CAPTAIN
DENISON LT	4 September 1956		
HOLCOMBE LT	9 September 1956		
MARABLE MAJOR	9 September 1956		
NYSTROM LT	11 September 1956		
RANKIN CAPTAIN	26 September 1956		
SWEARINGEN CAPT	7 September 1956		
SEPTEMBER	44BS	OCTOBER	44BS
NONE		PHILLIPS	
SEPTEMBER	45BS	OCTOBER	
SCOTT CAPTAIN		NONE	
EGANHOUSE LT			

HQ 40BOMWGM
 OPOFD 409-56
 1 September
 ANNEX "B"

The following B-47 Combat Crews will be assigned to King Standardization Board for standardization flight and ground school. Representative operations will furnish the most reliable aircraft available on the days flight spectra are scheduled.

<u>SQUADRON</u>	<u>CREW NO</u>	<u>DATE</u>	<u>OP</u>	<u>PILOT</u>
23WS	5 I-3	31 AUG thru 8 SEPT 56	4 SEPT 56	7 SEPT 56
44WS	B-23	do do do do do do	do do do	do do do
44WS	L-36	do do do do do do	do do do	do do do
23WS	L-06	7 SEPT thru 15 SEPT 56	10 SEPT 56	14 SEPT 56
23WS	L-14	14 SEPT thru 27 SEPT 56	16 SEPT 56	19 SEPT 56
44WS	B-75	do do do do do do	do do do	do do do
23WS	5 I-5	19 SEPT thru 27 SEPT 56	23 SEPT 56	26 SEPT 56
23WS	B-19	do do do do do do	do do do	do do do
45WS	B-62	do do do do do do	do do do	do do do

HQ WOODWARD
 GROUP 409-56
 1 September 56
 AMEX 79

5. A consolidated list of projected flying activities for September 1956 is as follows:

<u>DATE</u>	<u>TACTICAL SQUADRONS</u>	<u>4OAREFS</u>	<u>OTHER</u>
2-9 Sep		Re-Deploy	
3 Sep	HOLIDAY	HOLIDAY	
4 Sep	Normal Flying		
5 Sep	Coca Cola I		
6 Sep	Coca Cola II		
7 Sep	Normal Flying		
10 Sep	Stand- down		
11 Sep	Stand- down		
12 Sep	Strongheart		
13 Sep	Strongheart		
14 Sep	Stand- down		
17 Sep	Coca Cola III		
	Bench Warmer		
18 Sep	Normal Flying		
19 Sep	Coca Cola IV		
20 Sep	Coca Cola V		
21 Sep	Normal Flying		
24 Sep	Coca Cola VI		
25 Sep	Normal Flying		
26 Sep	Coca Cola VII		

HQ 40BOMWCE
 OPORD 409-56
 1 September 1956
 ANNEX "B"

8.

27 Sep Normal Flying
28 Sep Normal Flying

ADMINISTRATION AND LOGISTICS: Normal

COMMAND AND COMMUNICATIONS: Normal

ANNEXES:

BERTON H BHRNS
Colonel, USAF
Commander

INTELLIGENCE:(Omitted)
OPERATIONS REQUIREMENTS
COMMUNICATIONS
ADMINISTRATION AND LOGISTICS
MAINTENANCE ORDER

WILLIAM M BOWDEN
Colonel. USAF
Wing Director of Operations

9.

1. ~~TRAINING REQUIREMENTS:~~

a. Block Ground Training 50-24 Phase III: In compliance with 802D ADIV policy all Combat Ready, Lead and Select Crews will complete Phase III, Block Ground Training by the end of December 1956. B-47 classes will begin each Monday and will last for a period of five work days. The following crews are scheduled to attend on the dates indicated:

<u>DATE</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
4 Sep	DAVIS,	WEHLFORD	MUSTERMAN
10 Sep	ELLIS	JOHNSON	MCGEE
17 Sep	WHAYNE	RICHTER	J CAMPBELL
24 Sep	HARMON	VIA	IR VING

b. 5X crew members should be scheduled to start Phase III of Block Ground Training during September. One 5X crew per week should be scheduled.

<u>DATE</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
4 Sep		5X-9	
10 Sep			
17 Sep			
24 Sep		5X-11	

c. USAF Survival School: The following quotas will be filled for classes starting on the dates indicated. The normal priority for scheduling these crews is: (1) Crew members presently in 51-19 training: (2) Crews declared combat ready,

but who have not attended; (3) Crew members who have not completed the course but are presently current. In September however, the Squadrons are urged to send crews that are non ready as Operation "STRONGHEART" calls for crews Ready or better. Also, in October N Crews will be utilized in the Pace Setter V Mission:

<u>ENTRY DATE</u>	<u>SQUADRON</u>	<u>SEATERS</u>	<u>CREW MEMBERS</u>
11 September	44BS	3	<u>GRAY</u> <u>SPEARS</u> <u>WARD</u>
11 September	45BS	3	<u>J. CAMPBELL</u> <u>JOHNSTON</u> <u>KOEPKE</u>
18 September	25BS	3	<u>BOWLES</u> <u>RUMPH</u> <u>DIBBLE</u>
18 September	44BS	3	<u>MARKOWSKI</u> <u>POST</u> <u>CLOAK</u>

d. TN Training: The following quotas have been allocated to the 40 Bomb Wing during Spetember 1956. These quotas are further allocated to the Squadrons as indicated below. Priority is given to Lead Crews:

<u>DATE</u>	<u>SQUADRONS</u>	<u>SPACES</u>	<u>CREW MEMBERS</u>
10 Sep	25	3 (1 crew)	<u>GARRISON</u> <u>CRANE (44BS)</u> <u>GORMAN (44BS)</u>
17 Sep	44	3(1 crew)	<u>MILLERICK</u> <u>L.W. SMITH</u>
17 Sep	45	3(1 crew)	<u>MILLER</u> <u>SMITH</u> <u>VOGLER</u>
24 Sep	25	3(1 crew)	<u>DUNAWAY</u> <u>POLEY</u> <u>SMITH, R.W.</u>

e. ~~Special Weapons Exercise, 13 September 1956: The 40 Bomb Wing will provide three aircraft, and three crews, ready or better to take part in an Eighth AF inspection loading. Each squadron and each crew member are as indicated below with aircraft number:~~

CANCELLED
 BY 81 AF

<u>SQUADRON</u>	<u>CREW NUMBER</u>	<u>AIRCRAFT NUMBER</u>
25BS		
44BS		
45BS		

f. Altitude Chamber Indctrination:

(1) Basic: This course will have a three (3) day duration.

It is for personnel on flying status who have not previously undergone the basic course as outlined in AFR 50-26, as amended. Personnel listed below will have accomplished flight physical examination within the previous twelve (12) months. AF Form 702, "Physiological Training Record" will be in possession of individuals scheduled to attend this course. The personnel will report to the altitude chamber before 0800 on the dates indicated below:

<u>DATE</u>	<u>SPACES</u>	<u>SQUADRON</u>	<u>RANK NAME</u>
12 Sep	1	25BS	<u>DOUSETT</u>
12 Sep	1	44BS	<u> </u>
12 Sep	1	45BS	<u> </u>
12 Sep	1	40ARS	<u> </u>
12 Sep	1	40A&EMS	<u> </u>
12 Sep	1	40PMS	<u> </u>

(2) Refresher: This is a two day course that will be given to rated crew members who have previously completed the basic course as authorized in AFR 50-26, as amended. AF Form 702 will be in possession of the individuals scheduled to attend this course.

<u>DATE</u>	<u>SPACES</u>	<u>SQUADRON</u>	<u>NAME RANK AFSN</u>
10 Sep	1	25BS	<u>MAJ FITSCHEN</u>

10 Sep	1	25BS	CAPT RANKIN
10 Sep	1	44BS	
10 Sep	1	44BS	
10 Sep	1	45BS	LT CALL
10 Sep	1	45BS	LT KING
10 Sep	1	4OARS	
10 Sep	1	4OARS	

g. OQ Range: In accordance with SAC REG 50-24, Supplement II, all co-pilots will complete an OQ exercise once each year. For the month of September 1956, the 40 Bomb Wing has received five (5) spaces as for the dates indicated below. Each squadron will insure that the persons scheduled for this training will report in flying clothes to the range not later than 1200 hours. The period spent on the range will span two (2) days from 1200 hours to 1200 hours. Names will be confirmed at the weekly 60-9A meetings:

<u>DATE</u>	<u>SQUADRON</u>	<u>SPACE</u>	<u>RANK</u>	<u>FULL NAME</u>
5 Sep	25BS	1	CAPT	RANKIN
13 Sep	44BS	1	LT	JEWELL
27 Sep	45BS	1	LT	BOGUMIL
27 Sep	25BS	1	LT	HOLCOMBE
27 Sep	44BS	1	LT	NOTLEY

h. Special Weapons for N Crews: It is the policy of this headquarters that N crews will be scheduled into the Special Weapon academic port-

ion of Bleck Ground Training. Each Squadron will schedule one (1) N crew into this training per week.

- i. Aquatic Survival: This yearly requirement for all rated personnel must be completed by 15 September 1956. Classes start at 0800 hours at building 479, Room 8, each weekday. The program lasts one morning. Crews or members that have not attended will be scheduled by crew number (or name). Names will be confirmed at the weekly 60-9A meetings.
- j. A-5 Gunnery: This requirement is a yearly one. All co-pilots must attend. This class is conducted at the 40 A&EMS building on Wednesday afternoons. The squadrons are urged to keep in mind that new co-pilots must attend this course before being scheduled for T-1A. Names will be supplied at the weekly 60-9A meetings.
- k. Airdrome Officer: In accordance with SAC REG 55-4, and 802D ABGRU REG 31-2, the following Airdrome Officer schedule will apply. Tour of duty will be from 0800-2000, and 2000 to 0800 hours, local time:

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>	<u>RANK</u>
2 Sep 56	0800-2000	25BS	CONLEY	LT
	2000-0800	44BS	GRAY	LT
4 Sep 56	0800-2000	44BS	JEWELL	LT
	2000-0800	25BS	JONES	LT
6 Sep 56	0800-2000	44BS	DOOLITTLE	CAPT
	2000-0800	45BS	ROSSEIC	LT

8 Sep 56	0800-2000	25BS	HORSTMAN	CAPT
	2000-0800	44BS	FASELER	LT
10 Sep 56	0800-2000	45BS	KOEPKE	LT
	2000-0800	25BS	BERANEK	LT
12 Sep 56	0800-2000	40ARS		
	2000-0800	25BS	MARABLE	LT
14 Sep 56	0800-2000	25BS	PULLIAM	LT
	2000-0800	44BS	J.M. THOMAS	LT
16 Sep 56	0800-2000	40ARS		
	2000-0800	45BS	WOLKING	LT
18 Sep 56	0800-2000	44BS	KENNEDY	LT
	2000-0800	45BS	BOGUMIL	LT
20 Sep 56	0800-2000	45BS	VOGLER	LT
	2000-0800	40ARS		
22 Sep 56	0800-2000	45BS	OLENDORF	LT
	2000-0800	40ARS		
24 Sep 56	0800-2000	40ARS		
	2000-0800	25BS	DENNISON	LT
26 Sep 56	0800-2000	25BS	HOLCOMBE	LT
	2000-0800	44BS	NOTLEY	LT
28 Sep 56	0800-2000	44BS	MAIER	LT
	2000-0800	45BS	CALL	LT
30 Sep 56	0800-2000	45BS	MEAD	LT
	2000-0800	40ARS		

1. Tower Officer: In accordance with 802D AIRDIV REG 62-7, 16 Sep 1953, the following Tower Officer schedule will be in effect for the month of **September** 1956. Tour of duty will be from 0800-2000 and 2000-0800 hours. The Tower Officer will remain in the Tower the entire period. The ensuing weeks schedule will be confirmed at the weekly 60-9A meetings:

<u>DATE</u>	<u>TIME</u>	<u>SQUADRON</u>	<u>NAME</u>	<u>RANK</u>
2 Sep 56	0800-2000	802D ABGRU		
	2000-0800	802D ABGRU		
4 Sep 56	0800-2000	44BS	VIA	CAPT
	2000-0800	25BS	MOSIER	CAPT
6 Sep 56	0800-2000	44BS	BURNSTAD	MAJ
	2000-0800	45BS	MILLER	CAPT
8 Sep 56	0800-2000	802D ABGRU		
	2000-0800	802D ABGRU		
10 Sep 56	0800-2000	45BS	NICHOLAS	CAPT
	2000-0800	25BS	ONDES	CAPT
12 Sep 56	0800-2000	40ARS		
	2000-0800	25BS	BEESON	CAPT
14 Sep 56	0800-2000	25BS	BOWLES	CAPT
	2000-0800	44BS	ASH	MAJ
16 Sep 56	0800-2000	802D ABGRU		
	2000-0800	802D ABGRU		

18 Sep 56	0800-2000	44BS	WOHLFORD	CAPT
	2000-0800	45BS	BANK	MAJ
20 Sep 56	0800-2000	45BS	HOUSER	CAPT
	2000-0800	40ARS		
22 Sep 56	0800-2000	802D ABGRU		
	2000-0800	802D ABGRU		
24 Sep 56	0800-2000	40ARS		
	2000-0800	25BS	H.R. SMITH	CAPT
26 Sep 56	0800-2000	25BS	WHAYNE	CAPT
	2000-0800	44BS	CLARK	CAPT
28 Sep 56	0800-2000	44BS	RICHTER	MAJ
	2000-0800	45BS	GIONET	CAPT
30 Sep 56	0800-2000	802D ABGRU		
	2000-0800	802D ABGRU		

m. Control Room Officer: This officer must be a currently qualified Aircraft Commander. He will report to the Control Room at 1630 hours on the dates indicated. Names may be submitted at the weekly 60-9A meetings:

<u>DATE</u>	<u>SQUADRON</u>	<u>NAME</u>	<u>RANK</u>
4 Sep 56	45BS	SCHUPERT	CAPT
5 Sep 56	25BS	FITSCHEN	MAJ
6 Sep 56	25BS	SMITH	CAPT
7 Sep 56	44BS		

10 Sep 56	44BS		
11 Sep 56	25BS		
12 Sep 56	45BS		
13 Sep 56	25BS		
14 Sep 56	45BS		
17 Sep 56	44BS		
18 Sep 56	45BS		
19 Sep 56	44BS		
20 Sep 56	44BS		
21 Sep 56	25BS	WHAYNE	CAPT
24 Sep 56	45BS	HARRINGTON	CAPT
25 Sep 56	45BS	MILLER	CAPT
26 Sep 56	44BS		
27 Sep 56	44BS		
28 Sep 56	25BS	ONDES	CAPT

- n. Maintenance Debriefing Officer; All tactical squadrons will furnish an officer crew member for duty assignment as maintenance debriefing officer on flying dates indicated below. Place of duty will be as required by the maintenance debriefing duties. The tour of duty will be from 1600 hours on the dates assigned until the last aircraft has landed. Officers will report to Maintenance Control (Hanger #5) for Maintenance Debriefing Officer instructions. Individuals names will be checked and firmed up at the weekly 60-9A meetings for the forthcoming week :

DATE	SQUADRON	
4 Sep 56	45BS	BATES CAPT
5 Sep 56	25BS	OSBORN CAPT
6 Sep 56	45BS	DICKERSON CAPT
7 Sep 56	44BS	L W SMITH CAPT
10 Sep 56	25BS	ENGLERT CAPT
11 Sep 56	25BS	
12 Sep 56	40ARS	
13 Sep 56	40ARS	
14 Sep 56	44BS	WILLIAMS LT
17 Sep 56	40ARS	
18 Sep 56	45BS	THOMAS LT
19 Sep 56	44BS	BERBICK CAPT
20 Sep 56	40ARS	
21 Sep 56	25BS	DIBBLE CAPT
24 Sep 56	25BS	MCCHESENEY CAPT
25 Sep 56	45BS	SMITH LT
26 Sep 56	44BS	COLLIER CAPT
27 Sep 56	44BS	BRUNK LT
28 Sep 56	45BS	HALL LT

- e. C-11 Trainer: The following periods of C-11 Trainer are available to 40 Bomb Wing on the dates indicated. Personnel will be scheduled to insure their meeting the requirements of 8AF REG 51-12, dates 23 June 1955.

This regulation ~~pertains to instrument~~ training proceedings Instrument checks. ~~This is the only type~~ training that will be scheduled during the month of September. During the months of October, November and December, the trainer will be available all day for meeting the requirements of SAC REG 50-24, Supplement II.

<u>DATE</u>	<u>25BS PILOTS</u>	<u>44BS PILOTS</u>	<u>45BS PILOTS</u>
4 Sep 56		0700-0900	0900-1100
5 Sep 56	0900-1100		0700-0900
6 Sep 56		0700-0900	0900-1100
7 Sep 56	0700-0900	0900-1100	
10 Sep 56	0900-1100		0700-0900
11 Sep 56		0700-0900	0900-1100
12 Sep 56	0700-0900	0900-1100	
13 Sep 56	0900-1100		0700-0900
14 Sep 56		0700-0900	0900-1100
17 Sep 56	C O M M A N D E R S		C A L L
18 Sep 56	0700-0900	0900-1100	
19 Sep 56	0900-1100		0700-0900
20 Sep 56		0700-0900	0900-1100
21 Sep 56	0700-0900	0900-1100	
24 Sep 56	0900-1100		0700-0900
25 Sep 56		0700-0900	0900-1100
26 Sep 56	0700-0900	0900-1100	
27 Sep 56	0900-1100		0700-0900
28 Sep 56		0700-0900	0900-1100

p. T-1A Scheduled: The following T-1A periods will be available to the 40 Bomb Wing on the dates indicated. Personnel will be scheduled into these periods to insure their meeting the requirements of Supplement II, SAC REG 50-24, which requires two (2) hours per co-pilot per two (2) months. Periods available that do not have to be scheduled to meet the requirements of 50-24, will be designated as "make-up" periods and will be utilized to re-schedule co-pilots that failed to make their regular periods. Names will be confirmed at the weekly 60-9A meeting.

DATE	25BS COPILOT	44BS COPILOT	45BS COPILOT
4 Sep 56		0900-1100 STANDBOARD	0700-0900 HEFFERMAN LT
5 Sep 56	0700-0900		0900-1100 HAMILTON LT
6 Sep 56		0900-1100	0700-0900 MEAD LT
7 Sep 56	0900-1100	0700-0900	
10 Sep 56	0700-0900		0900-1100 VOGLER LT
11 Sep 56		0900-1100 STANDBOARD	0700-0900 EGANHOUSE
12 Sep 56	0900-1100	0700-0900	
13 Sep 56	0700-0900		0900-1100 HAMILTON LT
14 Sep 56		0900-1100	0700-0900 ROBBELOT LT
17 Sep 56	<u>C O M M A N D E R S C A L L</u>		
18 Sep 56	0900-1100	0700-0900 STANDBOARD	
19 Sep 56	0700-0900		0900-1100 CALL LT
20 Sep 56		0900-1100	0700-0900 WOLKING LT
21 Sep 56	0900-1100	0700-0900	
24 Sep 56	310th	310th	310th

25 Sep 56	310th	310th	310th
26 Sep 56	310th	310th	310th
27 Sep 56	310th	310th	310th
28 Sep 56	310th	310th	310th

q. B-47 Simulator: The following periods are available to the 40 Bomb Wing. Supplement II, SAC REG 50-24, requires four (4) hours per four (4) months. Aircraft Commanders and co-pilots will be scheduled into these periods to meet their minimum requirements. Periods available and not scheduled will be utilized as make-up periods. Staff personnel and weak crew members that need additional training. Names will be confirmed at the weekly 60-9A meetings. Periods will be from 1200-1600 hours on the dates indicated:

DATE	SQUADRON	CREW NUMBER	A/C NAME
3 Sep 56	HOLIDAY		
4 Sep 56	25BS		
5 Sep 56	44BS	R-46	MAJ RICHTER
6 Sep 56	45BS	R-78	CAPT MILLER
7 Sep 56	STANDBOARD		
10 Sep 56	STANDBOARD		
11 Sep 56	25BS		
12 Sep 56	44BS	N-56	CAPT THOMAS
13 Sep 56	45BS	IN-84	CAPT NICHOLAS
14 Sep 56	STANDBOARD		
17 Sep 56	STANDBOARD		

18 Sep 56	25BS		
19 Sep 56	44BS	L-36	CAPT CLARK
20 Sep 56	45BS	R-90	CAPT MCGEE
21 Sep 56	STANDBOARD		
24 Sep 56	STANDBOARD		
25 Sep 56	310th		
26 Sep 56	310th		
27 Sep 56	310th		
28 Sep 56	STANDBOARD		

r. T-2A: The following periods are available to the 40 Bomb Wing.

Personnel will be scheduled into these periods for EWP and Wing Missions requirements. Each Observer concerned with EWP will be scheduled once each month. Special requirements will be levied upon the organizations as the need arises. Names of observers scheduled into this training will be confirmed weekly at the 60-9A meetings. Periods not scheduled will be designated as "make-up" periods and will be utilized for observers that failed to make their assigned periods, or for special mission requirements.

<u>DATE</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
3 Sep 56		H O L I D A Y	
4 Sep 56	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1430-1600
5 Sep 56	0730-0900 1600-1730	0900-1030 1300-1430	1030-1200 1430-1600

T-2 Trainer (EWP and Pace Setter V)

1. For the 4 weeks in Sept and the first two weeks in October (Sept 3 Labor Day, and Saturdays and Sundays excluded, with the exception of Saturday 8 Sept which is a full work day) the morning periods (0730 - 1200) will be utilized for EWP training. The afternoons (1300 to 1730) will be utilized for Pace Setter V training.
2. Important - Each squadron must furnish one observer per morning, 5 days a week during its allotted $1\frac{1}{2}$ hr period. Each squadron must furnish one complete Pace Setter V crew per afternoon, five days a week during its allotted $1\frac{1}{2}$ hr period. If this is not done, crews may be required to accomplish the training at night and on Saturdays and Sundays.

6 Sep 56	0730-0900	0900-1030	1030-1200
7 Sep 56	1600-1730	1300-1430	1430-1600
10 Sep 56			
11 Sep 56			
12 Sep 56			
13 Sep 56			
14 Sep 56			
17 Sep 56	COMMANDERS CALL		
18 Sep 56			
19 Sep 56			
20 Sep 56			
21 Sep 56			
24 Sep 56			
25 Sep 56			
26 Sep 56			
27 Sep 56			
28 Sep 56			

a. IFM: The following periods are available for scheduling IFM.

Squadron observers in conjunction with their ground training officers will schedule observers to the following IFM schedule. Each observer is required to get twenty-four hours annually; two (2) per month. These classes will be held each afternoon from 1300-1530 hours on dates indicated.

DATE	25BS	44BS	45BS
3 Sep 56	HOLIDAY		HOLIDAY
4 Sep 56			MONROE, ZAHARIS, BATES
5 Sep 56			DAVIS,
6 Sep 56			DICKERSON
7 Sep 56			WELSH, CADY
10 Sep 56			SMITH
11 Sep 56			
12 Sep 56			CONNET
13 Sep 56			
14 Sep 56			
17 Sep 56			TAYLOR
18 Sep 56			SEHON, HALL, CATES
19 Sep 56			
20 Sep 56			VAN WIEREN
21 Sep 56			
24 Sep 56			
25 Sep 56			
26 Sep 56			JOHNSON
27 Sep 56			
28 Sep 56			

t. Special Weapon Simulator: One crew ~~per squadron~~ per week should be scheduled on either Wednesday afternoon, Thursday or Friday. This is a quarterly requirement, and is a probationary item under SAC REG 51-26:

<u>DATE</u>	<u>TIME</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
5 Sep 56	PM			
6 Sep 56	AM			
6 Sep 56	PM		MILLERICK CAPT	
7 Sep 56	AM			
7 Sep 56	PM			IRVING CAPT
12 Sep 56	PM			
13 Sep 56	AM			
13 Sep 56	PM		ASH MAJOR	
14 Sep 56	AM			
14 Sep 56	PM			CAMPBELL J MAJ
19 Sep 56	PM		CREEL CAPT	NICHOLAS CAPT
20 Sep 56	AM			
20 Sep 56	PM			
21 Sep 56	AM			
21 Sep 56	PM			MCGEE CAPT
26 Sep 56	PM			MUSTERMAN CAPT
27 Sep 56	AM			
27 Sep 56	PM			GIONET CAPT
28 Sep 56	AM			
28 Sep 56	PM		WOHLFORD CAPT	

- u. KC-97 Block Ground Training: Classes will begin each Thursday. Classes will last for a duration of two work days. The 4OARS should schedule two (2) crews per week.

<u>DATE</u>	<u>CREW NUMBER</u>
6 Sep	
6 Sep	
13 Sep	
13 Sep	
20 Sep	
20 Sep	
27 Sep	
27 Sep	

- v. P-3 Link Trainer: Scheduled quotas for the month of September will be as follows: 0700 - 0900 hours have been allotted to the 4OBomb Wing.

The 4OARS will be held responsible for filling the following schedule:

<u>DATE</u>	<u>NAME</u>	<u>RANK</u>
4 Sep		
5 Sep		
6 Sep		
7 Sep		
10 Sep		
11 Sep		
12 Sep		
13 Sep		

14 Sep

17 Sep

18 Sep

19 Sep

20 Sep

21 Sep

24 Sep

25 Sep

26 Sep

27 Sep

28 Sep

w. Physical Conditioning: A minimum of two (2) hours of physical conditioning will be accomplished by each crew member during the month of September 1956. Crew members will be confirmed at the 60-9A meetings. The 25BS will be scheduled from 1300-1400; the 44BS will be scheduled from 1400-1500; the 45BS will be scheduled from 1530-1630.

x. Basic Survival: The land survival course is a yearly requirement at SHAFB, for crew members. Each squadron will schedule one (1) crew on dates indicated. Note as per SAC REG 50-24, aircrew members who have attended Advanced Survival this year will not be required to attend the land survival course.

6 Sep	20 Sep
13 Sep	27 Sep

y. Conversion Program: The 40 Bomb Wing will run a conversion program for crew members each Friday in September. 1 crew per week per squadron is the minimum to be scheduled.

20

Paragraph Z. Background Target Study

- a. St. Louis - 1230-1430 - Sept 4, 10 and 11.
- b. Little Rock - 1430-1630 - Sept 4, 10 and 11.
- c. Houston - 1230-1430- Sept 5, 6, 7 and 12.
1430-1630- Sept 5, 6, 7.

d. Strongheart (USCM)

- (1) Sept 8 - 1000-1200 - First Seven Aircraft (Observers only)
1300-1500 - Second Seven Aircraft (" ")
1500-1700 - Third Seven Aircraft (" ")
- (2) Sept 10 -0730-0930 - Fourth Seven Aircraft (" ")
0930-1130 - Remaining Aircraft (" ")

Paragraph AA. General Orientation for Pace Setter V (Complete crew)
(To be conducted in Background Target Study Room in A&E Building , 932)

- a. 0830-1130 on Sept 4, 5, 6, 7, 11, 14, 15, 17, 18, 19 and 20.

Important - Each squadron must furnish one crew at each session. A maximum of two crews per squadron can be accommodated at each session.

a.a. CARBINE TRAINING: Carbine Training has been delayed until 17 September 1956. Beginning 17 September, each squadron will provide the number of airmen indicated below and in the following pages until all airmen not on a combat crew have completed this training. Squadrons so designated will provide an officer to be range officer on the dates indicated. The airmen and range officer will meet at the 40 Bomb Wing Headquarters building, 15 minutes prior to the times listed to meet their busses. Rosters of personnel selected are due in this office one week prior to the effective date.

- (1) The following is a break down by squadron of the number of airmen to be scheduled four (4) times a day (0700-0900 1200-1400) each day, except for the 17 September. On 17 September, Commander's Call will preclude the 0700 and 0900 periods being scheduled.

<u>SQUADRON</u>	<u>NO OF AIRMEN</u>
HQ SQ	3
40FMS	6
40A&E	6
40PMS	3
44BS	2
45BS	2
25BS	2
40ARS	6

HQ 40BOMWGM
OPORD 409-56
1 September 1956

22.

b.b. Beginning 17 September, range officers will meet the airmen detailed to fire the carbine at the 40 Bomb Wing Headquarters building, 15 minutes prior to times listed in the preceding paragraph. At least the work day prior to the scheduled firing range officers will contact 1/Lt Paul B Carty, 40 Bomb Wing Headquarters, project officer for rosters of personnel firing on the range. He will be responsible for recording attendance, solving transportation discrepancies, proper conduct of the airmen, range discipline, and turning a record of attendance in to the project officer, 40 Bomb Wing Headquarters.

(1) Range Officers will be detailed as follows from the participating organizations:

<u>TIMES</u>	<u>SQUADRON</u>	<u>DATES</u>
0700	40ARS	18,19,20,21,24,25, 26, 27, and 28 September
0900	25BS	18, 19, 20, 21, 24, and 25 September
1200	44BS	17, 18, 19, 20, 21, and 24 September
1400	45BS	17, 18, 19, 20, 21 and 24 September
0900	40FMS	27, and 28 September
1200	40A&E	25 and 28 September
1400	40 HQ SQ	25, 26, 27, and 28 September

HQ 40BOMWGM
 OPORD 409-56
 1 September 1956

1200	40PMS	26 September
0900	40HQ 3Q	26 September

HQ 40BOMWGM
OPORD 409-56
1 September

24.

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

APPENDIX "1"
TO
ANNEX "B"
TO
OPERATIONS ORDER
409-56
TRAINING PROJECTIONS SEPTEMBER

HQ 40BOMWGM
OPORD 409-56
1 September 1956
APPENDIX "1"
ANNEX "B"

APPENDIX "1"

TO
OPERATIONS ORDER

409-56

TRAINING PROJECTIONS

The following code is used in Attachments of this Appendix.

A	AIRCRAFT COMMANDER	O	OBSERVER
ALT	ALTITUDE CHAMBER	OD	OFFICER OF THE DAY
AO	AIRDROME OFFICER	OQ	OQ RANGE
AT	ALERT CREW	P	CO-PILOT
B	BRIEFING	PHY	FLIGHT PHYSICAL
BT	BLOCK TRAINING	PS	PASS
C	CRITIQUE	PT	PHYSICAL TRAINING
CM	COMBATIVE MEASURES	R	REQUELING OFFICER
CR	CONDITIONING ROOM	S	MTS
CRO	CONTROL ROOM OFFICER	SB	STANDEBOARD
D	SQUADRON DUTY	SDO	SENIOR DUTY OFFICER
DB	DEBRIEFING OFFICER	SWR	SPECIAL WEAPONS REFRESHER
DS	DETACHED DUTY	T	TDY
EB	SURVIVAL SCHOOL BASE	T-1A	GUNNERY TRAINER
EE	SURVIVAL SCHOOL STEAD	T-2A	RADAR TRAINER T-2
EWP	EWP TARGET STUDY	TO	TOWER OFFICER
F	FLYING	TS	TARGET STUDY
FS	FLIGHT SIMULATOR	WS	WATER SURVIVAL
FTC	FLIGHT TEST CREW	Z	COMPENSATORY TIME OFF
G	GROUND SCHOOL	SWD	"D" COURSE REFRESHER
GI	GUNNERY INDOCTRINATION	SEX	SPECIAL WEAPONS EXERCISE
H	HOSPITAL	47C	B-47 CONVERSION COURSE
IFM	RADAR INFLIGHT MAINTENANCE	MP	MISSION PLANNING
INS	INSTRUMENT SCHOOL	DL	"D" LOADING
LV	LEAVE		
LT	LINK TRAINER		

ATTACHMENTS:

"A" - 25BS Training Projections
 "B" - 44BS Training Projections
 "C" - 45BS Training Projections

APP "1", ANNEX "B"
 H" 40BOMWGM
 OPOD 409-56
 1 September 56

HEADQUARTERS, 40BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

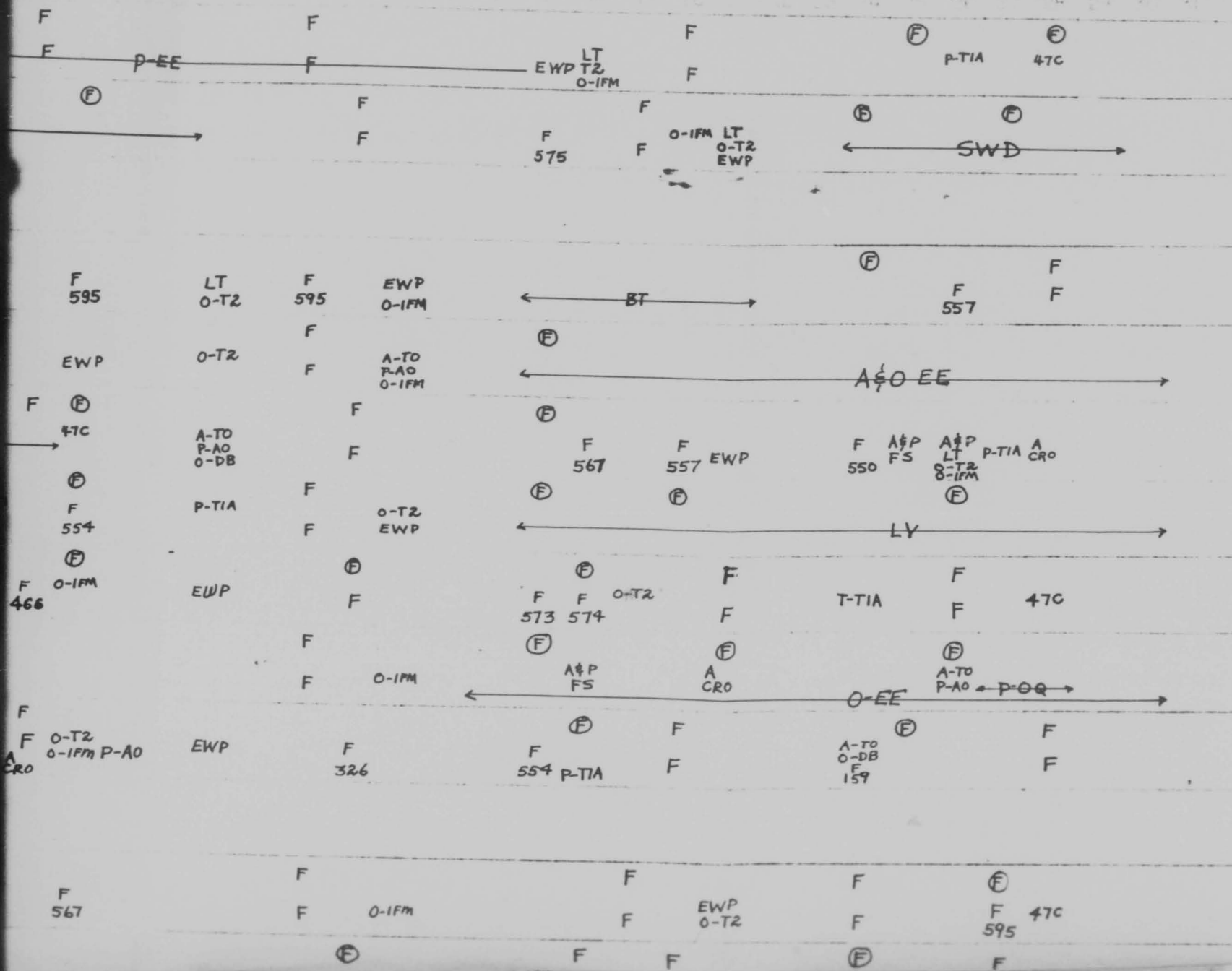
OPERATIONS ORDER

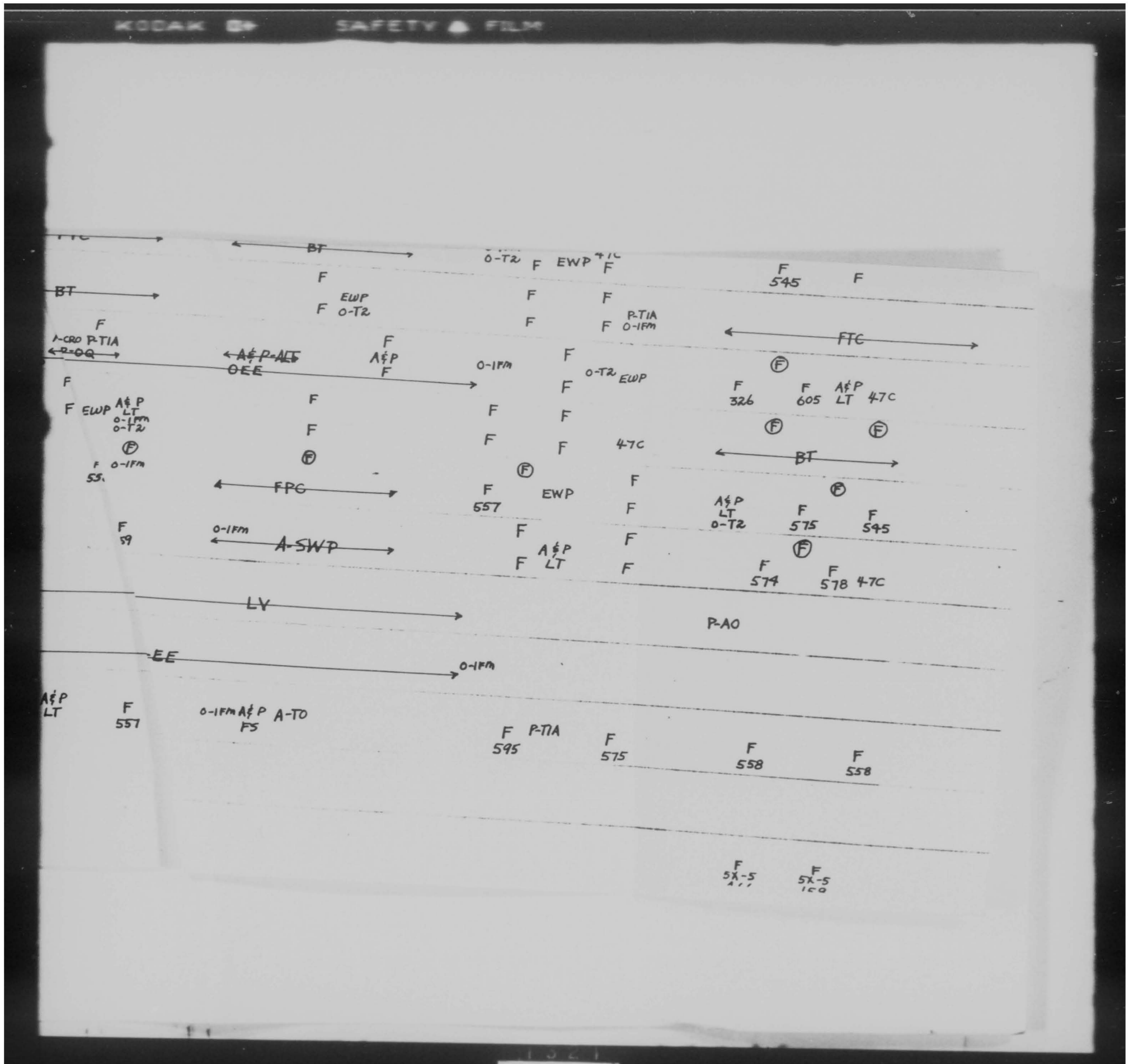
409-56

25BS TRAINING PROJECTIONS SEPTEMBER

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ATTACHMENT "A"
APPENDIX "1"
ANNEX "B"

AC	PILOT OBSERVER									
S-03	558		F			F				F
JONES	DOWNING OWEN		F	F	P-EE	F		EWP	LT T2 O-IFM	F
S-04	159		(F)	(F)						F
DUNAWAY	FOLEY SMITH		← LV →					F		F
IN-05								F		F
MC CARTY	JOHNSON KLINE									F
L-06	550		F							
WETZEL	DOUGLASS PROBST			F		LT O-T2	F	EWP		← BT →
L-10	573						F			(F)
BOWLES	PULLIAM RUMPH		F		EWP	O-T2	F	A-TO P-AO O-IFM		←
R-11	554		(F)	F	(F)					(F)
ONDES	BERANEK ENGLERT		← LV →		47C	A-TO P-AO O-DB	F		F	F
L-12	557				(F)					(F)
MOSIER	JONES OSBORN		A-TO P-AO O-DB	F		P-TIA	F	O-T2 EWP		←
L-13	567		(F)		(F)					(F)
GALLIEN	WEIMER BECKLEY			F	O-IFM	EWP				(F)
L-14	575						F			(F)
WHAYNE	HOLCOMBE DIBBLE		EWP		O-T2		F	O-IFM		←
L-16	574			F						(F)
SMITH	HORSTMAN MCCHESNEY		F	F	O-T2 O-IFM P-AO	EWP	F			F
IN-17										
HURT	COHN HENDERSON									
R-19	578		(F)				F			F
WOLFE	DAVIS, J. AUVIL		← LV →		P-TIA		F	O-IFM		F
R-20	326									EWP O-T2
ELLIS	CONLEY		P-AO		(F)		(F)		F	F



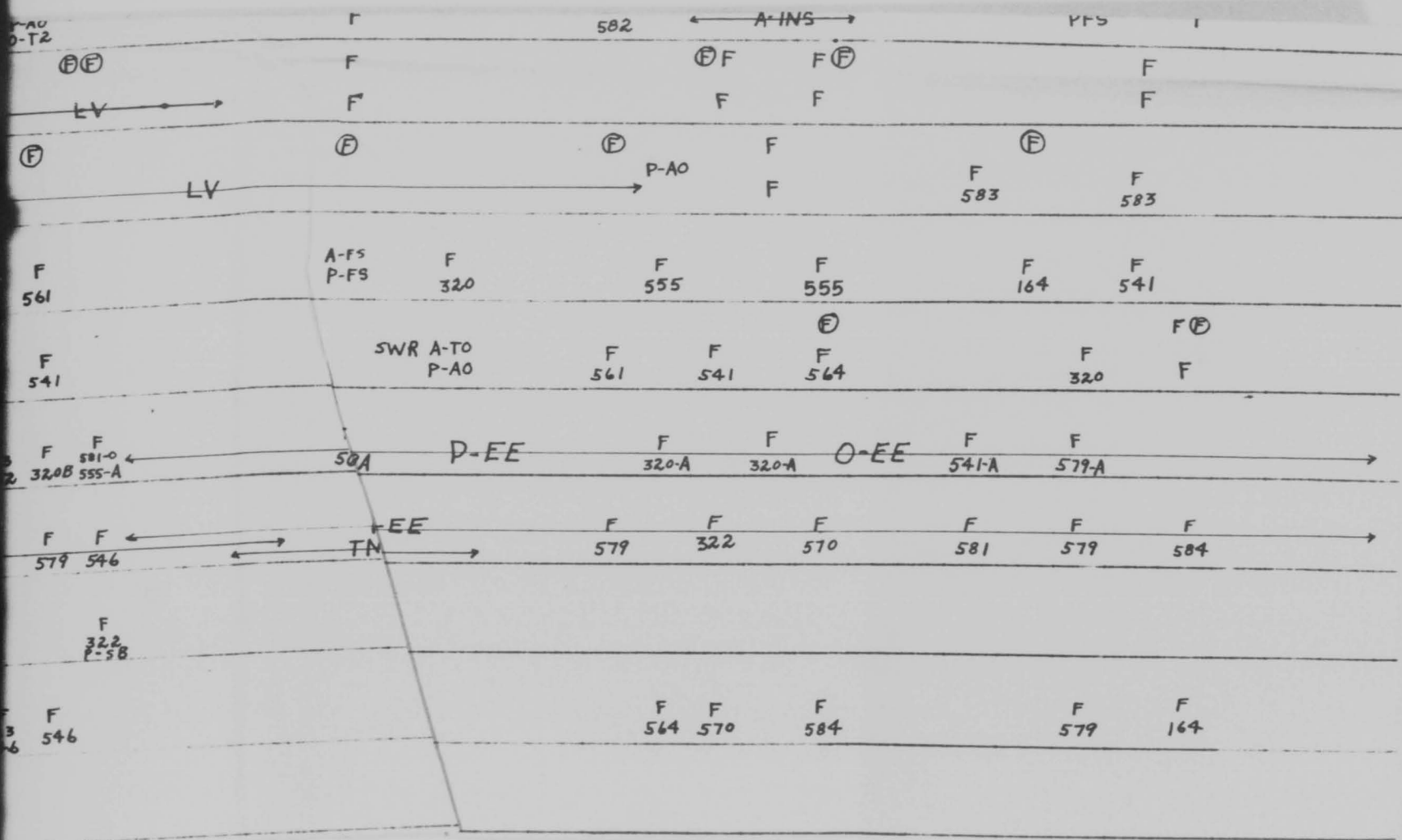


ATTACHMENT "B"
TO
APPENDIX "1"
TO
ANNEX "B"
TO
OPERATIONS ORDER
409-56
44BS TRAINING PROJECTIONS SEPTEMBER

HQ 4OBOMWGM
OPORD 409-56
1 September 1956
ATTACHMENT "B"
APPENDIX "1"
ANNEX "B"

Code	Name	Notes	1	2	3	4	5
N-33	JOHNSON FASELER PAGLERIO	A-LV 582 570 CO-AO					
L-36	CLARK 541 NOTLEY COLLIER	EE	Ⓢ	F	47C	F AFS 583 PFS	Ⓢ
L-37	CLEVELAND 546 RUDDY HARDING		Ⓢ Ⓢ Ⓢ F	F		F	Ⓢ
L-38	CREEL 579 AMERIO MANGO	FTC	F Ⓢ	F		F Ⓢ	Ⓢ
S-39	GALLIGAN 322 MOORE HAMILTON		Ⓢ Ⓢ	F		Ⓢ F	
L-41	MILLERICK 564 BIE SMITH	P-AO	F	F	47C		Ⓢ
R-42	WOHLFORD 555 CARTER WILLIAMS		Ⓢ	F		Ⓢ	Ⓢ
R-43	SEARS 582 JACKSON BRUNK		Ⓢ F	F	47C		
R-44	VIA 320 JEWELL CROWLEY	A-TO P-AO O-TZ	Ⓢ F	F		F Ⓢ	F Ⓢ
L-45	MARKOWSKI 583 MAIER CLOAK		F Ⓢ	F	47C		Ⓢ
R-46	RICHTER 581 POST GOVAN		Ⓢ	F		Ⓢ	Ⓢ
R-47	MARTIN 569 GORMAN SKIFFINGTON	LV		Ⓢ F	47C		
R-48	DOOLITTLE 164		F	F		F	Ⓢ

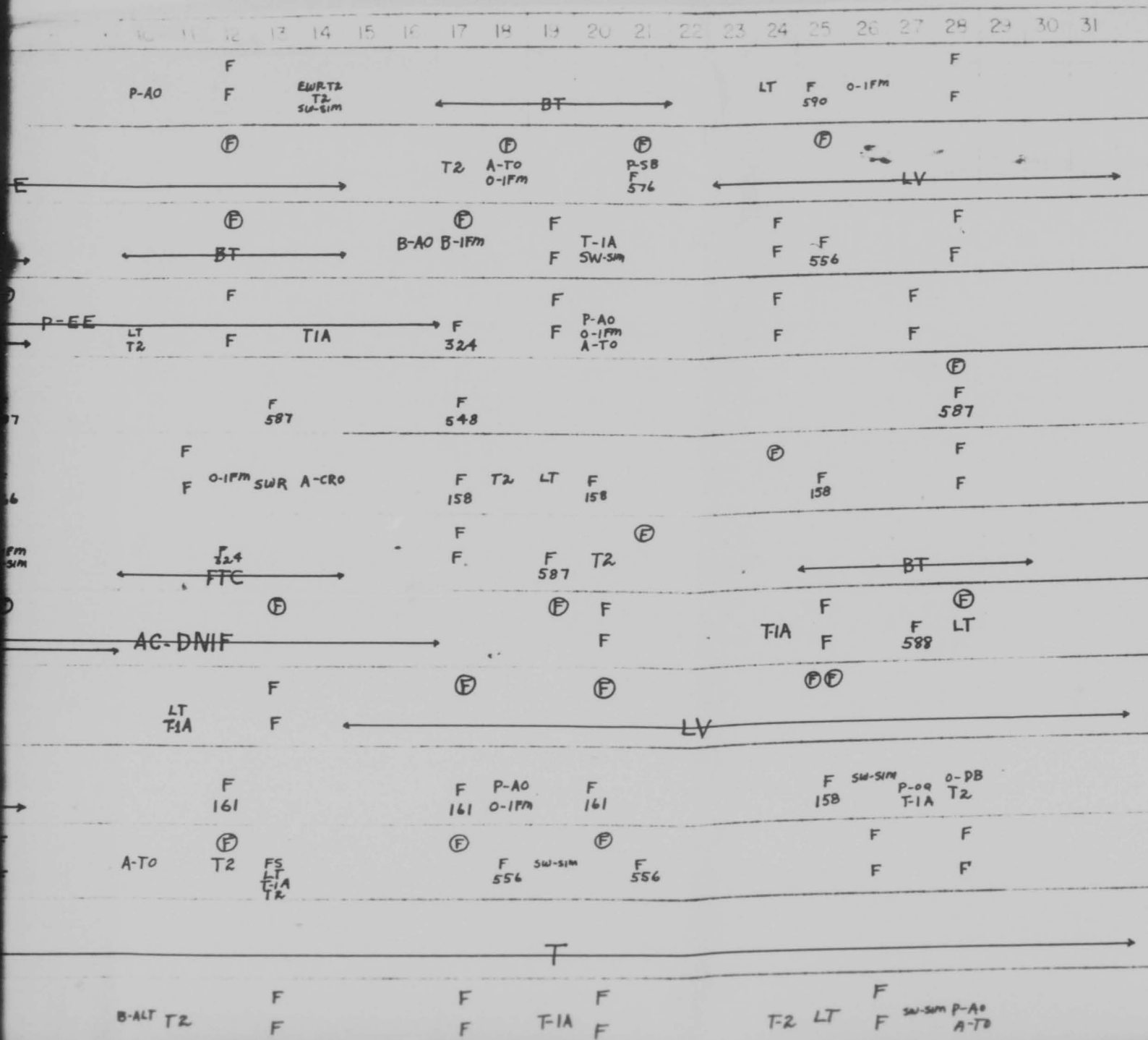
BURNSTAD	DOUGLAS BERBERICH	F P-AO 0-T2		F		582	← A-INS →	
R-51	570		⊕⊕	F			⊕F	F ⊕
MAXF	BJORKMAN HUMENIK		← LV →	F			F	F
2	561		⊕	⊕		⊕		F
ODALL	KENNEDY SMITH		← LV →				P-AO	F
-56	323		⊕					
10MAS	KEMPTON HITT	F 322	F 561	A-FS P-FS	F 320		F 555	F 555
N-57	584							⊕
3H	THOMAS MC EWAN	F 581	F 541	SWR A-TO P-AO		F 561	F 541	F 564
IN-53	SPEARS WARD	F 583 0-T2	F 320B	F 581-0 555-A	←	58A	P-EE	F 320-A
								F 320-A
								⊕-EE
IN-54	GRAY AKITA	← ⊕-TDY	F 322	F 579	F 546	← EE →	⊕-EE	F 579
								F 322
								F 570
5X	PENTON MINAHAN	F 555 0-5B		F 322 P-5B				
5X	SHULER		F 323 546	F 546				F 564
	MOODY JOHNSON							F 570
								F 584



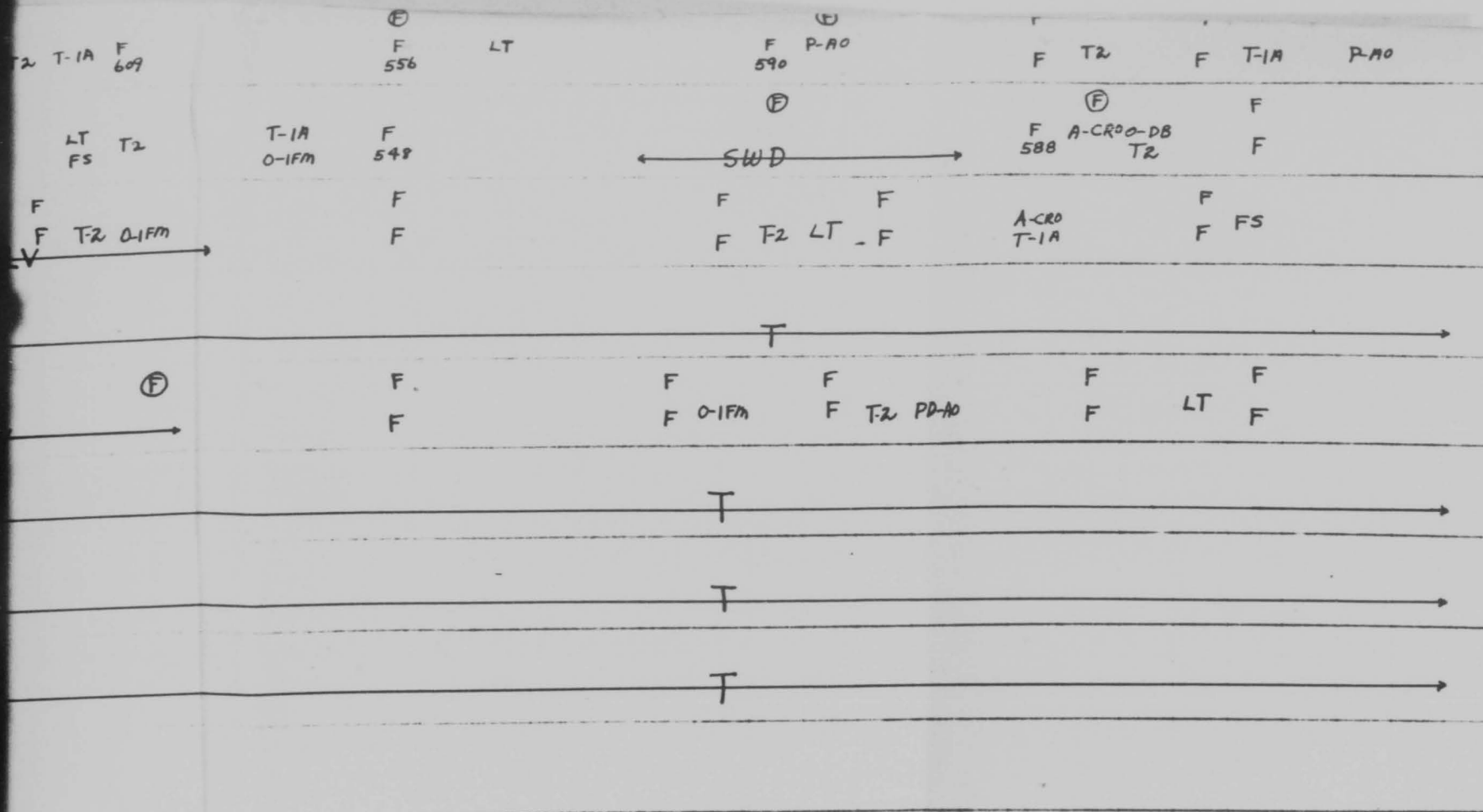
ATTACHMENT "C"
TO
APPENDIX "1"
TO
ANNEX "B"
TO
OPERATIONS ORDER
409-56
45BS TRAINING PROJECTIONS SEPTEMBER

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ATTACHMENT "C"
APPENDIX "1"
ANNEX "B"

AC	PILOT	OBSERVER	11	12	13	14	15	16	17	18	19	20	21	22	23	
S-70	571					F										
CAMPBELL	KOEPKE	JOHNSON	F 563	P-AO	F	EWR-T2 T2 SW-SIM				BT						
R-75	556					⊕										
BANK	TROMPETER	SEHON		EE					T2	⊕ A-T0 0-1PM			⊕ P-58 F 576			
R-90	324					⊕										
MC GEE	WOLKIN	TAYLOR	LT	F	EB		BT		B-AO	B-1PM			F	T-1A SW-SIM		
R-81	609					⊕										
HOUSER	ROSSELOT	VANWEIREN		P-EE									F	F	P-AO 0-1PM A-T0	
S-60	588															
GRIMM	BRETEIUS	CONLEY		F 587	F 587				F 587				F 548			
IN-87	563															
DRURY	HEFFERNAN	CONNET	⊕	⊕					F	0-1PM SWR	A-CRO		F 158	T2	LT	F 158
L-65	576															
IRVING	WALLS	WELSH	EWP	LT	F 543	0-1PM SW-SIM										
R-64	587															
CAMPBELL, L.	CATE	DICKERSON														
R-79	158															
ZYSK	EGANHOUSE	MONROE	0-1PM	F												
L-80	543															
MUSTERMAN	BOGUMIL	HALL														
IN-84	161															
NICHOLAS	HAMILTON	DAVIS														
IN-85																
AULL	HANNAH	MISPAGEL														
L-66	552															
GIOMT	CALL		0-1PM	F												



Reference	Name	Notes	Code	Code	Code
R-83	ZAHARIS 548	⊕ A-CR0 0-DB 0-1FM	T2	T-1A	F 609
SCHUPPERT	MEAD BATES				⊕ F 556
R-78	590			LT	
MILLER	VOGLER SMITH, R.C.	F 548	LT FS	T2	T-1A 0-1FM
R-71	559				⊕ F 590
HARRINGTON	CLIFTON CADY				⊕ F P-90
IN-86					
HAMILTON	FRANCIS SANDAHN				⊕
R-77	566				
SCOTT	OLLENDORF CATES				
IN-88					
PURCELY	MIZINGO TURNER				
IN-89					
MAGNAN	MOCARSKI MC KITTERICK				
IN-91					
COPENHOUSER	ASTORINO KING				



HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ANNEX "C"
TO
OPERATIONS ORDER
409-56
COMMUNICATIONS

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ANNEX "C"

ANNEX "C"
TO
OPERATIONS ORDER
409-56
COMMUNICATIONS

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

Omitted

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICES: Omitted
DISTRIBUTION:
(Same as OPOD 409-56)

HQ 40BOMWGM
OPOD 409-56
1 September 1956
ANNEX "C"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ANNEX "D"
TO
OPERATIONS ORDER
409-56
ADMINISTRATION AND LOGISTICS

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ANNEX "D"

ANNEX "D"

TO

OPERATIONS ORDER

409-56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ADMINISTRATION AND LOGISTICS: Normal

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

DISTRIBUTION:

(Same as OPORD 409-56)

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

ANNEX "E"

TO

OPERATIONS ORDER

409-56

MAINTENANCE ORDER 9-56

HQ 40BOMWGM
OPORD 409-56
1 September 1956
ANNEX "E"

ANNEX "E"

TO

OPERATIONS ORDER

409-56

MAINTENANCE ORDER 9-56

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 September 1956

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

DISTRIBUTION:

(Same as OPORD 409-56)

ANNEX "E"
TO
OPERATIONS ORDER
408-56
MAINTENANCE ORDER 8-56

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 August 1956

BERTON H BURNS

ANNEX "B"
TO
OPERATIONS ORDER
MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER 9-56

HEADQUARTERS, 40TH BOMBARDMENT WING, (M)
Smoky Hill Air Force Base, Kansas
1 September 1956

1. GENERAL:

a. This Maintenance Order presents the maintenance and flying schedule for the month of September 1956 and reflects all requirements known to the Wing at this time.

b. The maintenance and flying schedule (Tail Number Schedules) contained in the succeeding annexes implement the flying requirements for the 40th Bombardment Wing (M) as directed by SAC Regulation 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational task for September 1956.

c. This order is based upon B-47 Operations.

2. ORDERED COMMITMENTS:

a. Four (4) B-47 aircraft are scheduled into drag angle modification during the month of September. B-47, 52-323 will fly to Tucson the 5th of Sept, 52-543 the 11th of Sept, 52-573 the 17th of Sept, 52-561 on the 25th of Sept for modification. In the event of cancellation of any of the above drag angle commitments the aircraft cancelled will be rephased into the established flying schedule. B-47 52-574 will be available for pick-up from modification on or about 18 Sept, 52-584 return 21 Sept, 52-571 on 5th Sept.

b. Postflight inspections, on B-47 aircraft only will be accomplished in accordance with the special evaluation cycle 1 June. The office of the Chief of Maintenance and squadron engineering officers will closely monitor the progress of this program to insure the accuracy of information obtained and provide the necessary guidance to assure favorable results.

c. In the event that specialists are required to work on an aircraft after duty hours, a crew chief or representative will be present. Crew and specialists required for early take-offs and late returns (or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to avoid overtime work.

MAINTENANCE ORDER 9-56 CONT'D
SEPTEMBER 1956

- d. Further emphasis will be placed on the effectiveness of the current Technical Order Compliance Program. Each squadron engineering officer will insure that his TOC coordinator exercises close follow-up to insure maximum effectiveness of personnel utilization. The Job Control officer will monitor and insure the over-all program is properly scheduling TOC's to further reduce the TOC rate. Hangar number 2 will be available for B-47 aircraft undergoing compliance with outstanding Technical Orders. TOC compliance will be performed as scheduled in the attached annexes.
3. The aircraft flying schedules as listed in annexes A, B, and C are firm. No deviations or changes to this schedule will be made unless authorized by the Wing Commander. Strict consideration of the maintenance capability and program will be accomplished prior to the authorizing such a change, to insure minimum effects on scheduled workload. After the 60-9 weekly meeting schedule is published, aircraft substitutions or make up sorties unless authorized by the Wing Commander.
4. Aircraft requiring Tango Missions to clear up radar discrepancies will fly only on normal scheduled dates. The Armament and Electronics Maintenance Supervisor will determine if a specialist is required to fly with the aircraft. Tango status aircraft will be fully coordinated between A&E Maintenance Control and Squadron Operations.
5. Any changes in bomb or ammunition requirements will be coordinated with the Wing Chief of Maintenance.
6. All test flights will be included in the 60-9 Schedule and flown on the scheduled date. Test flights following periodic inspection will be scheduled for take-offs at 1229 hours for B-47 aircraft on the day indicated by a "TH" in the tail schedule. Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft aborting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

Annexes

A thru G

Horton H. Burns
HERTON H. BURNS
Colonel, USAF
Commander

ANNEX "A"
 TO MAINTENANCE ORDER 9-56
 SEPTEMBER 1956

MAINTENANCE PLAN & SCHEDULE

25th Bombardment Squadron

1. The 25th Bombardment Squadron will schedule 75 sorties for a total of 524:00 flying hours and will be accomplished as follows:

13 Sorties	Strong Heart at 13:00 Hours	169:00 Hours
28 Sorties	Pacesetter Proctice at 6:30 Hours	182:00 Hours
34 Sorties	SAC Regulation 50-8 at 6:00 Hours	204:00 Hours

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SQUADRON</u>
605	4 Sep - 7 Sep	10 Sep - 12 Sep	17 Sep
550	11 Sep - 14 Sep	17 Sep - 20 Sep	24 Sep

3. SPECIAL WEAPONS LOADING:

a. The following aircraft will be tentatively made available for special weapons standboard loading on the dates listed below. Loading will begin normally at 0830 on the date scheduled. The Crew Chief will insure that a fireguard and fire bottle is available and a ground wire is attached during all loading. Loading will be performed by base munitions with the assistance of an A&E monitor.

<u>ACFT 21 CONFIG</u>	<u>DATE</u>	<u>ACFT 15 CONFIG</u>	<u>DATE</u>
578	14 Sep	578	9 Sep
549	25 Sep	573	10 Sep
		466	21 Sep
		550	26 Sep

b. Special weapon loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadrons will be notified at least twenty four hours in advance of the aircraft selected by tail number.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between

MAINTENANCE ORDER 9-56 CONT'D
 SEPTEMBER 1956

Squadron Engineering, Maintenance Control and Armament and Electronics Flight Line
 Supervisor, Coleman and Driver will be furnished by the squadron concerned.

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
595	4 Sept	567	20 Sept
159	6 Sept	558	24 Sept
326	17 Sept	549	26 Sept
40	18 Sept		

5. The following aircraft will undergo TOC on dates indicated below:

T. O. 12R2-2ARC21-511

T. O. 1B-47-893

<u>ACFT</u>	<u>DATE</u>
549	17 Sept

<u>ACFT</u>	<u>DATE</u>
549	24 Sept

T. O. 1B-47-867

T. O. 1B-47-886

<u>ACFT</u>	<u>DATE</u>
549	10 Sept

<u>ACFT</u>	<u>DATE</u>
549	28 Sept

T. O. 1B-47-897

T. O. 1B-47-898

<u>ACFT</u>	<u>DATE</u>
549	19 Sept

<u>ACFT</u>	<u>DATE</u>
549	14 Sept

T.O. 1B-47-879

<u>ACFT</u>	<u>DATE</u>
549	11 Sept
574	24 Sept

257 BOMRON SEPTEMBER TAIL SCHEDULE

* NOTE THIS SCHEDULE PRINTED 27 AUGUST FOR THE MONTH OF SEPT
SUPERCEDES ALL PREVIOUS SEPTEMBER SCHEDULES

CAL DAYS	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	REMARKS		
557			F 6:00	PF			F 13:00			F 6:5			F 6:5	PF					F 6:5			
575			F 6:5	PF			F 13:00			F 6:5				F 6:00	PF				F 6:5			
550*	F 6:5			W	DOCK -					P/DOCK	TH	TH		F 6:5					SW		F 6:00	
466*			F 6:5	PF	2/RAPCH				TH				F 6:5	SW					F 6:00	PF		
554*	F 6:00			F 6:00	PF		SP F 13:00	F 6:00		F 6:5			F 6:5	PF					F 6:00		F 6:00	
578*	F 6:5			SW			F 13:00		(SW) PF				F 6:5		F 6:5				F 6:00		F 6:00	
574*	DRAG ANGLE MODIFICATION										F		F 6:5					F 6:00	PF		F 6:00	
567	F 6:00			F 6:00			F 13:00	PF				F 6:00		F 6:00					F 6:5		F 6:5	
159	F 6:00			F 6:00			F 13:00		PF				F 6:5		F 6:5				F 6:00		F 6:00	
558*			F 6:5				F 13:00			PF				F 6:5					F 6:00		F 6:00	
605	DOCK -												P/DOCK	TH	TH				F 6:00		F 6:5	
326	F 6:5	PF					F 13:00						F 6:00	PF					F 6:5		F 6:00	
545*	F 6:5	PF					F 13:00			F 6:5			F 6:5	PF					F 6:00		F 6:00	
573*	PF		F 6:5		SW		F 13:00			F	DRAG ANGLE MOD											
595*		PF		F 6:00			F 13:00						F 6:00		F 6:00	PF			F 6:00		F 6:00	
549*	F 6:00	PF		F 6:00			F 13:00						F 6:00		F 6:5	PF			(SW)		F 6:00	
SORTIES SCHEDULED	4	4	4	6			12			4/1	5/1	4	5	4/1	4	5	4	5	5		75 SORTIES	

LEGEND. (SW) 15 CONFIG LOADING, (S) 21 CONFIG LOADING, * 15 CONFIGURATION, AIRCRAFT PF POSTFLIGHT.

NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40th BOMWG COMDR

ANNEX "B"
 MAINTENANCE ORDER 9-56
 SEPTEMBER 1956

MAINTENANCE PLAN AND SCHEDULE

44th Bombardment Squadron

1. The 44th Bombardment Squadron will schedule 71 sorties for a total of 532:00 flying hours and will be accomplished as follows:

Sorties	Strong Heart at 13:00 Hours	169:00 Hours
30 Sorties	Pacesetter Practice at 6:30 Hours	195:00 Hours
28 Sorties	SAC Regulation 50-8 at 6:00 Hours	168:00 Hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SQUADRON</u>
569	28 Aug - 31 Aug	4 Sep - 7 Sep	10 Sep
546	23 Aug - 28 Aug	29 Aug - 4 Sep	5 Sep
582	21 Sep - 26 Sep	27 Sep - 2 Oct	3 Oct

3. SPECIAL WEAPONS LOADING:

a. The following aircraft will be tentatively made available for special weapons standboard loading on the dates listed below. Loading will begin normally at 0830 hours on the date scheduled. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during loading. Loading will be performed by Base Munitions with the assistance of A&E Monitor.

<u>ACFT 21 CONFIG</u>	<u>DATE</u>	<u>ACFT 15 CONFIG</u>	<u>DATE</u>
582	7 Sep	561	14 Sep
322	21 Sep	579	19 Sep
3--	26 Sep	546	20 Sep
		546	25 Sep

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron Engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor. Coleman and Driver will be furnished by the Tactical Squadron concerned.

ANNEX "B" CONT'D
 MAINTENANCE ORDER 9-56 CONT'D
 SEPTEMBER 1956

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
583	4 Sept	581	21 Sept
322	6 Sept	570	26 Sept
582	14 Sept	584	27 Sept
569	17 Sept		

5. The following aircraft will undergo TOC on dates indicated below:

T. O. 1B-47-757

<u>ACFT</u>	<u>DATE</u>
164	19 Sept

T.O. 1B-47-857

<u>ACFT</u>	<u>DATE</u>
577	20 Sept

T. O. 1B-47-649

<u>ACFT</u>	<u>DATE</u>
164	7 Sept
322	18 Sept
541	26 Sept
546	21 Sept
555	20 Sept
561	24 Sept
564	7 Sept
569	26 Sept
583	17 Sept
584	24 Sept

T. O. 1B-1-518

<u>ACFT</u>	<u>DATE</u>
569	14 Sept

T. O. 11B43-2-1-508

<u>ACFT</u>	<u>DATE</u>
164	14 Sept
546	24 Sept
555	17 Sept
579	25 Sept
581	6 Sept

4479 BOMBON SEPTEMBER TAIL SCHEDULE

NOTE THIS SCHEDULE PRINTED 27 AUGUST FOR THE MONTH OF SEPT
SUPERCEDES ALL PREVIOUS SEPTEMBER SCHEDULES

CAL DAYS	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	REMARKS
320 *	PF		F 6:5					F 6:00		F 6:00		F 6:15	PF					F 6:5		
569	P/DOCK			TH TH			F 13:00				F 6:00			F 6:00	PF				F 6:00	
584 *	DRAG ANGLE MODIFICATION - - - F																			
561 *			F 6:5	PF			F 13:00		SW 6:5	PF			F 6:5					F 6:5		DRAG ANGLE
555	F 6:00			F 6:00	PF		SP 13:00	F 6:00			F 6:00			F 6:00				F 6:5		PF
581 *	F 6:00			F 6:00			F 13:00	PF		F 6:5		F 6:5			F 6:5			F 6:5		W DOCK
582 *		F 6:5		(SW) PF			F 13:00		F 6:5				W DOCK							P/DOCK
564		F 6:5					F 13:00	PF		F 6:00			F 6:00					F 6:5		F 6:5
322 *	F 6:00			F 6:00			F 13:00	PF				F 6:5	(SW)	F 6:5				(SW)	F 6:00	F 6:00
164		F 6:5					F 13:00		PF			F 6:5			F 6:00			F 6:00		F 6:00
546 *	P/D	TH TH		F 6:00			F 13:00		F 6:5	PF			SW 6:00	F 6:00				SW 6:5	F 6:5	
583		F 6:5		PF			F 13:00			F 6:00	PF			F 6:5				F 6:5		F 6:00
541	PF		F 6:5				SP 13:00	F 6:00	PF			F 6:5	PF		F 6:5			F 6:5		F 6:00
579 *			F 6:5	PF			F 13:00		F 6:5			SW 6:5	F 6:5	PF				F 6:5		F 6:00
570 *		PF		F 6:00			F 13:00		PF		F 6:5		F 6:00	PF						F 6:00
323 *	F - DRAG ANGLE MODIFICATION - - - - -																			
SORTIES SCHEDULED	3	4	4	5	1		12	1	5	5	4	4	5	4	1	5	5	2		71 SORTIES

LEGEND: (SW) 15 CONFIG LOADING, (SP) 21 CONFIG LOADING, * 15 CONFIGURATION AIRCRAFT, PF POSTFLIGHT,
NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 49 TH BOMBER COMDR.

ANNEX "C"
 MAINTENANCE ORDER 9-56
 SEPTEMBER 1956

MAINTENANCE PLAN AND SCHEDULE

45th Bombardment Squadron

1. The 45th Bombardment Squadron will schedule 70 sorties for a total of 515:00 flying hours which will be accomplished as follows:

Sorties	Strong Heart at 13:00 Hours	143:00 Hours
31 Sorties	Pacesetter Practice at 6:30 Hours	201:30 Hours
28 Sorties	SAC Regulation 50-8 at 6:00 Hours	168:00 Hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

<u>ACFT</u>	<u>DOCK</u>	<u>POST DOCK</u>	<u>RETURN TO SQUADRON</u>
576	29 Aug - 4 Sep	5 Sep - 10 Sep	11 Sep
590	5 Sep - 10 Sep	11 Sep - 13 Sep	17 Sep
563	14 Sep - 19 Sep	20 Sep - 24 Sep	26 Sep
5	17 Sep - 20 Sep	21 Sep - 25 Sep	27 Sep

3. SPECIAL WEAPONS LOADING:

a. The following aircraft will be tentatively made available for special weapons standboard loading on dates listed below. Loading will begin normally at 0830 hours on the date schedule. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during all loading. Loading will be performed by Base Munitions with the assistance of an A&E monitor.

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
576	19 Sep	548	10 Sep
100	24 Sep	609	21 Sep
161	25 Sep		
552	27 Sep		

ANNEX "C" CONT'D
 MAINTENANCE ORDER 9-56
 SEPTEMBER 1956

b. Special weapons loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadron will be notified at least twenty - four hours in advance of the aircraft selected by tail number.

4. Weather permitting the following aircraft will have compass swings performed c lates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament and Electronics and Flight Line Supervisor. Coleman and Driver will be furnished by Tactical Squadron concerned.

<u>ACFT</u>	<u>DATE</u>
543	5 Sept
548	7 Sept
576	20 Sept
609	26 Sept
590	27 Sept

5. The following aircraft will undergo TOC on dates indicated below:

T. O. 12R5-2ARA26-501

T. O. 1B-47-857

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
161	6 Sept	571	10 Sept
		590	24 Sept

T. O. 11B-43-2-1-508

<u>ACFT</u>	<u>DATE</u>	<u>ACFT</u>	<u>DATE</u>
158	5 Sept	588	4 Sept
556	6 Sept	590	26 Sept
563	10 Sept	609	20 Sept
571	28 Sept	566	19 Sept

45th BOMBON SEPTEMBER TAIL SCHEDULE

*NOTE-- THIS SCHEDULE PRINTED 27 AUGUST FOR THE MONTH OF SEPT
SUPERCEDES ALL PREVIOUS SEPTEMBER SCHEDULES

CAL DAYS	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	REMARKS	
552*			F 6:5	PF			SP 12:00	F 6:00		F 6:5		F 6:5	PF			F 6:5	SW				
588*		F 6:5		W	DOCK	-		P/DOCK	TH	TH					F 6:5			F 6:00			
324		F 6:5					F 13:00	PF		F 6:5	F 6:5				F 5:5	PF			F 6:00		
158*			F 6:5				F 13:00	PF		F 6:5		F 6:5			SW	F 6:00	PF				
556	TH	TH		F 6:00			F 13:00	PF		F 6:00			F 6:00			F 6:5	PF				
609*	F 6:00			F 6:00			F 13:00	PF			F 6:5		SW	F 6:5			F 6:00	PF			
543*		F 6:5			F	DRAG ANGLE MODIFICATION															
576	D	P/DOCK	TH	TH				F 6:5		SW		F 6:00			F 6:5						
563	F 6:00		F 6:5		F 6:00	W	DOCK	-		P/DOCK	TH	TH						F 6:00			
587	PF	F 6:5	F 6:00		F 13:00			PF		F 6:5					F 6:00			F 6:00			
161*	F 6:00		F 6:00	PF			F 13:00		F 6:5	PF		F 6:5			SW	F 6:5			F 6:00		
548*	F 6:00	PF		SW			F 13:00		F 6:5	PF					F 6:5			F 6:00			
590*	W	DOCK	-	P/DOCK	TH	TH				F 6:5	PF				F 6:00			F 6:00			
566*			F 6:00	PF			F 13:00		F 6:5		F 6:5	PF			F 6:00			F 6:00			
559		F 6:5	PF				F 13:00			F 6:00		F 6:00	PF		F 6:00			F 6:00			
571*	D/A	F	PF				F 13:00		W	DOCK	-	P/DOCK	TH	TH							
SORTIES SCHEDULED	4	4/1	4	5	1/2	11			7/1	2	4	4	3	4	4	4	4/1	4/1	5	70 SORTIES	

LEGEND: SW 15 CONFIG LOADING, SW 21 CONFIG LOADING, * CONFIGURATION AIRCRAFT, PF POSTFLIGHT.
NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE A44BOMBG COMDR

ANNEX "D"

MAINTENANCE ORDER 9-56
SEPTEMBER 1956

MAINTENANCE PLAN AND SCHEDULE

40th Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide manning, tools, and equipment to process the following aircraft through periodic inspections on dates indicated below:

ACFT	SQDN	DOCK NO	DOCK		POST DOCK		RET TO SQDN
			IN	OUT	IN	OUT	
605	25	C	4 Sep	7 Sep	10 Sep	12 Sep	17 Sep
556	25	B	11 Sep	14 Sep	17 Sep	20 Sep	24 Sep
569	44	C	28 Aug	31 Aug	4 Sep	7 Sep	10 Sep
546	44	B	23 Aug	28 Aug	29 Aug	4 Sep	5 Sep
582	44	B	21 Sep	26 Sep	27 Sep	2 Oct	3 Oct
576	45	B	29 Aug	4 Sep	5 Sep	10 Sep	11 Sep
590	45	B	5 Sep	10 Sep	11 Sep	13 Sep	17 Sep
563	45	C	14 Sep	19 Sep	20 Sep	24 Sep	26 Sep
571	45	B	17 Sep	20 Sep	21 Sep	25 Sep	27 Sep

ANNEX "E"
TO MAINTENANCE ORDER 9-56 CONT'D
SEPTEMBER 1956

MAINTENANCE PLAN AND SCHEDULE

1. 40th Field Maintenance Squadron:

- a. Will provide necessary personnel, tools, and equipment to support the normal B-47 Thirteen (13) day cycle flying schedule in addition to 65 B-47 Post Flight Inspections as outlined in Annex's A, B, and C.
- b. Will support periodic maintenance squadron in accomplishing their required periodic inspections outlined in Annex "D".
- c. Will maintain pre-issue and bench stock as authorized and required.
- d. Provide specialists to comply with all scheduled TOC's.
- e. Maintain capability and workload requirements for each shop as listed for the month of September.

<u>SHOP</u>	<u>PROJECTED DIRECT M/HR'S AVAILABLE</u>	<u>PROJECTED M/HR COST PER FLY/HR</u>	<u>COMPUTED M/HR REQ'D TO SUPPORT SLY PROGRAM</u>
Jet Eng Shop	2454	2.44	3833.2
Instrument	1425	1.05	1649.5
Fuel Systems TDY			
Wheel & Tire	418	.37	581.2
Ground Power	1387	.72	1131.1
IFR TDY			
Repair/Reclmn	783	.92	1445.3
Electrical Shop	3124	2.42	3801.8
Surv/Fabric	1898	1.22	1916.6
Struct Repair	1993	1.88	2953.4

ANNEX "E" CONT'D
 MAINTENANCE ORDER 9-56
 SEPTEMBER 1956

2. Armament and Electronics Squadron:

- a. Will provide necessary personnel, tools, and equipemtn to accomplish 216 B-47 Pre-Flight and 65 Post-Flight Inspections in addition to supporting the normal B-47 Thirteen (13) cycle flying schedule as outlined in Annex's A, B, C.
- b. Will support periodic maintenance squadron in accomplishing their required periodic inspections as outlined in Annex "E".
- c. Will maintain pre-issue and bench stocks as authorized and required.
- d. Each BOMB SQUADRON will furnish two (2) 15 configuration and one (1) 6-6 configuration ready aircraft each day insuring that proper configurations are installed and that all necessary electrical and functional checks are completed and entered in form 781-2 prior to aircraft going to ready status. In addition will monitor all special weapons, bomb and ammunition loadings.
- e. Will accomplish all TOC's calendar inspections and compass swings as scheduled by Job Control.
- f. Will maintain capabilities and accomplish workload requirements as listed below:

A & E PRODUCTIVE MANHOOR EVALUATION

<u>SHOP</u>	<u>PROJECTED DIRECT M/HRS AVIALABLE</u>	<u>ESTIMATED M HR COST PER F/HR</u>	<u>PROJECTED M/HRS REQUIRED TO SUPPORT FLY PROGRAM</u>
Bm/Nav Sys	4194	2.80	4398.8
Comm/Nav Sys	814	.58	911.1
Fire Control	1552	.93	1461.0
Release Sys	1493	1.10	1728.1
Ca a Sys	384	.26	408.4
Electronic CM	120	.06	94.2
Comm Nav (FM)	1254	.88	1382.4
Flt Line			
<u>Fld Shops</u>			
Bm/Nav Shop	1437	1.27	1995.1
Com/Nav Shop	701	.49	769.7
Fire Control	237	.20	314.2
Weapons Rel	316	.16	251.3
Camera Shop	47	.03	47.1
Electr C/M	109	.03	47.1
Auto Pilot	116	.05	78.5
Test Equip	456	.32	502.7

ANNEX "E" CONT'D
MAINTENANCE ORDER 9-56
SEPTEMBER 1956

MAINTENANCE PLAN AND SCHEDULE

1. 802d Air Base Group:
 - a. 802d Motor Vehicle Squadron:
 - (1) Provide daily dispatch of vehicles as required to support the flying maintenance schedules as outlined, in this maintenance order in accordance with SAC Regulation 66-24.
 - (2) Provide and coordinate any additional vehicle support as deemed necessary by the Director of Materiel and Base Materiel Officer.
 - (3) Coordinate vehicle maintenance status with 40th Job Control, placing top priority on radio control vehicles.
 - b. 802d Refueling Section:
 - (1) Provide the necessary personnel and equipemtn to fulfill the 40th Bomb Wing's aircraft and ground power refueling requirements. Requirements for the month of September consists of 3 JP top off de-fueling trucks, three (3) 115-145 pits, one (1) 115-145 top off de-fueling truck and one diesel truck, Water alcohol will be required on all aircraft scheduled during the month of September consisting of 216 sorties.
 - (2) In the event of an alert on or after special missions, additional pits as determined feasible by the 40th Director of Materiel and 802d Refueling Officer will be required.
 - c. 802d Supply Squadron:
 - (1) Base Supply:
 - a. Provide supply support for flying and maintenance schedules as heretofore.
 - b. Aircraft service unit will provide immediate delivery of all items requested via supply expeditor network and will maintain C. Q. for after duty hours.

- c. Provide additional support as required in the event of an alert.
- d. 802d Munitions Squadron:
- (1) Provide personnel, material and equipment to support the necessary Special weapons, bombing and gunnery requirements as needed to accomplish 50-8 requirements and necessary training of the 40th Bombardment Wing.
 - (2) All special weapons, bombs and ammunition requirements will be listed on weekly 60-9 schedule. Loading schedule will be coordinated between Job Control A&E Supervisor and Munitions Section 24 hours in advance. There will be no changes in bomb or ammunition requirements after the weekly 60-9 schedule has been published except for weather cancellations.
 - (3) The special weapons loading schedule is listed in Annexes A, B, and C. In case an aircraft cannot be made available on the schedule date, the responsible squadron will be required to furnish another. Job Control will coordinate any changes with munitions section and A&E at least 12 hours in advance.
- e. 802d Food Service Squadron:
- (1) Provide normal messing facilities except in event of an alert and any special mission requirements. Additional requirements will be coordinated as necessary.
- f. 802d Air Police Squadron:
- (1) Provide security guards as deemed necessary by the 40th Bomb Wing Security Officer and the 802d Provost Marshal. Normal requirements exists for the month of September 1956.

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 40th Bombardment Wing, Medium					MONTH September 1956				PAGE NUMBER 1		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12							
A. GENERAL						B. BOMBING						C. NAVIGATION						D. REFUELING												
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 SOURCES OF STRESS	7 MACH AT MACH (BT)	8 RADAR ATTACKS CAMERA SCORED			9 VISUAL RELEASES			11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID		14 RADAR GRID	15 PRESS. PAT-TERN	16 TOTAL REFUELINGS		17 MASS NIGHT REFUELINGS		18 MAX GROSS WEIGHT NIGHT				
							MACH .81 WITH IBD	FIXED ANGLE	VIS ATTACKS SCORED MACH (BT)	TOTAL	M-19		CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR			NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	
											NR OF REL.	NR OF CIRCULAR ERROR	1	2	3	4			1											2
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	
S-60	B0047	002	020	01	-	-	001	-	-	-	-	-	002	014	018	-	-	-	001	007	-	-	-	002	002	01	01	-	-	
S-03	B0047	003	029	02	-	001	001	-	-	-	-	-	002	004	028	-	-	-	001	001	027	-	-	-	002	002	01	01	-	-
S-04	B0047	004	038	02	-	001	001	-	-	-	-	-	002	009	013	-	-	-	002	003	004	-	-	-	002	002	01	01	-	-
S-04	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	018	-	-	-	-	-	-	-	-	-	-
S-39	B0047	005	035	01	-	-	001	-	-	-	-	-	-	-	-	-	-	001	002	014	025	-	001	002	002	01	01	-	-	
L-37	B0047	002	014	-	-	-	001	-	-	-	-	-	002	004	014	-	-	-	002	008	028	-	-	-	-	-	-	-	-	
L-45	B0047	006	044	02	-	001	001	-	001	-	-	-	002	010	020	-	-	-	002	001	010	-	001	001	002	002	01	01	-	-
STANDARDIZATION TOTAL		022	180	05	-	003	006	-	001	-	-	-	010	-	-	-	-	004	010	-	-	001	002	010	010	05	05	-	-	
S-70	B0047	005	028	01	-	001	001	001	001	-	-	-	001	029	-	-	-	002	001	015	-	001	001	003	003	01	01	-	-	
L-00	B0047	005	044	02	-	001	001	-	-	-	-	-	001	013	-	-	-	001	002	000	001	001	001	-	-	-	-	-	-	
L-10	B0047	002	021	01	-	-	002	-	-	-	-	-	-	-	-	-	-	001	002	015	021	001	001	002	002	01	01	-	-	
L-22	B0047	001	014	01	-	-	001	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	003	003	01	01	-	-
L-30	B0047	005	037	02	-	001	001	001	-	-	-	-	001	008	-	-	-	-	002	004	006	-	001	002	002	01	01	-	-	
L-33	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	022	-	-	-	-	-	-	-	-	-	-	
L-14	B0047	005	035	01	-	-	002	-	-	-	-	-	001	003	-	-	-	-	002	015	027	001	001	003	003	01	01	-	-	
L-16	B0047	006	049	01	-	-	001	-	-	-	-	-	001	012	-	-	-	001	001	003	-	002	001	003	003	01	01	-	-	

SAC FORM 15 443 58 184 PREVIOUS EDITION IS OBSOLETE. FC: 2720

40-4327-C

7378

Air Force-SAC, Office

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I						UNIT 40th Bombardment Wing, Medium	MONTH September 1956	PAGE NUMBER 2	NUMBER OF PAGES 6	REPORTS CONTROL SYMBOL 5-SAG-TLC																				
A. GENERAL					B. BOMBING					C. NAVIGATION						D. REFUELING														
1	2	3	4	5	6	7	8		9			10			11				12	13		14	15	16		17		18		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .91	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	TOTAL	M-19		TOTAL LEGS	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT. TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT			
							MACH .81 WITH ISDA	FIXED ANGLE			NR OF REL.	CIRCULAR ERROR		1	2	3	4		NR OF LEGS	TOTAL LEGS			1	2	NR OF LEGS	NR OF LEGS		ATT.	SUCC.	ATT.
9-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	
B-36	B50A1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
L-36	B50A7	001	019	01	--	--	001	--	--	--	--	--	001	003	--	--	--	001	001	002	--	001	001	003	003	01	01	01	01	
L-36	B50A7	005	023	01	--	--	002	002	--	--	--	--	002	012	002	--	--	001	002	002	007	--	001	004	002	01	01	--	--	
L-38	B50A7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	001	007	--	--	--	--	--	--	--	--	--	
L-38	B50A7	001	028	--	--	--	001	--	--	--	--	--	--	--	--	--	--	001	--	--	--	001	001	002	002	01	01	--	--	
L-36	B50A7	002	027	01	--	--	002	--	--	003	--	--	002	014	031	--	--	002	--	--	--	001	001	002	002	01	01	--	--	
L-37	B50A7	001	012	01	--	--	001	--	--	003	--	--	001	004	--	--	--	--	--	--	--	001	002	002	01	01	--	--	--	
L-36	B50A7	003	014	--	--	--	001	--	001	--	--	--	001	006	--	--	--	001	002	005	020	001	001	002	002	01	01	--	--	
L-36	B50A7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	001	031	--	--	--	--	--	--	--	--	--	--
L-38	B50A7	003	027	01	--	--	002	001	--	--	--	--	002	023	030	--	--	001	001	005	--	001	001	003	003	01	01	--	--	
L-36	B50A7	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE	NRGATIVE
B-36	B50A7	002	024	01	--	--	002	005	006	002	006	--	014	--	--	--	--	012	019	--	--	011	013	032	032	13	13	01	01	
B-37	B50A7	004	026	01	--	--	001	001	001	--	--	--	001	009	--	--	--	002	--	--	--	002	001	002	002	01	01	--	--	
B-37	B50A7	006	041	--	--	--	--	--	--	002	--	--	001	014	--	--	--	001	002	014	021	001	001	002	001	01	--	--	--	
B-37	B50A7	006	047	01	--	--	001	002	--	--	--	--	--	--	--	--	--	003	002	005	010	001	001	002	002	01	01	--	--	
B-37	B50A7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 40th Bombardment Wing, Medium					MONTH September 1956				PAGE NUMBER 3		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-546-112							
A. GENERAL					B. BOMBING					C. NAVIGATION										D. REFUELING										
1	2	3	4	5	6	7	8		9	10			11				12	13			14	15	16		17		18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH 0.81	RADAR ATTACKS CAMERA SCORED		VISUAL ATTACKS SCORED MACH 0.81	TOTAL	VISUAL RELEASES		NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PAT-TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT			
							MACH 0.81 WITH BDA	FIXED ANGLE			M-19	NR OF CIRCULAR ERROR	TOTAL LEGS	1	2	3		4	NR OF LEGS	TOTAL LEGS			1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	21-23	26-27	30-31	34-35	
B-24	B0047	006	021	-	-	-	-	-	-	-	-	-	002	009	015	-	-	001	001	015	-	001	001	-	-	-	-	-	-	
B-24	B0047	004	016	01	-	-	001	-	-	002	-	-	001	027	-	-	-	001	001	013	-	-	001	001	001	001	01	01	-	-
B-24	B0047	002	022	-	-	002	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	001	-	001	001	-	-	-	-	
B-24	B0047	002	021	01	-	001	001	-	-	-	-	-	001	031	-	-	-	-	002	018	031	-	001	002	002	01	01	-	-	
B-24	B0047	008	018	-	-	002	001	001	001	-	-	-	002	000	020	-	-	001	001	017	019	001	001	002	002	-	-	01	01	
B-24	B0047	001	010	-	-	-	002	001	001	002	-	-	001	013	-	-	-	001	002	008	017	001	-	-	-	-	-	-	-	
B-24	B0047	001	023	-	-	002	002	001	-	001	-	-	001	010	-	-	-	001	001	031	-	-	-	-	-	-	-	-	-	
B-24	B0047	002	014	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	001	001	-	-	-	-	
B-24	B0047	003	010	01	-	002	002	001	001	-	-	-	002	002	008	-	-	001	001	001	-	-	002	003	003	01	01	-	-	
B-24	B0047	007	011	01	-	-	001	001	001	-	-	-	001	004	-	-	-	002	001	019	-	001	001	004	001	01	01	01	01	
B-24	B0047	003	025	01	-	-	001	-	001	003	-	-	-	-	-	-	-	001	001	024	-	-	001	002	001	01	01	-	-	
B-24	B0047	007	014	01	-	-	001	-	-	-	-	-	-	-	-	-	-	002	001	010	-	-	001	003	003	01	01	01	01	
B-24	B0047	006	015	01	-	-	-	001	-	-	-	-	002	009	013	-	-	001	002	002	019	001	001	003	003	01	01	01	01	
B-24	B0047	002	014	-	-	001	-	-	-	-	-	-	001	019	-	-	-	001	-	-	-	-	001	-	-	-	-	-	-	
B-24	B0047	006	016	-	-	001	002	001	001	-	-	-	-	-	-	-	-	003	-	-	-	-	001	-	-	-	-	-	-	
B-24	B0047	004	028	-	-	-	002	001	002	-	-	-	002	020	022	-	-	001	-	-	-	-	001	-	-	-	-	-	-	
B-24	B0047	006	014	-	-	002	002	002	001	003	-	-	002	008	015	-	-	001	002	016	021	002	001	003	003	01	01	01	01	

SAC FORM 15 MAR 56 184 PREVIOUS EDITION IS OBSOLETE. FC 2729

7378 Air Force - SAC, Other

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL																
										40th Bombardment Wing, Medium	September 1956	6	6	SAC, T12																
A. GENERAL					B. BOMBING					C. NAVIGATION					D. REFUELING															
1 CRE NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 SMOKE STREAK	7 RST AT MACH .81	8 RADAR ATTACKS CAMERA SCORED		9 VISUAL RELEASES		11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID		14 RADAR GRID	15 PRESS. PAT-TERN	16 TOTAL REFUELINGS		17 MASS NIGHT REFUELINGS		18 MAX GROSS WEIGHT NIGHT						
							37-39	41-43	TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	1	2		3	4			NR OF LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	
R-75	B0047	002	011															001												
R-77	B0047	006	042	01			005						001	017				002			001	001	002	002	01	01				
R-78	B0047	006	045			001		002					003	007	011	020							003	003	01	01				
R-79	B0047	002	020	01		001	001		001				001	019				001	001	007				002	002	01	01			
R-81	B0047	005	047	01		002	001	001	001									001	002	003	025	001	001	002	002	01	01			
R-82	B0047	005	036	01		001	001											001	001	031			001	002	002	01	01			
R-87	B0047	007	054			001	002	001	001				002	011	014			001	002	009	012	001	001	003	003					
R-90	B0047	005	034			001		001					002	014	015			002					001							
R-57	B0047	Negative, crew upgraded to ready status, 28 September.																												
COMBAT TOTAL		134	952	13		022	091	015	012	013			029					036	027			015	022	048	047	16	15	07	07	
N-57	B0047	007	050				005	002	002				002	003	020			003	002	005	009	001	001							
N-57	B0047																	002	018	023										
N-77	B0047																	002	024	031										
N-58	B0047	Negative, crew members flew as additional crew members on other crews.																												
N-92	B0047	001	007																											
N-84	B0047	001	005																											

SAC FORM 104 PREVIOUS EDITION IS OBSOLETE. FC 238

7378 All Form-SAC, Other

(When Filled In)

CONFIDENTIAL

KODAK

SAFETY FILM

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I						UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL																				
						40th Bombardment Wing, Medium	September 1957	6	6	5-SAG-112																				
A. GENERAL					B. BOMBING					C. NAVIGATION					D. REFUELING															
1 EW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 BOMBER STREAM	7 RDS AT MACH .81	8 RADAR ATTACKS CAMERA SCORED			9 VISUAL RELEASES			11 NIGHT CELESTIAL				12 DAY CEL	13 CELESTIAL GRID		14 RADAR GRID	15 PRESS. PAT-TERN	16 TOTAL REFUELINGS		17 MASS NIGHT REFUELINGS		18 MAX GROSS WEIGHT NIGHT				
							MACH .81 WITH IBSA	FIXED ANGLE	VISUAL CAMERAS SCORED MACH .81	TOTAL	10 M-19		CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR			NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	
											NR OF REL.	CIRCULAR ERROR	1	2	3	4			1											2
9-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	
NON COMBAT READY TOTAL		000	000	-	-	-	001	002	002	-	-	-	000	-	-	-	-	000	000	-	-	000	000	-	-	-	-	-	-	
WING TOTAL		200	1481	30	-	001	001	001	002	-	-	-	058	-	-	-	-	001	060	-	-	028	018	001	000	000	000	000	000	
EX	50007	001	120	-	-	001	000	001	001	-	-	-	001	020	-	-	-	000	001	000	-	-	000	000	000	000	000	000	000	
PRACTICE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-31	BOLBY	Grec upgraded to non ready status, 7 September.																												
IN-32	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR PRESENT FOR DUTY 1-30 SEP.																											
IN-33	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR PRESENT FOR DUTY 1-30 SEP.																											
IN-34	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR PRESENT FOR DUTY 1-7 SEP, LEAVE 8-30 SEP.																											
IN-35	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR PRESENT FOR DUTY 1-30 SEP.																											
IN-36	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR PRESENT FOR DUTY 1-30 SEP.																											
IN-37	AG	PRESENT FOR DUTY 1-30 SEP; CP & OBSR PRESENT FOR DUTY 1-30 SEP, TDY STRAD 11-30 SEP.																												
IN-38	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR TDY MCCONNELL 1-4 SEP, PRESENT FOR DUTY 8-30 SEP.																											
IN-39	AG & CP	TDY MCCONNELL	1-30 SEP; OBSR TDY MCCONNELL 1-4 SEP, PRESENT FOR DUTY 10-30 SEP.																											

SAC FORM 11 MAR 56 104 PREVIOUS EDITION IS OBSOLETE. FC 279

1318

Air Force-SAC, Office

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL															
										10th Bombardment Wing, Motion	September 1976	6	6	1--SAG-712															
A. GENERAL					B. BOMBING					C. NAVIGATION					D. REFUELING														
1	2	3	4	5	6	7	8	9	10	11				12	13			14	15	16		17		18					
REW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER TYPE	RBLAT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES			NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT- TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT				
							MACH .81 BYTH ISDA	FIXED ANGLE	TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	1	2	3		4	NR OF LEGS			TOTAL LEGS	1	2	NR OF LEGS		NR OF LEGS	ATT.	SUCC.	ATT.
9-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
11-27	A3 & CF	TDY	MOONWELL	1-30	SEP	OBSR	TDY	MOONWELL	1-30	SEP	PRESENT FOR DUTY	1-30	SEP																
11-28	A3, CF &	OBSR	TDY	MOONWELL	1-30	SEP																							
11-29	A3, CF &	OBSR	TDY	MOONWELL	1-30	SEP																							
11-30	A3 & CF	TDY	MOONWELL	1-30	SEP	OBSR	PRESENT FOR DUTY	1-30	SEP																				
11-30	A3 & CF	TDY	MOONWELL	1-30	SEP	OBSR	TDY	MOONWELL	1-30	SEP	PRESENT FOR DUTY	1-30	SEP																
11-30	A3	TDY	MOONWELL	1-30	SEP	CF & OBSR	PRESENT FOR DUTY	1-30	SEP																				

SAC FORM 15 644 54 PREVIOUS EDITION IS OBSOLETE. FC: 270

7378 Air Force - SAC, Offair

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II		UNIT 40th Bombardment Wing, Medium		MONTH September 1956		PAGE NUMBER 1		NUMBER OF PAGES 2		REPORTS CONTROL SYMBOL 4-347-712																			
E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY			I. ECM JAMMING						J. FORMATION				K. PILOT PROF.	L. ATO		M. RADAR APP.		N. PRESS FLIGHT	O. STAN CHECK		
19 CREW NUMBER	20 NR OF DRY CONTACTS	21 TOTAL RENDEZVOUS		22 DURING DARKNESS		23 AN/APN-12/76 RENDEZVOUS		24 TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		25 NR OF S.E.G. GUNNERY MISSIONS	26 FIGHTER MISSIONS FOR MAX LOAD MISSIONS	27 BIG SNOW		28 LITTLE SNOW		29 LITTLE RIVER		30 BIG PHOTO CHATTER RUNS		31 TOTAL HOURS	32 HOURS ABOVE 30,000	33 HOURS BELOW 10,000	34 NR OF WATER TAKE-OFFS	35 NR OF AIRBORNE NAVAL APPROACHES	36 NR HOURS PRESSURIZED FLT-COMBAT POSITION	37 MONTH LAST STATUS CHECK STATION CHECK COMPLETED		
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
6-10								41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
6-11								001	100			001																	
6-12		001	001			001	001	001	100																				
6-13		001	001	001	001	001	001	001	100	001		001																	
6-14								001	100																				
6-15								001	100																				
6-16								001	100																				
6-17								001	100																				
6-18								001	100																				
6-19								001	100																				
6-20								001	100																				
6-21								001	100																				
6-22								001	100																				
6-23								001	100																				
6-24								001	100																				
6-25								001	100																				
6-26								001	100																				
6-27								001	100																				
6-28								001	100																				
6-29								001	100																				
6-30								001	100																				

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II													UNIT 40th Bombardment Wing, Medium					MONTH September 1956		PAGE NUMBER 2	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL A-040-710																																	
E. GENERAL	F. DRY CONTACTS	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAWING						J. FORMATION		K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK																														
19	20	21		22		23		24		25	26	27		28		29		30		31	32	33	34	35	36	37																													
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS		PER CENT FIRE-OUT MAX LOAD		NR OF SEG. GUNNERY MISSIONS		FIGHTER MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR DIRECTED APPROACHES	NR OF PRESS FLIGHT POSITION	MONTH LAST STANDARDIZATION COMPLETED																							
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	41-43	45-47	49-51	53-54	56-58	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	45-47	49-51	53-54	56-58	60-62	63-65	66-68	69-71																											
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	66-68	69-71																											
1-26	-	-	-	-	-	-	-	003	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																							
1-27	-	002	003	001	002	001	002	002	002	93%	100	-	001	-	-	-	-	-	-	-	001	002	001	-	-	001	002	001	001	001	001	FEB																							
1-28	005	001	001	001	001	001	001	002	100	100	-	001	-	-	-	-	-	-	-	-	001	002	001	-	-	001	001	001	001	001	001	APR																							
1-29	002	001	001	001	001	001	001	002	100	100	-	001	-	-	-	-	-	-	-	-	001	002	001	-	-	001	001	001	001	001	001	MAY																							
1-30	004	004	003	003	003	001	001	001	100	-	-	001	-	-	-	-	-	-	-	-	003	002	001	-	-	002	001	001	001	001	001	APR																							
1-31	-	-	-	-	-	-	-	001	100	-	-	001	-	-	-	-	-	-	-	-	001	002	001	001	-	001	002	001	001	001	001	JUN																							
1-26	004	002	002	001	001	001	001	002	050	100	-	001	-	-	-	-	-	-	-	-	003	002	001	-	-	001	003	001	001	001	001	JUN																							
1-27	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																							
1-28	007	003	002	002	002	-	-	002	157	100	-	001	-	-	-	-	-	-	-	-	001	002	001	001	001	001	001	001	001	001	001	MAY																							
1-29	Crew upgraded to lead status, 25 September.																									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JUN
S & A																																																							
TOTAL		066	024	026	013	013	012	024	-	-	-	012	-	-	-	-	-	-	-	-	042	028	014	005	002	047	021	001	-	-	-	-																							
R-13	000	-	-	-	-	-	-	001	012	-	-	001	-	-	-	-	-	-	-	-	001	002	001	-	-	003	002	002	002	002	JUN																								
R-14	001	-	-	-	-	-	-	002	036	100	-	001	-	-	-	-	-	-	-	-	003	002	001	-	-	004	003	003	003	003	003	APR																							
R-15	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	002	001	001	-	006	003	004	004	004	004	SEP																							
R-17	-	-	-	-	-	-	-	002	050	077	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																							
R-19	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																							

CONFIDENTIAL (When Filled In)

E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING								J. FORMATION			K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRESS FLIGHT		O. STAN CHECK				
19		21		22		23		24		25		26		27		28		29		30		31			32		33		34		35		36		37
CREW MEMBER	NO. OF DUTY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NO. OF MISSIONS	PER CENT FIRE-OUT MAX. LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 40,000	HOURS BELOW 10,000	NUMBER OF COMPLETED MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER TAKE-OFFS	NR OF AIRBORNE RADAR APPROACHES	NR HOURS PRESSURIZED FLIGHT POSITION	MONTH LAST SECTION CHECK COMPLETED						
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.															
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71							

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 49th Bombardment Wing, Medium	MONTH September 1971					PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL S-3A-111									
P. GENERAL	Q. EMERG. DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																	
CREW NUMBER	NUMBER OF EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (W/WT)	NUMBER OF SIMULATOR MISSIONS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
9-10	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-11	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-12	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-13	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-14	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-15	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-16	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-17	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-18	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-19	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-20	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-21	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-22	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-23	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-24	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-25	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-26	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-27	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-28	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-29	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-30	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-31	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-32	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-33	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-34	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-35	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-36	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-37	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-38	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-39	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
9-40	13-15	17-19	21-23	25-27	29-31	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315

SAC PREVIOUS EDITION IS OBSOLETE.

7378

Air Force-SAC, OMB

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																	UNIT		MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL	
																	40th Bombardment Wing, Medium		September 1954		2		2		SAI, TAD	
P. GENERAL	2. EMERG. DRILL	3. SIM. STR. REPORTS	4. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																				
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61			
CREW NUMBER	NO. OF CREW EMERGENCY PROCEDURES DRILLS	NUMBER OF SIMULATED REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF AIR WEAPONS (Aircraft)	NUMBER OF BOMBERS FOR MISSIONS	Options Crew Wk. 20 Man	Refueling Program Taker	Max Weight Crew Wk.	Dis- pen- ser	Taxi- time	Inst. Exp.	GA	IR	IR	IR	IR	IR	IR	IR	IR	IR	IR	IR	IR		
6-10	13-15	17-19	21-23	25-27	29-31	Att	Su	Att	Su	Att	Su	Att	OP	Att	OP	Att	OP	Att	OP	Att	OP	Att	OP			
3-8	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-11	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-12	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-13	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-14	003	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-15	001	001	002	-	001	02	02	-	-	-	-	01	01	-	01	01	-	-	-	-	-	-	-	-		
3-16	Negative, crew upgraded to lead status, 28 September.										-	-	-	-	-	-	-	-	-	-	-	-	-	-		
3-17	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-18	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-19	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-20	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-21	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-22	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-23	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-24	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-25	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-26	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-27	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		
3-28	002	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-		

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III												UNIT 4th Bombardment Wing, Medium				MONTH September 1966		PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL				
P. GENERAL	Q. EMERGENCY DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW EMERGENCY DRILLS	NUMBER OF SIMULATED REPORTS	NUMBER OF NIGHT MISSIONS	NUMBER OF MISSIONS (ACTUAL)	NUMBER OF SIMULATOR MISSIONS	Optional Ground Wk.	Optional Wk. in Max	Refueling Operations Tanker	Max. Fuel Wk.	Low power	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.	Low alt.
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUG	ATT	SUG	ATT	SUG		ATT	OP	ATT	OP	ATT	OP	ATT	OP	ATT	OP	ATT	OP
R-2	001	001	-	-	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-
R-3	001	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-20	-	-	-	-	001	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-
R-1	001	-	-	-	-	01	01	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-
R-6	001	001	001	-	001	01	01	-	-	-	-	01	01	-	01	-	-	-	-	-	-	-	-	-
R-1	001	001	002	-	001	01	01	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	-	-	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	-	-	001	-	-	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	-	-	-	-	-	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-
R-10	001	001	001	-	001	01	01	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-

SAC FORM 10 MAR 64 180 PREVIOUS EDITION IS OBSOLETE.

7378

Air Force-SAC, OMAF

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																		UNIT 40th Bombardment Wing, Med. Lt.		MONTH September 1954		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOLOGY SAC, III	
P. GENERAL	Q. EMERGENCY DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																					
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61				
CREW NUMBER	NO. OF EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATOR MISSIONS	Operational General Wk.	Re-Operating Program	Max. Altitude General Wk.	Dist. per day	Time of day	Lat. Long.	COG	TAS	PP App.	CP App.	CP App.	CP App.	CP App.	CP App.	CP App.	CP App.	CP App.	CP App.	CP App.			
6-10	13-15	17-19	21-23	25-27	29-31	A-1	S-1	A-1	S-1	A-1	S-1		A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1			
R-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
R-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
UNIT TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

CONFIDENTIAL

40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

Part IV. Wing Commander's Remarks

September 1956

1. Hours Flown performing missions ordered by:

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(I) Ferrying Aircraft	00:00	19:00
TOTAL	00:00	19:00

(a) Reference commitment (I). No time programmed due to commitment not received in time.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month.

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	00:00	00:00
2	Strategic Evaluation	00:00	8:00
3	USCM "Strong Heart"	403:00	491:00
4	"Bench Warmer"	40:00	55:00
5	Non Combat Ready Crew Training SAC Regulation 50-8	227:00	237:00
6	Combat Ready and above Crew Training SAC Regulation 50-8 to include standboard checks.	544:00	554:00
7	Compliance with SAC Regulation 51-26	286:00	286:00
8	Staff Crew proficiency	50:00	120:00
	TOTAL	1550:00	1752:00
	TEST FLIGHTS	00:00	30:00
	HIGHER HEADQUARTERS	00:00	19:00
	GRAND TOTAL	1550:00	1801:00

(a) Reference Priority 3: More time flown than programmed due to more aircraft flown than scheduled.

(b) Reference Priority 4: More time flown than programmed due to mission planned on no wind flight plan.

CONFIDENTIAL

40-4327-C

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

(c) Reference Priority 8: More time flown than programmed due to more time available.

(2) Flying time programmed for the following month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	00:00
2	Strategic Evaluation	120:00
3	Devil Fish	481:00
4	Face Setter V	186:00
5	Non Combat Ready crew training SAC Regulation 50-8	200:00
6	Combat Ready and above Crew Training SAC Regulation 50-8 to include standboard checks	363:00
7	Compliance with SAC Regulation 51-26	200:00

2. Weather or local conditions:

Not applicable for this reporting period.

3. Air Traffic control delay information:ATC DELAYS

<u>TYPE</u>	<u>TOTAL NUMBER</u>	<u>TOTAL TIME</u>
Departure	0	00:00
Arrival	0	00:00
Total	0	00:00

DELAYS AFFECTING UNIT MISSIONS

Not applicable for this reporting period.

DELAYS OVER 30 MINUTES

Not applicable for this reporting period.

4. Restrictive directives: Not applicable for this reporting period.5. Combat crew member gains and losses:

a. Crew members gained. None.

b. Crew member losses. None.

6. Crew member changes:

Two (2) Copilot, Crews L-16 and R-19.

2

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

7. New Crews: N-92
8. Crew status changes:
 - R-43 to L-43, 25 September, Upgraded
 - N-57 to R-57, 28 September, Upgraded
 - IN-84 to N-84, 7 September, Upgraded
 - IN-54 to N-54, 1 September, Upgraded
9. Standardization crews:
 - a. Wing standardization crew: S-60, 1 Aug 56.
 - b. Squadron standardization crews:
 - (1) 25th BOMRON: S-03, 5 Apr 56, S-04, 1 Aug 56.
 - (2) 44th BOMRON: L-37, 19 Sep 55, S-39, 5 Apr 56.
 - (3) 45th BOMRON: L-65, 1 Sep 56.
10. Additional Material and Personnel Problems:

Material Problems:

- a. The lack of firm planning factors for scheduling the maintenance-flying monthly cycle is still presenting a serious problem to this organization. Constant changing requirements for missions, from higher headquarters, has resulted in an almost daily change to the proposed schedule. As a result, provisions as outlined for planning meetings of maintenance and operations personnel to firm up a maintenance-flying schedule cannot be complied with. It is strongly recommended that every effort be made, at higher headquarters, to make planning factors available in sufficient time to insure good scheduling by organizations. As an example, a change was made in the "Devil Fish" mission on 25 September lowering the requirement for 17 primary aircraft on 17 Oct to 12 primaries, and raising the requirement to 5 primaries on 19 October.
- b. Flight Line Maintenance Manning: Flight line maintenance manning continues to be a serious problem. The number of personnel assigned to the squadron maintenance activity and the skills availability is not adequate to support the flying training requirements of this Wing. The flight line maintenance function has been recognized as the factor currently limiting the capability of the Wing and every possible action has been taken to correct the problem. This was brought to the attention of personnel of your Weapons Maintenance Division during a recent staff visit along with the action that we have taken to correct the problem. We do not have the resources within the 40th Bomb Wing to augment the manning of flight line maintenance functions. All of the personnel assigned to this activity are in the 431KLE career field; therefore our only resource within the wing for internal adjustment and balance of personnel in this career field is from the Periodic Maintenance Squadron and the Airframe Repair

3

CONFIDENTIAL

7379

CONFIDENTIAL

40th Bomb Wing Commander's Remarks

September 1956

Section of the Field Maintenance Squadron. These resources have been exploited to the maximum, however the assigned manning will not yet satisfy the flight line maintenance requirement.

Since the flight line maintenance function is considered our limiting factor in maintenance and we do not have the resources to augment this function of maintenance we have taken action to realign functional responsibilities within the entire wing maintenance organization to permit the expenditure of a greater amount of support to the flight line and free flight line maintenance personnel of indirect labor requirements. This action has resulted in the attainment of a better balance between the work load of the flight line and other maintenance functions. However, we still find it necessary to expend considerable amounts of overtime in this maintenance function in order to produce the required number of flying training hours. We have made a careful study of flight line maintenance management and utilization of personnel. As the result of this, procedures were established for each activity which were designed to produce the maximum number of flying hours and best possible utilization of personnel. Booster teams have been formed under the direct control of the line chief. This action was taken to increase the flexibility of personnel utilization and most effectively assign the personnel to a maintenance job according to the flying schedule and aircraft priority. We are also studying the expenditure of indirect time in the flight line maintenance function and have established procedures to reduce these expenditures to the minimum consistent with good maintenance discipline. The planning and scheduling of flight line maintenance in the most effective manner has also been carefully reviewed and classes have been conducted to train both the supervisory personnel and the crew chiefs in the most effective methods of maintenance planning. These actions have paid off, but we have not been able to fully resolve the flight line maintenance problems and will not be able to do so without additional personnel.

The entire situation is further complicated by the fact that this wing is in the process of receiving new aircraft. The receipt and processing of these new aircraft is not a specific problem, but the fact that the flight line capability is low has resulted in a retarded training program for conversion to the new aircraft. The training required by our personnel in the maintenance of the new aircraft is highly selective by maintenance function. The bulk of the personnel needing training are in the tactical units. As the training is basically familiarization with the 40KV electrical system, LOX, clam shell canopies, etc. The following is a typical flight line maintenance manning and job utilization in one of the tactical squadrons of this wing.

- a Authorized - 81
- b Assigned - 67
- c Of the assigned strength the breakdown by rank is:

1	2 M/SGT's
2	2 T/SGT's
3	6 S/SGT's
4	28 A/1C's
5	21 A/2C's
6	3 A/3C's

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

d The above personnel are distributed as follows.

- | | | |
|----|---|---|
| 1 | Line chief (1) | |
| 2 | Flight Chiefs (3) | |
| 3 | Radio vehicle operator (1) | |
| 4 | Postflight Chief (1) | |
| 5 | Coleman operator (1) | |
| 6 | Night servicing crew (6) | Notes: These personnel accomplish all servicing and movement of personnel plus other duties. |
| 7 | Post flight crew (6) | |
| 8 | Crew chiefs (15) | |
| 9 | Gramp guards (3) | Notes: When the MD-3 units are received it will be necessary to furnish a guard for each unit while in operation. |
| 10 | Engineering clerk (1) | Notes: Also takes care of technical order files. |
| 11 | Absent time due to leave, sick, squadron duty, etc., accounts for an average of 12 men per day. | |
| 12 | Schools (6) | |
| 13 | Booster crew (11) | Notes: This will vary daily with the fluctuations in absent rate. |

In consideration of the above personnel assignments, the skills effectiveness availability of experienced supervisory personnel, and the action we have taken to increase the utilization of flight line maintenance personnel it can be readily seen that additional personnel are required.

- c. The shortage of drivers throughout this wing is continuing to hamper the maintenance effort on the flight line, and specialist personnel in the support squadrons are being utilized as drivers of support squadron's vehicles as well as carrying out their duties as support squadron specialists. This affects both the Field Maintenance Squadron and the A & E Squadron. Vehicle operator authorized 603XD; authorized 18, assigned 10.
- d. The wing experienced another month of excessive major maintenance, the requirement for changing 64 control surfaces affecting 25 aircraft. This extra workload necessitated the request of an air-frame and sheet metal assistance team from OCAMA. Subject team is being fully utilized and expected completion date is 20 October 1956.
- e. The 40th Bomb Wing was directed to connect pin "B" on all chargers by Eighth Air Force Message, MDM4D 32731, 15 May 1956; action completed 15 June 1956. A report from General Electric Installation and Service Engineering Department, field memo 2.97, 3.145, 4.35, 5.24, and 6.28 dated 27 June 1956, states that the intent of the prime depot was that this pin be connected only on modified chargers. Inasmuch as Smoky Hill Air Force Base has no modified chargers installed in assigned aircraft, A & E Maintenance Squadron requested authority to disconnect pin "B" from all chargers in 802d Air Division Message, 0702268, dated 9 July 1956. Eighth Air Force Message, DMM4D 37794, dated 11 July 1956, refused this authority and directed all pins "B" be connected immediately. Connection of pin "B" without the modified charger causes the bolt position switch to actuate the charger while weapon is firing. The charger lug intercepts the bolt before bolt reaches battery position, round is chambered by its inertia and the charger moves bolt to hold back position.

CONFIDENTIAL

7318

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

Under these conditions the circuit is inactivated due to double feed prevention feature, and the firing pin is prevented from making contact with the round. On recent USQM there were 10 malfunctions directly attributed to this condition.

- f. A shortage of two each wattmeters, Stock Number 7CAG-979564-25, in the A & E Maintenance Squadron is hampering our maintenance capability. Three each are authorized, one each is on hand, two each were requisitioned on 10 May 1956, Requisition Number 17C-57-23. These wattmeters are required to check AN/ARC-27 on preflight inspection. Supply Difficulty Letter Number 57-9 was submitted on 8 July 1956 in accordance with SAC Regulation 67-1. Latest information from Dayton AFD indicates that we can expect delivery approximately 1 November 1956.

Seven each jacks, Type B-4A, Stock Number 8200-368127, are short in the 40th Periodic Maintenance Squadron. Item was requisitioned on 21 November 1955, Requisition Number 19A-56-81. Action received from AFD 2230 indicates that item is backordered against contract estimated delivery date, 30 September 1956. These jacks are urgently required to make retraction tests on all aircraft in the wing and the shortage of this item is slowing our maintenance operation.

Collimator assembly, Stock Number 7CAG-207550; authorized 6 on hand 3. Of the six authorized, three are undergoing repair by contractual maintenance (Sperry Gyro Corporation). One each collimator was received on 10 August 1956 from contractual maintenance. Estimated date of return of the three presently undergoing repair is unknown.

Eleven each compressors, Stock Number 8100-221822-5, and Stock Number 8100-221822-64, are authorized in the wing. Only six each are on hand. Item was requisitioned from AFD 2060 on Requisition 17A-55-289. Estimated delivery date is 30 January 1957. Local purchase of spare parts to maintain compressors now on hand is ineffective in that the only source of supply is direct from the manufacturer. The critical shortage of spare parts, in addition to being short five each compressors, is greatly affecting the maintenance capabilities and operations of the wing. In order to alleviate the possibility of bases being without spare parts due to plant strikes, it is recommended that spare parts for this type of compressor be centrally procured.

Cooling units to bring cockpit temperatures down on aircraft being worked on, on the flight line is a very definite requirement. At present, this wing is authorized eight each air conditioners, Type A-3, Stock Number 8200-030375, per squadron. These air conditioners are on requisition from Shelby AFD on the following Base Requisitions: 19A-56-221, 19A-56-220, and 19A-56-254. A UR, Serial Number 40BW-56-46, was submitted by the 45th BOMRON on 29 March 1956 indicating unsuitability of A-1 type air conditioners, Stock Number 8200-172010, and all conditioners of this type were turned into base supply. In reply, Shelby AFD agreed that the A-1 cooler, Stock Number 8200-172010, had proven unsatisfactory for use on B-47 type aircraft. It is requested that reconsideration be given to upgrading the supply priority assigned Smoky Hill Air Force Base.

The testing of fuel probes is being seriously hampered by the lack of fuel probe testers, Stock Number 7CAG-806250. This base is authorized four each, Stock Number 7CAG-806250, fuel probe testers. At the present, this base has one each of these testers on hand.

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

In order to test fuel probes on B-47 and KC-97 type aircraft the following substitute items may be used: Stock Number 7CAC-806555 Tester and Stock Number 7CAC-131800 Box Calibration. However, these must be used as a pair to make one complete unit. At present this base has two box calibration units assigned, 7CAC-131800. Four each of the two substitute stock numbers were at one time on the base; however, when this equipment became un-serviceable it was shipped to the depot for repair. Requisitions for replacement items have been returned coded "Item no longer in production". The estimated delivery date for the fuel probe testers, Stock Number 7CAC-806830, is January 1957. 67-3 action, Number 56-41, has been initiated. The latest information received was from Headquarters, SAC, 24 August 1956, where SAC was forwarding the difficulty letter to AMC.

This wing would not be able to perform its complete SWF commitment if called upon due to the lack of drop tanks. As of this date, we have enough tanks for 37 aircraft. There are five each tanks left hand, Requisition Number 62370082, Stock Number 5625-5-33866-503; and 6 each tanks right hand, Requisition Number 62410092, Stock Number 5625-5-33866-504, on order from AFD 2040. In addition, two aircraft recently dropped their tanks in an emergency condition which resulted in an additional shortage of two left tanks, Requisition Number 62750213, and two right tanks, Requisition Number 62750214. The latest information from Eighth Air Force, Message Number DMS3A 42662, Subject: B-47 Class Type I Drop Tanks, indicates delivery will not begin for 60 days.

This wing anticipates difficulty after 1 October 1956 due to the lack of one each MD-4 Fire Control System Mock-up for bench checking our equipment on the new aircraft. There are none available on this base. Eighth Air Force was queried on 22 July 1956 as to when we would receive the mock-up. The latest information was from WRAMA, Robins Air Force Base, Georgia, Message WRSUCG1-9 7036-E, stating that action was being taken to ship the mock-up. As of this date we have not received the MD-4 Fire Control System Mock-up.

After 1 October 1956 difficulty is anticipated by this wing due to the lack of one each MA-7A Bench Set, Stock Number 7CAC-801313-98, for checking our equipment on the new aircraft. Eighth Air Force was queried on 6 September 1956 as to when we could expect to receive Bench Set Number 19. The latest information received was Eighth Air Force Message DMS3E 42703, Subject MA-7A ENS Bench, 15 September 1956, indicating the bench set would be shipped from the contractor on 14 September 1956. The bench set was received on 25 September 1956. However, we have received only 39 per cent of the components for the bench set.

This Wing anticipates difficulty after 1 October 1956 due to the shortage of the following items:

STOCK NUMBER	NOUN	QTY AUTHORIZED	QTY ON HAND
8100-519374-453	Generator MD-1	6	0
8100-519374-81455	Generator MD-2	10	0
8100-519374-535	Generator MD-4	11	2

CONFIDENTIAL

7375

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

The latest information from Eighth Air Force on 19 September 1956, Message Number DMS2 42742, indicated the supply support rendered for these items was unsatisfactory.

Personnel Problems.

Little change has occurred in the personnel situation since the last report. Our most critical shortage area is the supervisory level and as a result, our flying, training, and maintenance effort is being hindered. This situation will become even more serious in the next few months due to heavier commitments. Below are some of the most critical areas.

Officers

Our most critical officer shortages are in the Armament System officer field, 3234. Though we are 66% bodily manned in this speciality, two of the four assigned are at the entry level. This situation coupled with airmen supervisor shortages has created a serious problem. Following is the officer breakdown for the speciality.

<u>AFSC</u>	<u>AUTH</u>	<u>ASG</u>
3231	0	2
3234	6	2

Airmen

Below is a breakdown of critical A & E fields where shortages of supervisors is critical.

<u>AFSC</u>	<u>AUTH</u>	<u>ASG</u>
30131A	2	5
30151A	21	29
30171	4	1
30133B	0	6
30153B	9	9
30173	4	0
32130E	9	21
32150E	53	100
32170E	36	4
32330G	6	11
32350G	45	44
32370G	11	3

B-47 Aircraft Maintenance, 431XE, Wing Manning in this field is low. Our percentage of manning in our tactical squadrons, as is reflected on the V-2 report, is at the minimum allowable. Our manning effectiveness is also extremely low. The 431E career field personnel are principally the direct support personnel of the tactical squadrons. Unless further input in this field is forth coming, it will result in the regression of the wing to a non ready status. Maximum effort is being made to train and upgrade the people, but the lack of adequate supervisory personnel has a definite bearing on this program as well as the overall quality of maintenance.

<u>AFSC</u>	<u>AUTH</u>	<u>ASG</u>
43131E	28	14
43151E	194	212
43171E	96	35

7378

CONFIDENTIAL

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

11. Refueling Data:

- a. Number of refueling sorties scheduled and confirmed - 102
- b. Number of sorties:
 - (1) Airborne - 102
 - (2) Effecting complete electronic rendezvous - 97
 - (3) Transferring required fuel - 97
- c. Number of aborts due to:
 - (1) Adverse weather - 0
 - (2) Aircraft malfunction - 3
 - (3) Electronic rendezvous equipment malfunction - 0
 - (4) Refueling equipment malfunction - 5
 - (5) Other causes: Cancellations - 1
- d. Mass night refuelings:
 - (1) Confirmed sorties - 39
 - (2) Airborne sorties - 39
 - (3) Sorties effecting complete rend. - 34
 - (4) Sorties transferring required fuel - 34

12. Comments and recommendations of the Wing Commander:

- a. The overall training during the month of September was very good with 42% of SAC Regulation 50-8 accomplished.
- b. After consideration of all known inputs and losses through 31 March 1957, the 40th Bomb Wing will require an input of 19 pilots and 6 observers in order to reach and maintain 71 combat ready crews. In addition to the known losses the 40th Bomb Wing has 7 pilots and 6 observers nominated on unfinished projects. Inputs to replace these officers, if lost, are not included in the above figures.
- c. During September, the 40th Bomb Wing's fire out reliability was lowered due to a malfunction incurred by compliance with Eighth Air Force Message MDMM, 37794, dated 11 July 56. The 40th Bomb Wing does not have the correct Johnson Fare Box Co. chargers to properly comply with the modification required in the above message. The result of modification without the proper chargers was 9 cases of unmarked rounds in the chamber. Of the nine cases, six resulted in fire outs of 62.5% or lower. Overall these nine cases accounted for only 3817 rounds being fired of a possible 6300 rounds, which is a 60.6% fire out. If the modification had not been attempted there is no reason to believe that these nine cases would not have fired out completely. The Wing's fire out rate and reliability figures for September would then have been 68.1% and 79.0% respectively.

7378

CONFIDENTIAL

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

- d. A USCM was flown in September. 39 aircraft were airborne as scheduled; however 6 aircraft aborted in the air. One aircraft aborted due to loss of hydraulic fluid. One aircraft aborted because of a tanker abort. One aircraft aborted because a tanker penetrated the nose section of the airplane with a boom. Three aircraft aborted because of loss of cabin pressure as directed by Eighth Air Force Message OS68289, dated 31 August 56.

Overall results were minimum satisfactory with a computed score of 90.0%

Sabotage was satisfactory with a compiled score of 98.9% of a possible 100 points.

- e. The Wing has attacked the low personnel manning problem thru OJT and reenlistment. The shortage of first three graders can be partially corrected by increased promotion quotas from Eighth Air Force. A breakdown follows:

	<u>AUTH</u>	<u>ASG</u>	<u>ELIGIBLE FOR PROMOTION</u>
M/SGT	243	76	-
T/SGT	132	96	70
S/SGT	438	164	25

Request this Wing be considered for increased promotion quotas.

- f. Higher Headquarters commitments for October are high for this wing. They are as follows.

- (1) Devil Fish 1 - 5 October
- (2) Devil Fish 15 - 19 October
- (3) Facsetter V 22 & 24 October
- (4) Survival training - 27 individual quotas in October.
- (5) TN Training - 18 individual quotas in October.
- (6) Deliver 12 aircraft to factory.
- (7) Pick up 5 aircraft from factory.

Scheduling becomes more difficult as the commitments increase.

13. Ground Trainings:

- a. Combat ready crew attending SAC REG 50-24 requirement-- 49
- b. Combat ready crews completing SAC REG 50-24 requirement--7
- c. Combat ready crews scheduled to attend block ground training in accordance with SAC REG 50-24 during October--12
- d. Factors precluding crews from completing ground training during September. USCM "Strong Heart" during week of 10-14 September.

10

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks

September 1956

14. Hi Jinks Tactics:

A	B	C	D	E	F	G	H	I
S-03	yes	yes	yes	no	0	10	-	-
S-04	yes	yes	yes	no	1	9	-	-
L-06	yes	yes	yes	no	1	6	-	-
L-10	yes	yes	yes	no	0	10	-	-
R-11	yes	yes	no	no	0	4	-	31 Oct.
L-12	yes	yes	yes	no	0	9	-	-
L-13	yes	yes	yes	no	1	16	-	-
L-14	yes	yes	yes	no	0	16	-	-
L-16	yes	yes	yes	no	0	18	-	-
R-19	yes	yes	yes	no	1	17	-	-
R-20	yes	yes	yes	no	0	11	-	-
R-21	no	no	no	no	0	0	31 Oct	31 Oct
R-23	yes	yes	yes	yes	2	8	-	-
R-24	yes	yes	yes	no	0	10	-	-
R-25	yes	yes	no	yes	2	5	-	31 Oct
R-26	no	no	no	no	0	0	31 Oct	31 Oct
R-29	yes	yes	no	yes	2	2	-	31 Oct
R-33	no	no	no	no	0	0	31 Oct	31 Oct
L-36	yes	yes	yes	no	0	7	-	-
L-37	yes	yes	yes	no	0	7	-	-
L-38	yes	yes	yes	no	1	15	-	-
S-39	yes	yes	yes	no	0	8	-	-
L-41	yes	yes	yes	no	1	7	-	-
R-42	yes	yes	yes	yes	2	9	-	-
L-43	yes	yes	yes	no	1	12	-	-
R-44	yes	yes	yes	no	0	9	-	-
L-45	yes	yes	yes	no	0	12	-	-
R-46	yes	yes	no	no	0	3	-	31 Oct

11

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bombardment Wing Commander's Remarks								September 1956	
A	B	C	D	E	F	G	H	I	
L-47	yes	yes	yes	no	0	6	-	-	
R-48	yes	yes	yes	no	0	8	-	-	
R-51	yes	yes	yes	no	0	8	-	-	
R-52	yes	yes	yes	no	1	8	-	-	
E-56	yes	yes	no	no	1	1	-	31 Oct	
R-57	no	no	no	no	0	0	31 Oct	31 Oct	
S-60	yes	yes	yes	no	0	6	-	-	
R-64	yes	yes	yes	no	0	6	-	-	
L-65	yes	yes	yes	no	1	10	-	-	
L-66	yes	yes	no	no	1	5	-	31 Oct	
S-70	yes	yes	yes	no	0	8	-	-	
R-71	yes	yes	yes	yes	2	12	-	-	
R-75	yes	yes	yes	no	0	17	-	-	
R-77	yes	yes	yes	no	0	7	-	-	
R-78	yes	yes	yes	no	1	7	-	-	
R-79	yes	yes	yes	no	0	6	-	-	
L-80	yes	yes	yes	yes	2	10	-	-	
R-81	yes	yes	yes	yes	2	7	-	-	
R-83	yes	yes	yes	no	1	6	-	-	
R-87	no	no	no	no	0	0	31 Oct	31 Oct	
R-90	no	no	no	no	0	0	31 Oct	31 Oct	

15. This document is classified CONFIDENTIAL in accordance with paragraph 3a(2), SAC Regulation 50-23, 1 May 1956.

1 Incl: 2 pages
Non Ready Tng Charts

Berton H. Burns
BERTON H. BURNS
Colonel, USAF
Commander

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bomb Wing Upgrading Program Chart																				
Crew Number	Crew Member	Date Crew Entered	Proj B-47 Tag	Proj																
				0	10	20	30	40	50	60	70	80								
IN-02	Wyman	OCT	-	*****					McConnell											
	Despres	OCT	-	*****					McConnell											
	Lowry	OCT	-	*****																
IN-05	McCarty	NOV	-	*****					McConnell											
	Johnson	NOV	-	*****																
	Kline	NOV	-	*****																
IN-17	Hurt	OCT	-	*****																
	Cohn	OCT	-	*****					McConnell											
	Henderson	OCT	-	*****																
IN-18	Keiser	NOV	-	*****					McConnell											
	Heinrich	NOV	-	*****					McConnell											
	Griffiths	NOV	-	*****																
IN-28	Marpil	NOV	-	*****																
	May	NOV	-	*****					McConnell											
	Harding	NOV	-	*****																
N-53	Adams	SEPT	46	*****																
	Spears	SEPT	36	*****					Spears											
	Ward	SEPT	53	*****					Spears											
N-54	Crane	AUG	223	*****																
	Gray	AUG	-	*****																
	Mangan	AUG	105	*****																
IN-55	Harrington	NOV	-	*****					McConnell											
	Fenwich	NOV	-	*****					McConnell											
	Fowler	NOV	-	*****																
N-57	Ash	AUG	567	*****																
	Thomas	AUG	162	*****																
	McEwan	AUG	131	*****																
THIS CREW WAS UPGRADED ON 28 SEPT AS PROJECTED.																				
IN-58	Summerland	NOV	-	*****					McConnell											
	Dart	NOV	-	*****					McConnell											
	Carpenter	NOV	-	*****																

Incl 1 p1 of 2

CONFIDENTIAL

7378

CONFIDENTIAL

40th Bomb Wing Upgrading Program Chart		PROJ ACTUAL NOT AVAIL																			
Crew Number	Crew Member	Date Enter	Crew Prev Tag	Proj B-47 Tag	Proj CBR																
					0	10	20	30	40	50	60	70	80								
IN-59	Carlson	NOV	-																		
	Jarrett	NOV	-																		
	Fleming	NOV	-																		
N-84	McGee	SEPT	-																		
	Hsmilton	SEPT	56																		
	Davis	SEPT	7																		
Upgrading date changed due to AC grounded.																					
IN-85	Amil	NOV	14																		
	Hannah	NOV	-																		
	Mispagel	NOV	-																		
IN-86	Hamilton	OCT	-																		
	Kramer	OCT	-																		
	Sandahl	OCT	-																		
IN-88	Purcelley	OCT	-																		
	Mazingo	OCT	-																		
	Turner	OCT	-																		
IN-89	Magnan	OCT	-																		
	Mocarski	OCT	-																		
	McKitterick	OCT	-																		
IN-91	Copenhaver	NOV	-																		
	Astorino	NOV	47																		
	King	NOV	-																		
N-92	Dull	SEPT	718																		
	Francis	SEPT	55																		
	Thomas	SEPT	-																		
Spare	Denham	CP	-																		
	Gere	OBSR	-																		
	Gray	OBSR	-																		
	Akita	OBSR	-																		
	McGrary	OBSR	-																		

CONFIDENTIAL

Incl 1 p 2 of 2

7378

CONFIDENTIAL 40 AGH

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

FRAGMENTARY OPERATIONS ORDER

SERIAL NUMBER 225-56

"BENCH WARMER"

LOBOMWGM
FRAGMENTARY OPOD 225-56
5 SEP 1956

CONFIDENTIAL 40-3879-C

CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

FRAGMENTARY OPERATIONS ORDER NR 225-56

MAP AND CHART REFERENCE:

JN-30

JN-45

JN-29

TASK ORGANIZATIONS:

25th Bombardment Squadron	LTCOL Edward P. Clark
44th Bombardment Squadron	LTCOL Leroy T. Shuler
45th Bombardment Squadron	LTCOL William G. Ivey

1. GENERAL SITUATION: A requirement exists for 40th Bombardment Wing Tactical Unit Commanders to participate in an Eighth Air Force Commanders' Bombing Competition Mission. Unclassified nickname for this Operations is "BENCH WARMER."

a. Enemy Forces: Omitted.

b. Friendly Forces:

- (1) The 802d Air Base Group will provide normal 66-12 transportation.
- (2) Normal refueling pit requirement; however, each aircraft will be serviced with 600 gallons of ADI fluid on day of the mission.
- (3) The 2028th AACS will provide ARTC Clearances at the specified Take-off times, GCA monitored IFR take-offs, and GCA's for all landings.

2. MISSION: Accomplish radar scored simulated bombing attacks against Richmond-Target "HOTEL", direct aiming, M .74; Springfield-Target "HOTEL", optional aiming, M .74; Montreal-Target "ECHO", optional aiming, M .74.

40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

CONFIDENTIAL

3. TASKS FOR SUBORDINATE UNITS:

a. Each Bombardment Squadron will support this mission as follows:

- (1) 25th Bombardment Squadron:
 - (a) One (1) aircraft and crew for LTCOL Edward P. Clark.
 - (b) One (1) aircraft and crew for Colonel Berton H. Burns.
- (2) 44th Bombardment Squadron:
 - (a) One (1) aircraft and crew for LTCOL Leroy T. Shuler.
 - (b) One (1) aircraft to be used as a Wing Ground Spare.
- (3) 45th Bombardment Squadron:
 - (a) One (1) aircraft and crew for LTCOL William G. Ivey.

b. The 44th Bombardment Squadron will furnish a crew to pre-flight the Wing Ground Spare up to the "Engine Start" check list. If the spare aircraft is not used for "BENCH WARMER" it could be utilized for a CGTM subsequent to the last 40th Bombardment Wing take-off time.

c. Commanders will fly as fourth crew members on each scheduled aircraft. The crew observer may render maximum assistance up to the IP, from which point the Commander will complete the IP to target run.

x. GENERAL INSTRUCTIONS:

(1) Dates and HHCL Times (CST) 802d Air Division:

<u>DATE</u>	<u>FIRST HHCL TIME</u>	<u>LAST HHCL TIME</u>
17 SEP	2145	2400

(2) Make-up dates and times, 802d Air Division:

<u>DATE</u>	<u>FIRST HHCL TIME</u>	<u>LAST HHCL TIME</u>
20 SEP	1945	2000

40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

CONFIDENTIAL

- (3) Routes, altitudes and airspeeds are the same as for PACESETTER IV and are listed in Annex B and Sequence of Events.
- (4) Navigation Requirements: None for Commander; however, celestial conditions permitting, the crew observer will accomplish either a night celestial, celestial grid, or radar grid navigation leg.
- (5) Station altimeter settings will be used.
- (6) Alternate Airfields:

Forbes	Portsmouth
Whiteman	Plattsburg
Lockbourne	Lincoln
Westover	Ellsworth
- (7) Highest Terrain: MT Mitchell, N. C. - 6,684'.
- (8) A secondary control point is established at Ottawa, Ontario. The stream leader and each succeeding aircraft will announce his ATA over Ottawa.
- (9) Bombing Altitude: 33 - 36M.
- (10) Individual first pre-IP times will be made good within plus or minus two (2) minutes.
- (11) Malfunction runs will be considered radar aborts.
- (12) RBS Call-in Procedure:
 - (a) In addition to normal information, include observer's rank and indicate that, "This is a "BENCH WARMER" Run."
 - (b) Scores may be requested from the RBS Site providing it does not interfere with succeeding aircraft being scored.

40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

CONFIDENTIAL

- (13) ARTC reporting will be covered in Annex C.
- (14) Reports: The following reports will be submitted in accordance with 55-8 and 55-8B, Distribution B:
 - (a) B-2, B-9, B-10, B-11, B-15 and B-17.
 - (b) B-51 - Submitted by Unit PI.
 - (c) Reports required in accordance with PARA 6a(1), SAC Manual 55-8.
 - (d) JANAP 146 (C) will be complied with.

4. ADMINISTRATION AND LOGISTICS: Normal logistical support will be provided by support organizations.

5. COMMAND AND COMMUNICATIONS:

- a. Communications: Normal
- b. Command: Normal.

BERTON H. BURNS
Colonel, USAF
Commander

2 ANNEXES

Annex B - Air Operations
Annex C - Communications

OFFICIAL:

William M. Bowden

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

4
4OBOMWCM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

CONFIDENTIAL

DISTRIBUTION:

COMADIV 802 - 1 Copy
40C - 1 Copy
4ODO - 4 Copies
4ODM - 3 Copies
4OAEMSC - 1 Copy
4OFMS - 1 Copy
4ODMMC - 1 Copy
25BSO - 4 Copies
44BSO - 2 Copies
45BSO - 2 Copies
4OAGH - 4 Copies
COMWEADET 17 - 1 Copy
31ODO - 1 Copy
802BO - 1 Copy

4OBOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 56

5

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX B

TO

FRAGMENTARY OPERATIONS ORDER

SERIAL NUMBER 225-56

"BENCH WARMER"

AIR OPERATIONS

CONTENTS:

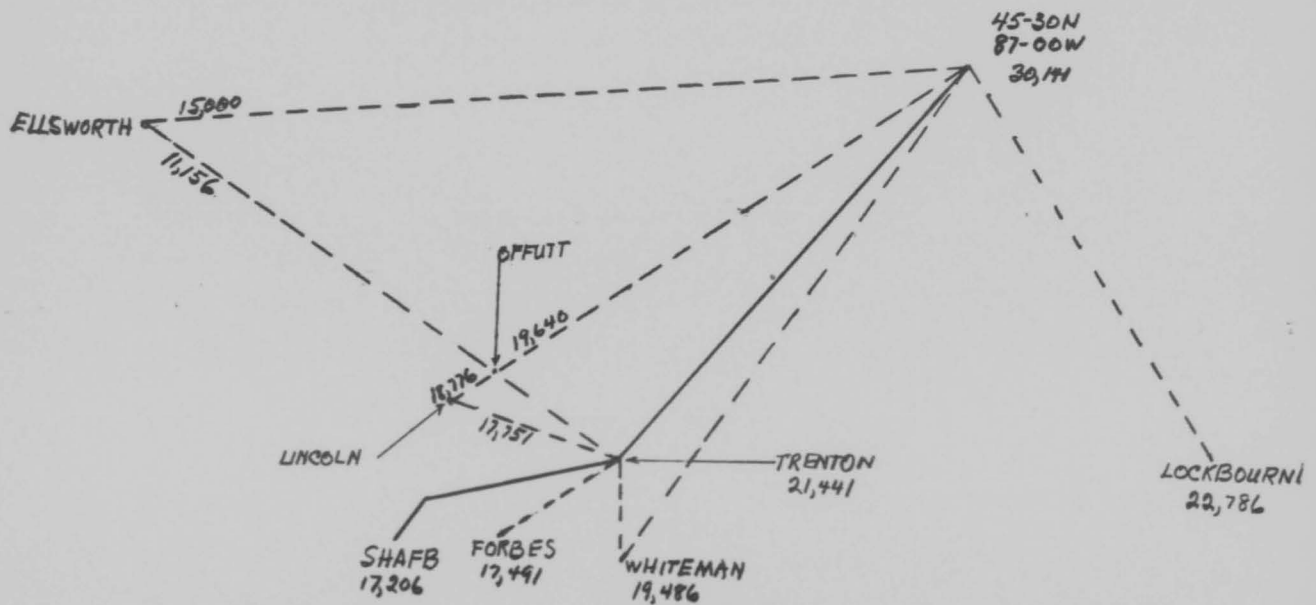
1. Sequence of Events.
2. Communications' Flimsy.
3. Mission Flight Plan.
4. Route Chart.
5. Crew Schedules.

ANNEX B TO
40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	F CO.	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	AS	T. A. S.	G. S.	GND DIS	TIME	A DIS	ETA	FUEL FLIGHT PLAN		
															ROUTE	DRIFT	ACC GND DIS
TGT			270/75				-55					72	1:09	64		1490	1,490
	CR	060	-5	055	113	068	36.0M	.74	425	490	1502	3:15	1355		51791	135,855	
			270/75				-55					68	1:08	57		1300	1,300
	CR	078	-2	076	114	090	36.0M	.74	425	498	1571	3:23	1412		50491	131,565	
PIP			270/75				-55					93	1:13	92		2080	2,080
	CR	012	-10	002	116	018	36.0M	.74	425	434	1664	3:36	1504		48413	132,485	
IP			270/75				-55					99	1:16	113		2520	2,520
	CR	313	-7	306	117	323	36.0M	.74	425	367	1767	3:52	1617		45891	129,965	
			270/75				-55					66	1:11	78		1700	1,700
TGT	CR	302	-5	297	116	313	36.0M	.74	425	360	1824	4:09	1695		44191	128,265	
ST			270/75				-55					90	1:15	105		2380	2,380
NAV	CR	265	11	266	115	281	39.0M	.74	425	350	1919	4:18	1801		41811	125,885	
			275/79				-55					476	1:20	565		11670	11,670
	CR	271	11	272	117	279	39.0M	.74	425	355	2325	5:38	2367		30141	114,215	
TECH			280/60				-55					472	1:05	467		8700	8,700
NAV	CR	221	17	228	-5	223	39.0M	.74	425	392	2727	6:14	2834		21441	105,515	
			280/60				-55					147	1:27	191		3370	3,370
	CR	256	13	259	-9	250	39.0M	.74	425	370	2994	7:11	3025		18071	102,145	
			280/60				-55					44	1:07	50		865	865
	CR	212	18	220	-10	210	39.0M	.74	425	398	3038	7:18	3075		17206	101,280	
THIS FLIGHT PLAN WAS MEASURED ON JN SERIES CHARTS. A DIME WAS USED AS PROCEDURE TURN DIAMETER. TURNING POINTS ARE OVERFLOWN WITH EXCEPTION OF PIPs AND IPs. TURN DISTANCES (APPROX 7 NM FOR EACH 15° OF TURN) ARE ADDED TO THE LEG FOLLOWING THE TURN. REPORT EXCESSIVE INACCURACIES TO LOROM/WM PLANS - EXT 750.																	

BENCH MARKER
FUEL DECISION



Reserves shown at alternates. Figured at Opt. 91t.



BENCH WARMER

17 SEP 56

<u>SLOT</u>	<u>COMMANDER</u>	<u>CREW</u>	<u>AJAX</u>	<u>ACFT</u>	<u>STA</u> <u>TIME</u>	<u>T/O</u>	<u>CST</u> <u>HHCT</u>
LEAD	BURNS				1900	2100	2300
2	CLARK				1915	2115	2315
3	IVEY				1930	2130	2330
4	SHULER				1945	2145	2345

CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX C

TO

FRAGMENTARY OPERATIONS ORDER

SERIAL NUMBER 225-56

BENCH WARMER

ANNEX C TO
40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX C - COMMUNICATIONS FLIMSY

1. IFF - Lead aircraft will have IFF on Mode 2. All others will be on standby. Aborting aircraft will immediately switch IFF to Mode 2.
2. Identification, recognition and authentication will be accomplished using the AFSAL 5104 Authentication Table. Intercept aircraft may require identification from bombers. Contact will be established on 364.2 Mcs.
3. Emergency procedures will be as outlined in current Radio Facility Charts and Supplementary Flight Information Documents. ADC radar sites may be contacted on 364.2 Mcs by calling "TINY TIM". These facilities may be used for navigational assistance as required.
4. Assigned tactical call signs will be used for all communications. 321.0 Mcs will be used for control room and interplane frequency.
5. ARTC position reports will be submitted by the first and last aircraft as indicated in the sequence of events. AJAX , OPERATION BENCH WARMER will be the first words of the text on all ARTC position reports.
EXAMPLE: Kansas City this is AJAX 25, OPERATION BENCH WARMER, Nevada, MO three five at two zero thousand, instrument flight plan, Paducah zero eight, Somerset, over.
6. Strike Reports will be transmitted to March (Primary) or Carswell (Secondary), for relay to STORM TROOPER and FRANKLIN ALFA. Optimum frequencies will be 15016 or 11228 Kcs. In event of no contact, try 6738 or 4724.5 Kcs. Any air/ground station 1500 miles or more from the last target may be used as an

ANNEX C TO
40BOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

CONFIDENTIAL

KODAK 80 57

CONFIDENTIAL

- alternate. If a station 1500 miles from the target cannot be contacted within 30 minutes, any station may be used. Those aircraft having no HF capability or experiencing HF failure will transmit strike reports to other aircraft in the stream for relay to designated stations. Prior to landing, each aircraft will contact the Control Room, give strike results, state whether a strike report was transmitted and whether any strike reports were relayed for other aircraft.
7. The transmit-receive guard (TR/G) position of the UHF radio will be utilized at all times.
8. An RBS call-in is as follows, will be made to RICHMOND 356.8 Mcs, SPRINGFIELD 258.2 Mcs(P), 240.6 Mcs(S), and MONTREAL 384.6 Mcs.
- a. Call sign of site.
 - b. Aircraft tactical call sign.
 - c. Pressure altitude and position with respect to RBS site.
 - d. Run classification (encoded).
 - e. Observer's last name and rank.
 - f. Type run (encoded).
 - g. Indicate that this is a BENCH WARMER Run.
9. HF back-up for RBS sites will be 5710.5 Kcs, set-up on Channel 6 on all aircraft.

2
CONFIDENTIAL

ANNEX C TO
LOBOMWGM
FRAGMENTARY OPORD 225-56
5 SEP 1956

71

SECRET
HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

DDO

24 August 1956

SUBJECT: 40th Bombardment Wing, Medium, Operations Order NR 220-56,
STRONGHEART

TO: See Distribution

1. Inclosed is the 40th Bombardment Wing, Medium, Operations Order NR 220-56,.
2. Nickname for the Operations Order is "STRONGHEART".
3. The overall classification of this Operations Order is SECRET.

FOR THE COMMANDER:

D M BROWN
Major, USAF
Adjutant

1 INCL:
As Stated

DISTRIBUTION:

SECRET

4D-4341-5

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMUKY HILL AIR FORCE BASE, SALINA, KANSAS

DISTRIBUTION PAGE TO OPERATIONS ORDER 220-56, STRONGHEART

ORGN	COPY NO	ORGN	COPY NO
COMCSAC	1, 2, 3, 4,	40DOC	71,
COMAF 8	5, 6, 7, 8, 9, 10,	40AGH	72, 3, 4, 5,
COMADIV 818	11,	40DOTO	76, 77
COMADIV 802	12, 13,	40DOI	78,
COMBOMWG 98	14,	40DOP	79,
COMBOMWG 340	15,		
COMBOMWG 310	16,		
98th AREFS	17,		
310th AREFS	18,		
340th AREFS	19,		
80	20,		
AC Task Force	21,		
Harrison SAC Task Force	22,		
376th AREFS Barksdale	23, 24,		
91st AREFS Lockbourne	25, 26,		
802BSMO	27,		
802BO	28,		
802BC	29,		
40DOI	30,		
40DOB	31,		
40DOW	32,		
40DOAPE	33,		
40DOC	34,		
40DM	35,		
40DMMC	36,		
40 Control Room	37,		
40DO	38-52,		
25BSO	53, 4, 5, 6, 7,		
44BSO	58, 9, 60, 1, 2,		
45BSO	63, 4, 5, 6, 7,		
40DOW	68,		
40ARSO	69,		
WEA DET 17	70,		

SECRET

SECRET

SECRET

TABLE OF CONTENTS

BASIC OPERATIONS ORDER

ANNEX A- Intelligence

ANNEX B- Air Operations

ANNEX C- Communications and ECM

ANNEX D- Air Refueling

ANNEX E- Flying Safety

HQ, 4080M/CM
OPORD 220-56
24 August 1956

SECRET

SECRET

408080808

OPERATIONS ORDER

SERIAL NR 220-56

EQ 408080808
OPORD 220-56
24 August 1956

2

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Sandy Hill Air Force Base, Salina, Kansas

OPERATIONS ORDER 220-56

~~TASK ORGANIZATIONS:~~

4060th Air Refueling Wing	COL Schuster
802nd Air Division	COL Wilson
818th Air Division	BRIG GEN Pethum
340th Bombardment Wing	COL Beck
98th Bombardment Wing	COL Coleman
40th Bombardment Wing	COL Burns
4050th Air Refueling Wing	COL Thomas
HAWAII SAC TASK FORCE	
GOOSE SAC TASK FORCE	
310th Bombardment Wing	COL Wood

1. GENERAL SITUATION: A requirement exists to conduct a USMC Far North Air Force units. It is to be completed by 11 September 1956. Unassigned personnel for this operation is "STRONGHOLD".

a. Intelligence: See Annex A.

(1) Maps and Charts references:

- (a) JM 18, JM 19, JM 20, JM 29, JM 30.
- (b) Target Materials as furnished by both Bombardment Wing Bombing Navigation Section.

3

HR APPROVAL
OFRD 220-56
24 August 1956

SECRET

SECRET

b. Enemy Forces- Omitted

c. Friendly Forces:

- (1) ADC: Provide fighter attacks for this operation.
- (2) 802d Air Base Group: Provide base support as required by D/F from the 40BOMBWG logistics office of the Directorate of Material.
- (3) 2026th AACS Detachment: Provide adequate approach control tower and GCA facilities.
- (4) 2d Weather Detachment: Provide general and pre-take off weather briefings, necessary planning data and weather films. Submit required 55-8 reports.

2. MISSION: To conduct a USGM in accordance with Annex V, SAC Reg 50-8, for the 40th, 340th and 98th Bomb Wings. Accomplish USGM in accordance with Annex IX, SAC Reg 50-8 for the 310th, 98th, 954th, 91st and 376th Air Refueling Squadrons.

3. TASKS FOR SUBORDINATE UNITS:

a. 802d Air Division:

- (1) Supervise and monitor 40th BOMBWG 310 AREFS participation in this operation. (U)
- (2) Provide one officer with minimum rank of Major who is thoroughly familiar with the operation for duty in Gender ATCC. Officer will be in place 1200Z on X-day.

HQ 40BOMBWG
OPORD 220-56
24 August 1956

4.

SECRET

SECRET

b. 818th Air Division:

- (1) Supervise and monitor 98th BOMWG/AREFS participation in this operation. (U)
- (2) Publish an operations order for the Linsela-----
Smoky--Whiteman tanker task force. (C)
- (3) Appoint a tanker task force commander with minimum rank of Colonel to command the Linsela-----
Smoky--Whiteman task force. (U)
- (4) Organize, assemble and launch the Linsela-----
Smoky--Whiteman tanker task force in accordance with instructions contained herein. (U)

c. 40th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) air craft in accordance with instructions contained herein. (U)
- (2) Make 310 AREFS available to Commander of Lincoln--
Smoky--Whiteman task force for support of this operation. (C)

HQ 40 BOMWG
OPORD 220-56
24 August 1956

SECRET

SECRET

d. 98th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) aircraft in accordance with instructions contained herein. (U)
- (2) Make 98th AREFS available to Commander of Lincoln--Smoky--Whiteman task force for support of this operation. (C)
- (3) Provide space in one participating B-47 aircraft for an observer from this headquarters. (U)

e. 340th BOMWG:

- (1) Schedule and launch maximum number (minimum 70% of possessed) aircraft in accordance with instructions contained herein. (U)
- (2) Make 340th AREFS available to Commander of Lincoln--Smoky--Whiteman task force for support of this operation. (C)
- (3) Provide in one participating B-47 aircraft for an observer from this headquarters. (U)

f. 4050th AIRFLWG:

- (1) Organize, assemble and launch the Westover tanker task force in accordance with instructions con-

HQ 4050th BOMWG
OPORD 220-56
24 August 1956

6

SECRET

SECRET

tained herein. (U)

- (2) Appoint a tanker task force commander with minimum rank of Lt Colonel to command the Westover task force for this operation. (U)

g. 45th Air Division (DELETED)

h. Geese SAC Task Force:

- (1) Make 376th ARKFS available to Commander of Geese--Harnon tanker task force for support of this operation. (C)

i. Harnon SAC Task Force:

- (1) Organize, assemble and launch the Geese--Harnon tanker task force in accordance with instructions contained herein. (U)
- (2) Publish a n operations order for the Geese--Harnon tanker task force. (C)
- (3) Colonel Peff is designated task force commander for the combined Geese--Harnon tanker task force. (C)

j. 4060th Air Refueling Wing:

- (1) Be prepared to support this operation in the "tall-corn" refueling area in the event the Westover task force is unable to support it due to weather or other unforeseen circumstances. (C)

HQ AOBOMWGM
OPORD 220-56
24 August 1956

7

SECRET

SECRET

k. 310th BOMWGN:

- (1) Make 310th ARKFS available to Commander of Lincoln--
Smoky--Whiteman Tanker Task Force for support of this
Mission. (U)

l. Detailed Instructions for 40th Bombardment Wing:

(1) 25th Bombardment Squadron will:

- (a) Provide twelve (12) crews and twelve (12) air-
craft in accordance with the schedule in Annex
B.

- (b) Delegate 1/Lt Kenneth D. Smith AO 3026251, to
assist in operational debriefing throughout
this mission. This officer will report to
Captain Sloan, 40th Bomwgn Intelligence Offi-
cer seven (7) days Prior to Mission execution
for instructions.

(2) 44th Bombardment Squadron will:

- (a) Provide twelve (12) aircraft and twelve (12)
crews in accordance with the schedule in
Annex B.

- (b) Delegate 2nd LT Patrick J. Kennedy, AO 3057-
790 to assist in operational defriefing
throughout this Mission. This officer will

HQ 40BOMWGN
OPOFD 220-56
24 August 1956

8

SECRET

SECRET

report to Captain Sloan, 40th BOMWGM Intelligence Officer, seven (7) days prior to mission execution, for instructions.

(3) 45th Bombardment Squadron will:

(a) Provide eleven (11) crews and eleven (11) aircraft in accordance with the schedule in Annex B.

(b) Delegate 1/Lt Billy B. Thomas, AO 2206175, to assist in operational debriefing throughout the mission. This officer will report to Captain Sloan, 40th BOMWGM Intelligence Officer, seven (7) days prior to mission execution for instructions.

n. The 40th AREFS will be responsible for providing the 310th AREFS with any support deemed necessary to assist the 310th AREFS in performing its portion of this mission.

m. The 25th, 44th and 45th Bombardment Squadrons and the 40th AREFS will coordinate all schedule changes and/or problems with 40 BOMWGM Maintenance Control (EXT 407). And 40th BOMWG OPERATIONS (ext 624).

o. 40th Armament Squadron will:

(1) Provide operational "K" equipment and cameras as required. Two (2) O-5 film magazines will be carried on each aircraft. One (1) O-23 camera and one K-17.

HQ 40BOMWGM
OPORD 220-56
24 August 1956

14

SECRET

SECRET

Will also be provided.

- (2) Monitor scheduling to prevent use of aircraft with low reliability.
 - (3) Provide an operational A-5 gunnery system on each scheduled B-47 aircraft and load each scheduled aircraft with seven hundred (700) rounds of 30mm ammunition.
- p. 40th Field Maintenance Squadron will provide necessary shop support ~~dele~~ and personnel to assist the bombardment squadrons to meet operational commitments.
- q. Directorate of Operations will:
- (1) Designate an officer to perform control room coordination and liason during all active phases of this mission.
 - (2) Designate Major Henry D. Bentley, AO 816975 HQ 40BOMWGM to proceed on temporary duty to Gander AFB, Newfoundland reporting at 1200Z on 11 September 1956, for the purpose of performing liason duty between the 40BOMWGM and Gander ATCC. This officer will stop enroute at HQ 8AF, Westover AFB, Mass. He will report to Captain Lightfoot, "STRONGHEART" project officer for instructions concerning his duties with Gander ATCC.
 - (3) Designate Major Iver C. Fitschen, AO 12712A 25th BOMRON to proceed on temporary duty to Minneapolis, Minn, ARTC

HQ 40BOMWGM
OPOED 220-56
24 August 1956

10

SECRET

SECRET

center, reporting not later than 0900 hours 11 September 1956. This officer will be responsible for advising 40 BOMWGM combat crews engaged in flying this mission, of forecast weather conditions at SHAFB and also other possible alternate airfields. He will request that each crew advise him of fuel remaining and fuel reserve over SHAFB and will divert any aircraft estimating a fuel reserve of less than 15,000 pounds over the high cone at Salina, Kan.

- (4) Designate Major Robert E Hughes AO 14207A Hq 40 BOMWGM to proceed on temporary duty to Kansas City ARTC center, reporting at 0900 hours, 10 September 1956. This officer will be responsible for assisting ARTC in processing and coordinating 40 BOMWGM Aircraft clearances. He will have in his possession one (1) copy of 40 BOMWG Operations Order 220-56, dated 24 August, 1956, including Annex D. He will also have in his possession Fragmentary Operations order 220-56, which is published by the 310th AREFS.
- (5) Designate Major Jack C. Vandevort, AO 668166 HQ 40 BOMWGM to act as coordinator and liaison officer for a project officer from HQ 8 AF who will arrive at SHAFB on about 10 September 1956, for the purpose of monitoring and observing all phases of the 40 BOMWG portion of this mission.

HQ 40 BOMWGM
OPORD 220-56
24 August 1956

11

SECRET

SECRET

- (6) Designate 1/Lt Frank J. Dull, Ao 929520 45th Bombardment Squadron, and 1/Lt Joe N. Cate, AG 2228318, 45th Bombardment Squadron to proceed on temporary duty to Lincoln Air Force Base, Nebraska, reporting to the 307th BOMWG Control Room at 0900, hours, 19 September 1956. These officers will be responsible to Colonel Conlan, the Lincoln--Smoky--Whiteman tanker task force commander and will perform control room duties during all active phases of this mission. These officers will have in their possession one (1) copy of 40BOMWGM Operations Order 220-56, complete with Annex D, and one (1) copy of Fragmentary Order 220-56, which is published by the 310th AREFS.
- (7) Designate the following named personell to perform duties as aircraft control teams for the 40BOMWGM. These teams will be under the supervision of a senior liaison&control officer, who will delineate their duties, and schedule their tours of duty in the 40BOMWGM Control Room. The Directorate of Operations will monitor Control Team activities and provide them with information required. In particular, the E-27 report (Commanders Summary) which is due out within four (4) days after mission completion, requires considerable coordination so as to be

HQ 40BOMWGM
OPORD 220-56
24 August 1956

12

SECRET

SECRET

accurate, timely and significant.

(a) Control Team #1:

Captain Hall A. Moody Jr., AB 765513 HQ 40 BOMMG
2ND Lt Lathrop G. Baskstrom Jr. AO 22009029 HQ 40 BOMMG
1/Lt Robert F. Burke AO 2208283 HQ 40 BOMMG
A/2C David M. Williams AF 23924346 HQ 40 BOMMG

(b) Control Team #2:

Captain Raymond L. Huddleson AO 2100441 HQ 40 BOMMG
1/Lt John W. Spalik Jr. AO 2206436 HQ 40 BOMMG
Captain Leslie M. Pedernan AO 2046435 HQ 40 BOMMG
A/3C John Rybzyk AF 12488284 HQ 40 BOMMG

(c) Control Team #3:

Captain Jesse J. Perry AO 1858357HQ 40 BOMMG
1/Lt Richard A. Christman AO 2206487 HQ 40 BOMMG
1/Lt Ronald M. Nichols AO 2204264 HQ 40 BOMMG
S/SGT Phillip A. Robinson AF 13338836 HQ 40 BOMMG

- (8) Provide crew availability information as required:
- (9) Coordinate with the Chief Of Maintenance and the Directorate of Materiel so as to establish fixed policies concerning scheduling re-scheduling, aborts and spare aircraft. Note: SAC-Regulation 50-42, 11 February 1955, paragraphs 9 and 10, must

HQ 40 BOMMG
OFORD 220-56
24 August 1956

13

SECRET

SECRET

be consulted for guidance.

(10) Assign responsibilities for pre-takeoff briefings and critique. See Annex B for further information. The schedule for control Tower Officers will be given in 40 BOMMG monthly operation order 409-56.

(11) Schedule planning and progress meetings as required.

r. Directorate of Materiel will;

(1) Coordinate all aircraft scheduling, with definite ground rules given to, and understood by all concerned. A minimum of seventy (70) percent of all aircraft possessed must be scheduled and launched.

(2) Advise 802nd Air Base Group Commander, in writing, of logistical support required not later than seven (7) days prior to X day.

(X) General Instructions:

(1) This operations order is effective for planning purposes upon receipt. Applicable instructions contained in SAC Manuals 55-5, 55-5A, 55-12, 55-14, 55-10, 100-1 and S&F Manual 55-1 will apply for this operation.

(2) Recall word for this operation is "CALDWELL#".

HQ 40 BOMMG
OFORD 220-56
24 August 1956

14

SECRET

- (3) HQ 8AF will coordinate with ADC for fighter interceptions
- (4) Evaluation: This mission will be evaluated in accordance with existing directives. An aircraft will be considered effective if it has operational radar and O-15 cameras over the target.
- (5) Dates:
 - X Day- 11 September, 1956
 - X/ 1- 12 September, 1956
 - X/ 2- 13 September, 1956
 - X/ 3- 14 September, 1956
- (6) H-Hour by waves and relative H-Hour times will be outlined in Annex B.
- (7) Once airborne, strike aircraft will NOT deviate from briefed route to make H-Hour control time good.
- (8) The mission is designed to simulate as closely as possible, the 40 BOMWGM Emergency War Plan. Aircraft will takeoff in three (3) waves, Wave #1, composed of three (3) cells, each containing five (5) aircraft will depart SHAFB commencing at approximately 0355 CST on X plus 1. Wave #2 composed of two (2) cells, each containing five (5) aircraft, will depart from SHAFB approximately 1555 CST on plus 1. Wave #3, composed of one (1) primary cell and one (1) cell of previous aborts and spares will depart SHAFB commencing at approximately 0355 CST on X / 2.

15

HQ 40BOMWGM
OPORD 220-56
24 August 1956

SECRET

SECRET

Wave #2 composed of two (2) cells, each containing five (5) aircraft will depart SHAFB commencing at approximately 1555 CST on X plus 1. Wave #3 composed of one (1) primary cell and one (1) cell of previous aborts and spares will depart SHAFB commencing at approximately 0355 CST on X plus 2.

- (9) Time and altitude separate subsequent to the cell breakup point (HHCL) will be fifteen (15) minutes and 2,000 feet.
- (10) Bombing altitude: As specified in ANNEX B.
- (11) Bombing airspeed: 425 TAS.
- (12) There will be no Special Weapons exercise, loading or evaluation in conjunction with this mission. However a penetration team from HQ 8th AF will arrive at SHAFB approximately (15) fifteen days prior to execution and will remain until the mission is completed.
- (13) Security:
 - (a) Unit commanders are responsible for insuring adequate security for all areas and aircraft under their jurisdiction.
 - (b) Security officers will monitor unit security procedures during this mission in accordance with SAC

REG 205-11.
HQ 4th BOMBGRM
OPORD 220-56
24 August 1956

SECRET

SECRET

(14) Weather:

(a) The commander of the Weather Detachment at Smoky Hill AFB will be responsible for preparation of forecasts for the route terminal and a minimum of two (2) alternates. Contents of forecasts will be as outlined in paragraphs 3b and c, Section V, Eighth Air Force Manual 55-1.

(b) Weather minima will be in accordance with AFR 60-16.

(15) Schedules: See Annex B.

(16) Routes: See Annex B.

(17) Targets: The 40 BOMMGM has been assigned a total of thirty five (35) targets located in various cities in the Great Lakes area of the United States. Targets may be hit twice, if necessary; however all targets will be hit at least once before any target is hit a second time. Radar camera attacks will be made on these targets. For details refer to Annexes A and B.

(18) Project Officer: Major Donald W. Tuttle, Extension 624.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Normal logistical support and facilities will be provided by Task Organizations.

b. Funding: Local P-458 funds will be utilized as required.

HQ 40 BOMMGM
OPOED 220-56
24 August 1956

17

SECRET

SECRET

5. COMMAND AND COMMUNICATIONS:

- a. Communications: See Annex C.
- b. Command: Normal

5 Annexes: BERTON H BURNS
 Colonel, USAF
 Commander
A-Intelligence
B-Air Operations
C-Communications and ECM
D-Air Refueling
E-Flying Safety

OFFICIAL:

W.M. BOWDEN
Colonel, USAF
Wing Operations Officer

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 August 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 220-56

INTELLIGENCE

40BOMWGM
OPORD 220-56
ANNEX "A"
24 August 1956

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "A" TO 40TH BOMBARDMENT WING, MEDIUM OPERATIONS ORDER 220-56-
INTELLIGENCE

1. INTELLIGENCE SUMMARY.

a. GENERAL SITUATION:

(1) A requirement exists for the 40th Bombardment Wing,
Medium to conduct a USOM Exercise in conjunction
with a Tanker Task Force Exercise.

(2) POLITICAL, ECONOMIC AND PSYCHOLOGICAL: (Omitted)

b. ENEMY ORDER OF BATTLE: (Omitted)

c. CAPABILITIES OF ENEMY FORCES:

(1) The Air Defense Command will provide fighters for
purposes of simulated attacks on bombers participa -
ting in this mission.

2. INTELLIGENCE REQUIREMENTS:

a. ESSENTIAL ELEMENTS OF INFORMATION:

(1) General: As required by Eighth Air Force: ICP
1 JUL 55.

(2) Specific: (Omitted)

40BOMWEM
OPORD 220-56
ANNEX "A"
24 August 1956

SECRET

SECRET

b. MEANS OF OBTAINING INFORMATION:

- (1) Participating Combat Crews will be debriefed immediately after landing at the Ground Training Auditorium by Intelligence Officers and Staff Specialists.

c. MEANS OF REPORTING EEI:

- (I) 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. NAVIGATION MATERIALS: Will be as required and/or available.

b. TARGET MATERIALS:

- (1) Latest available Domestic Graphic Target Materials will be furnished by the 40th Bomb Wing Target Intelligence Section.
- (2) Best available radar scope photography of all targets will be furnished by the 40th Bomb Wing Intelligence Section.
- (3) Best available visual photography of all targets will be furnished by the 40th Bomb Wing Intelligence Section.

40BOMWEM
OPORD 220-56
ANNEX "A"
24 August 1956

2. *SECRET*

SECRET

- (4) Foregoing materials will be furnished to the using agencies sufficiently in advance of the implementation order to provide adequate time for planning, target study and briefing purposes.

c. TARGETS Targets for this mission are as follows:

- (1) MINNEAPOLIS (2) DES MOINES (3) MILWAUKEE (4) MUSKEGAN
(5) MADISON (6) KALAMAZOO (7) JOLIET (8) GREEN BAY
(9) FON DU LAC (10) BURLINGTON (11) CHICAGO (12) WAUKEGAN
(13) SOUTH BEND (14) KENOSHA (15) ROCK ISLAND (16) ROCKFORD

d. PHOTOGRAPHIC REQUIREMENTS:

- (1) Maximum radar photography will be obtained.
- (2) Visual strike photography will be obtained on bombardment targets if the unit capability and other conditions permit.
- (3) All above photography will be obtained in accordance with the SAC Tactical Doctrine and applicable observer publications.
- (4) Observer's photo logs will be accomplished on all photography obtained 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 the preparation of special reports is made available to recipients of the logs and corresponding photography.

40BOMWGM
OPORD 220-56
ANNEX "A"
24 AUGUST 56

3. *SECRET*

SECRET

(5) The 40th Bomb Wing Target Intelligence Section will submit the B-51 and forward all O-15 film and logs to 8TH Reconnaissance Technical Squadron, Westover AFB, Massachusetts within ten (10) days after completion of the mission for re-accomplishment of the B-51 and file in the 8TH RTS film library.

c. SURVIVAL INTELLIGENCE:

- (1) Water survival and cold weather survival will be reviewed.
- (2) The temperature of the water to overfly varies from just above freezing and below freezing. Survival in this water in the event of bail out or forced landing is critical, and the anti exposure suit will be utilized.
- (3) Survival in the ice and snow is difficult and every effort should be made to stay with the aircraft.
- (4) Equipment:
 - (a) A-1 sustenance kit.
 - (b) Pistol, personal equipment; (teeth brush, knives, flashlight, lighters, wristwatch and fountain pens)

40BOMWGM
OPORD 220-56
ANNEX "A"
24 AUGUST 56

4.

SECRET

SECRET

4. REPORTS: The following reporting instructions apply for training exercises directed by Headquarters, Eighth Air Force.

(1) BOMBARDMENT MISSIONS:

(a) Distribution A:

1. B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81, M-36.
2. M-12, M-14, M-20, M-35.

(b) Distribution B:

1. B-25.
2. B-51. Negative reports with pertinent reasons will be submitted when no positive information is obtained.
3. B-30. Negative report will be submitted when no positive information can be obtained.
4. B-27. (Do not include Headquarters SAC as an addressee)

(2) AIR REFUELING MISSIONS:

(a) Distribution A:

1. T-2, T-10, T-11, T-15, T-18, T-21, T-81, M-36.
2. T-81. Report is required if unit is flying for USCM.
3. M-12, M-14, M-20, M-35.

(b) Distribution B:

1. T-27 (When Second or Fifteenth Air Force units are

40BOMWGM
OPORD 220-56
ANNEX "A"
24 AUGUST 1956

5. *SECRET*

SECRET

being supported, Headquarters Second Air Force or Headquarters
Fifteenth Air Force, as applicable, will be additional
addresses).

(3) JANAP 146 (c) will be complied with on all missions.

40BOMWCM
OPORD 220-56
ANNEX "A"
24 AUGUST 56

6. *SECRET*

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
24 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 220-56

AIR OPERATIONS

HQ 40BOMWGM
OPORD 409-56
ANNEX "B"
24 August 1956

SECRET

*SECRET*ANNEX "B"TOOPERATIONS ORDER220-5624 AUGUST 1956AIR OPERATIONSANNEX "B" AIR OPERATIONS:

1. GENERAL CONCEPT: The 40TH BOMBWGM will fly a USCM from home station to home station, striking targets in the ZI. This organization will air refuel in the "Bird Song" areas, supported by the 310th AREFS, 340th and 98th AREFS and in the "Frisky" area by the 91st and 276th AREFS. Complete air refueling in formation is contained in ANNEX "D".

2. SCHEDULE: (All Dates and Times are CST)

<u>WHAT</u>	<u>WHERE</u>	<u>WHEN</u>
General Briefing	GND TNG Auditorium	0900, 8 SEP 56
Pre-Takeoff Briefing	44TH Bomb Squadron	3 HRS prior to T.O.
First Wave Takeoff	Smoky Hill AFB, KANS	APPROX 0355C 12 SEP
Second Wave Takeoff	Smoky Hill AFB, KANS	APPROX 1555C 12 SEP

40BOMBWGM
OPORD 220-56
ANNEX "B"
24 August 1956

SECRET

SECRET

<u>WHAT</u>	<u>WHERE</u>	<u>WHEN</u>
Third Wave Takeoff	Smoky Hill AFB, KANS	APPROX 0355C 13 SEP
Fourth Wave Takeoff	(Possible for Make-up)	APPROX 1555C 13 SEP
Debriefing	GND TNG Auditorium	Immediately after landing.
Critique	Base Theatre	0800, 25 SEP

- a. CREW SCHEDULES: (See APPENDIX "Ia", "Ib", and "Ic", of ANNEX "B".

3. TIMING:

a. H-HOUR BY WAVE:

- (1) WAVE ONE: 1800Z, X / 1.
- (2) WAVE TWO: 0600Z, X / 2.
- (3) WAVE THREE: 1800Z, X / 3.

b. RELATIVE H-HOUR TIMES:

(1) WAVE ONE:

Ruby Cell: H plus 01:36
 Rust Cell: H plus 02:18
 Orange Cell: H plus 02:54

(2) WAVE TWO:

Green Cell: H plus 01:36
 Tan Cell: H plus 02:18

4OBOMWGM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

2. *SECRET*

SECRET

(3) WAVE THREE:

Time Cell: H plus 01:36

Blue Cell: (extra) H plus 02:18

c. HHCL EXTENDS FROM:

53-48N 90-00W

53-19N 85-06W

50-22N 80-12W

d. Take-off will be adjusted to make HHCL good.

e. In-flight Restrictions: Once airborne, strike aircraft will NOT deviate from briefed route to make H-Hour Control Time good.

f. Recall word for this mission is "CALDWELL".

4. ABORTS:

a. Aircraft aborting waves one (1) or two (2) may, if recovered at home station in time, be rescheduled in wave three (3) to a minimum of three (3) cells of six (6) aircraft each. Aircraft aborting the third (3rd) wave may, if recovered at home station in sufficient time, be rescheduled in an extra wave which may be set up on X plus 3.

b. Aborting aircraft will obtain individual ARTC clearances before departing the cell. SEE ANNEX "E" for specific instructions.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 56

3.

SECRET

5. BOMBING:

SECRET

- a. Evaluation: This mission will be evaluated in accordance with existing directives. An aircraft will be considered effective if it has operational radar and O-15 camera over the target.
- b. Synchronous Radar Camera attacks (direct or offset optional) will be made against individual targets as listed in paragraph seven (7) of this Annex. A maximum breakaway maneuver will be executed at bombs away.
- c. Targets may be hit twice by the same Wing, if necessary; however, all targets will be hit once before any target is hit twice.
- d. The basic bombing altitude after departing HHCL is 39,000 feet. Individual bombing altitudes for each combat crew will be found in paragraph seven (7) of this annex.
- e. Bombing airspeed will be 425 TAS.
- f. Bombing tables - T.O. 11N-60-42, Mk 6.
- g. Altimeter settings of 29.92 Hq will be utilized by all aircraft from take-off until crossing HHCL, at which time en-route settings will be set in and utilized until completion

40BONWGM
OPORD 220-56
ANNEX "B"
24 August 1956

4. *SECRET*

of the mission.

SECRET

6. TACTICS:

- a. Strike aircraft will fly penetration cell from 350 NM prior to HHCL to the point of cell breakup, which will be the HHCL. At this point all aircraft will assume the altitude separations specified in paragraph seven (7). This will insure a separation of fifteen (15) minutes and two thousand (2,000) feet.
- b. The minimum fuel reserve for all aircraft over the Salina OMNI will be 15,000 pounds of fuel. The 40TH Bomb Wing will have MAJOR IVER C FITSCHEN, 12712A, 25 Bombardment Squadron on temporary duty at Minneapolis, Minnesota ATCC. Crews will contact Minneapolis ATCC on 255.4 Mc, when abeam of Minneapolis, and will inform this officer that the mission has or has not been successfully completed. If the aircraft has no had operative O-15 camera and radar over the target, the liason officer will immediately inform the 40 Bomb Wing Commander, in order that the plans for succeeding waves may be quickly formulated. The crew will inform liason officer at Minneapolis ATCC of fuel remaining and will give an estimate of the fuel reserve over Salina, OMNI.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

5. *SECRET*

SECRET

If the estimate is less than 15,000 pounds, the liason officer will divert the aircraft to the nearest suitable alternate Air Force Base. The liason officer will inform crews on the Salina, Kansas forecast and will also relay the forecasted weather at all possible alternate airfields.

- c. SAC Tactical doctrine will be followed to the maximum extent possible commensurate with fuel reserve requirements and flying safety considerations.

7.- ROUTE:

- a. Ruby, Green and Lime Cells will follow the "CORA" Route to the HHCL as outlined in Appendix III, ANNEX "B". At the HHCL all aircraft will continue individually as prescribed below.
- b. Rust, Tan and Blue (Extra) Cells will follow the "ANN" Route to the HHCL as outlined in Appendix IV, ANNEX "B". At the HHCL, all aircraft will continue individually as prescribed below:
- c. Orange Cell will follow the "Betty" Route to the HHCL as outlined in Appendix V, ANNEX "B". At the HHCL all aircraft will continue individually as prescribed below:

4OBOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

6.

SECRET

SECRET

- d. Aircraft will take-off at one (1) minute intervals. There will be only one (1) aircraft on the active runway at any time while preparing for take-off. While waiting for clearance onto the runway the next aircraft in the cell will taxi to the runway apron, cock the aircraft nose 45° from the take-off heading and stabilize engines at seventy (70) percent RPM. As soon as the aircraft in front releases brakes and commences take-off roll, the next aircraft in the cell will arm the water injection system, take the active runway and advance power to one-hundred (100) percent. Fifteen (15) seconds prior to take-off, the water injection start switch will be placed to "START"; the water injection lights and engine instruments will be checked and if all indicators are in the "GREEN", take-off will be made on the hack. If take-off is aborted at this time, or on the roll, the aircraft will clear the runway at the first available taxi strip to the left or right and in an expeditious manner. The tower will be notified immediately an abort becomes imminent. If take-off is to the North, the

40BOMWCM
OPORD 220-56
ANNEX "B"
24 August 1956

7.

SECRET

SECRET

lead aircraft will climb out on the runway heading for a period of five (5) minutes from the start of the take-off roll, and then will start a left turn to A heading for Wakeeny, Kansas, using a fifteen (15°) degree rate of bank. He will accelerate to an indicated airspeed of 270 KIAS and ninety-six (96%) percent RPM for climb if he is the leader of a five (5) ship cell, and to a indicated airspeed of 260 KIAS and ninety-six (96%) percent RPM for climb, if he is leading a six (6) ship cell. Each subsequent aircraft will climb out on the runway heading for a period of time which will be thirty (30) seconds less than the aircraft ahead and will accelerate to an airspeed ten (10) KIAS higher than the aircraft ahead, using ninety-eight (98%) percent RPM. Aircraft will then initiate a turn to the left, climbing on course to Wakeeny, Kansas while forming in cell on the leader. Upon reaching 29,200 feet with 29.92 Hq in the Kollsman window, the leader will level off. The cell will move into visual formation with the leader at this time and all aircraft will check airspeed indicators and altimeters. Route cell will then be initiated with all aircraft in trail with one (1) mile separation, stacked at 500 feet intervals above the leader.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

8. *SECRET*

SECRET

The turn point at Wakeeny, Kansas may be cut short to pick up any time which may have been lost in forming up the cell at take-off. If take-off is made to the South the same procedures as are outlined above will apply, with the exception that a right turn on course will be made. Aircraft clearance to overfly Camp Phillips Bomb Range has been arranged. In the event of an aircraft emergency after take-off which requires that the aircraft land immediately, the crew will notify the tower of the emergency and the runway will be immediately cleared. GCA will monitor and if necessary will assist all aircraft during take-off and climb. All aircraft will fly a route cell as outlined above from take-off until passing 56-00N departing Labrador northbound, with the exception of descent for rendezvous and refueling, at which time all aircraft will alter ten (10°) degrees right of the leader to assume refueling formation. Upon departing 56-00N aircraft in each cell will fly abreast for the purpose of accomplishing gunnery requirements. Upon completion of firing, the aircraft in each cell may again assume route cell or remain in the visual formation. They will continue on course until passing 61-00N, flying South over Hudson Bay, at which time the cell may again fly abreast for the purpose of accomplishing aerial gunnery if the requirement still exists.

40BOMWGM
OFORD 220-56
ANNEX "B"
24 August 1956

SECRET

SECRET

After passing 57-00N, flying Southbound, the cell will revert to route cell and will maintain this formation until 350 NM prior to the HHCL, at which time the aircraft will assume penetration cell. In this type formation all aircraft will fly abreast, with the number one (1), four (4) and five (5) aircraft flying base altitude and number two (2) and three (3) aircraft flying at 500 feet above base altitude. If a sixth (6th) aircraft were in the cell, it would be flying at base altitude. This type formation will be flown until passing HHCL, at which time all aircraft will proceed on individual routes to the targets and on to Smoky Hill AFB, as indicated below:

TARGET:	(MINNEAPOLIS - ST PAUL)	CREW	CELL	ALTITUDE
DGZ "A"	44-58-38N 93-14-40W	WETZEL	RUBY 4	39,000
DGZ "B"	44-59-21N 93-14-16W	SEARS	RUST 4	39,000
DGZ "C"	45-01-11N 93-14-55W	SCOTT	ORANGE 4	39,000
DGZ "K"	44-53-22N 93-14-55W	DAVIS	GREEN 4	39,000
DGZ "L"	45-08-03N 93-12-43W	MILLER	TAN 4	39,000
DGZ "N"	44-56-15N 93-03-42W	GRIMM	LIME 6	39,000
DGZ "O"	44-49-40N 93-27-35W	CLARK	BLUE 4	39,000

The above named crews will make good the following route upon Break-up at the HHCL:

4OBOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

10.

SECRET

HHCL

SECRET

TO: (PRE-IP) 46-57N 90-50W TIP OF LAND
 TO: (I.P.) 45-49N 92-23W BURNET CO AIRPORT
 TO: (TARGET) (MINNEAPOLIS ST PAUL)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET:	(MINNEAPOLIS ST PAUL)	CREW	CELL	ALTITUDE
DGZ "p"	45-03-50N 93-20-57W	ONDES	BLUE 2	39,000

In order to establish a fifteen (15) minute separation between air raft, Captain Ondes crew will fly the following prescribed route:

HHCL

TO: (TURNING POINT) 51-02N 93-50W RED LAKE NAVAL BASE
 TO: (PRE-IP) 46-57N 90-50W TIP OF LAND
 TO: (IP) 45-49N 92-23W BURNET CO AIRPORT
 TO: TARGET (MINNEAPOLIS--ST PAUL)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET:	(DES MOINES)	CREW	CELL	ALTITUDE
DGZ "A"	41-34-15N 93-33-19W	BOWLES	RUBY 2	37,000
DGZ "B"	41-35-03N 93-38-30W	MILLERICK	RUST 2	37,000
DGZ "C"	41-35-17N 93-34-22W	MUSTERMAN	ORANGE 2	41,000

40BOMWGM
 OPOED 220-56
 ANNEX "B"
 24 August 1956

11. *SECRET*

KODAK B

SECRET

TARGET (DES MOINES)	Continued	CREW	CELL	ALTITUDE
---------------------	-----------	------	------	----------

TO: "D"	41-33-40N	93-31-31W	WHAYNE	GREEN 2 37,000
---------	-----------	-----------	--------	----------------

TO: "E"	41-31-59N	93-39-27W	MARKOWSKI	TAN 2 37,000
---------	-----------	-----------	-----------	--------------

The Above named crews will make good the following route upon
Break-up at the HHCL:

HHCL

TO: (TURNING POINT) 46-57M 90-50W TIP OF LAND

TO: (PRE-IP) 44-01N 92-27W ROCHESTER, MINNESOTA

TO: (I.P.) 42-29N 93-16W IOWA FALLS

TO: TARGET (DES MOINES)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (MILWAKEE)

CREW	CELL	ALTITUDE
------	------	----------

DGZ "W"	43-06-38N	88-02-02W	RICHTER	RUST 5 35,000
---------	-----------	-----------	---------	---------------

DGZ "K"	43-01-54N	87-53-56W	C. JONES	GREEN LEAD 39,000
---------	-----------	-----------	----------	-------------------

The above named crews will make good the following route upon Break-
up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND

TO: (PRE IP) 45-38N 85-30W CHEBOYGAN, MICHIGAN

TO: (I.P.) 44-42N 86-16W

TO: TARGET (MILWAKEE)

TO: TURNING POINT 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

40BOMWEM
OPORD 220-56
ANNEX "B"

12.

SECRET

SECRET

TARGET (MUSKEGON)	CREW	CELL	ALTITUDE
DGZ "C" 43-15-03N 86-13-14W	MOSIER	RUBY LEAD	39,000

The above named crew will make good the following route upon
Break-up at the HHGL

HHGL

TO: (TURNING POINT) 46-30N 84-22W SAULT ST MARIE

TO: (PRE IP) 45-38N 84-30W CHEBOYGAN, MICHIGAN

TO: (IP) 44-16N 85-26W CADILLAC, MICHIGAN

TO: TARGET (MUSKEGON)

TO: (TURNING POINT) 42-20N 87-51W WAUKEGAN, ILL

TO: (TURNING POINT) 42-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (MADISON)	CREW	CELL	ALTITUDE
DGZ "A" 43-08-00N 89-19-55W	HOUSER	ORANGE 5	35,000
DGZ "B" 43-04-28N 89-23-01W	H SMITH	LIME 2	41,000
DGZ "C" 43-00-00N 89-33-58W	STOWET	BLUE LEAD	37,000

The above named crews will make good the good the following
Route upon break-up at the HHGL

HHGL

TO: (PRE IP) 46-57N 90-50N TIP OF LAND

TO: (IP) 44-24N 89-52W WISCONSIN RAPIDS

TO: TARGET (MADISON)

40BOMWGM
OPORD 220-56
ANNEX "B"

13.

SECRET

SECRET

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (KALAMAZOO)	CREW	CELL	ALTITUDE
DGZ "B" 42-14-12N 85-53-18W	VIA	RUBY 5	37,000

The above named crew will make good the following route upon
break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE

TO: (PRE IP) 45-25N 83-46W COAST LINE

TO: (IP) 43-23N 84-40W ALMA, MICHIGAN

TO: TARGET (KALAMAZOO)

TO: (TURNING POINT) 41-32N 85-48W GOSHEN AIRPORT ILL

TO: (TURNING POINT) 41-07N 88-48W STREATOR, ILL

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET: (SOLET)	CREW	CELL	ALTITUDE
DGZ "A" 41-36-29N 88-05-00W	WOHLFORD	BLUE 3	35,000

The above named crew will make good the following route upon
break-up at the HHCL

40BOMWGM
OPOKD 220-56
ANNEX "B"

11.

SECRET

HHCL

SECRET

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-26N 84-16W S TIP OF LAKE
 TO: (PRE IP) 43-42N 85-27W BIG RAPIDS, MICHIGAN
 TO: (IP) 42-21N 86-16W SOUTH HAVEN AIRPORT
 TO: TARGET (JOLIET)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (GREEN BAY)	CREW	CELL	ALTITUDE
DGZ "A" 44-29-46N 88-01-42W	GALLIGAN	RUST LEAD	39,000

The above named crew will make good the following route
 upon break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND
 TO: (PRE IP) 46-38N 85-55W GRAND MARAIS AIRPORT
 TO: (IP) 45-37N 86-37W TIP OF LAND
 TO: TARGET (GREEN BAY)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET: (FON DU LAC)	CREW	CELL	ALTITUDE
DGZ "A" 43-46-55N 88-27-05W	BURNSTAD	RUST 3	37,000

40BOMWCM
 OPOD 220-56
 ANNEX "B"
 24 August 1956

15.

SECRET

SECRET

The above named crew will make good the following route

upon break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND

TO: (PRE IP) 45-40N 85-36W COAST LINE

TO: (IP) 45-10N 86-03W NORTH TIP OF ISLAND

TO: TARGET (FON DU LAC)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

TARGET (BURLINGTON)	CREW	CELL	ALTITUDE
DGZ "A"	40-47-09N	91-07-24W	J CAMPBELL ORANGE LEAD 39,000
DGZ "B"	40-46-40N	91-09-33W	MARTIN LIME 4 39,000

The above named crews will make good the following route

upon break-up at the HHCL.

HHCL

TO: (TURNING POINT) 46-57N 90-50W TIP OF LAND

TO: (PRE IP) 44-39N 90-12W MARSH FIELD

TO: (IP) 42-30N 90-41W DUBUQUE IOWA

TO: TARGET (BURLINGTON)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA

TO: SHAFB

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

16.

SECRET

SECRET

TARGET (CHICAGO)	CREW	CELL	ALTITUDE
DGE "A" 41-53-30W 87-43-49W	WOLF	RUBY 3	35,000
DGE "B" 41-51-31W 87-36-32W	HARRINGTON GREEN 5		35,000
DGE "C" 41-47-07W 87-26-27W	SCHUPPERT	TAN 5	35,000
DGE "D" 41-37-02W 87-16-51W	GANTON	LIME 3	35,000

The above named crew will make good the following route upon break-up at the H-01.

H-01.

TO: (TURNING POINT) 46-30W 84-22W SAULT STE MARIE

TO: (TURNING POINT) 45-26N 84-16W S TIP OF LAKE

TO: (PRE IP) 45-22N 85-27W BIG RAPIDS MICHIGAN

TO: (IP) 45-18N 86-16W SOUTH HAVEN AIRPORT

TO: TARGET (CHICAGO)

TO: (TURNING POINT) 44-04N 95-37W FALLS CITY, NEBRASKA

TO: SHRED

TARGET (WABELOW)	CREW	CELL	ALTITUDE
DGE "A" 42-43-44W 87-19-42W	CREEL	TAN 3	37,000

The above named crew will make good the following route upon break-up at the H-01.

40EOMWEM
OPORD 220-56
ANNEX "B"
24 August 1956

17.

SECRET

SECRET

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-38N 84-30W CHEBOYGAN, MICHIGAN
 TO: (PRE IP) 44-16N 85-26W CADILLAC, MICHIGAN
 TO: (IP) 43-13N 86-15W MUSKEGON
 TO: TARGET (WAUKEGAN)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (SOUTH BEND)	CREW	CELL	ALTITUDE
DGZ "A" 41-40-57N 86-17-45W	ZYSK	LINE 5	41,000

The above named crew will make good the following route upon
 break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE
 TO: (TURNING POINT) 45-31N 84-03W COAST LINE
 TO: (PRE IP) 44-20N 84-46W HOUGHTON LAKE
 TO: (IP) 42-56N 85-35W EAST GRAND RAPIDS
 TO: TARGET (SOUTH BEND)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (KRNOSHA)	CREW	CELL	ALTITUDE
DGZ "C" 42-36-42N 87-49-33W	CLEVELAND	TAN LEAD	39,000
DGZ "D" 42-32-58N 87-50-21W	DUNAWAY	LINE LEAD	37,000

40BOMWEM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

18. *SECRET*

SECRET

The above named crews will make good the following route upon
break-up at the HHCL

HHCL

TO: (TURNING POINT) 47-44N 85-35W MICHIPICOTEN ISLAND
 TO: (PRE IP) 45-38N 84-30W CHEBOYGAN, MICHIGAN
 TO: (IP) 44-14N 86-20W MANISTEE, MICHIGAN
 TO: TARGET (KEOSHA)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (ROCK ISLAND)	CREW	CELL	ALTITUDE
DGZ "G" 41-30-55N 90-22-50W	IRVING	ORANGE 3	37,000

The above named crew will make good the following route upon
break-up at the HHCL

HHCL

TO: (TURNING POINT) 46-57N 90-50W TIP OF LAND
 TO: (PRE IP) 44-39N 90-12W MARSH FIELD
 TO: (IP) 43-12N 90-11W TRI-COUNTY AIRPORT
 TO: TARGET (ROCK ISLAND)
 TO: (TURNING POINT) 40-04N 95-37W FALLS CITY, NEBRASKA
 TO: SHAFB

TARGET (ROCKFORD)	CREW	CELL	ALTITUDE
DGZ "A" 42-11-51N 89-05-52W	HARMON	GREEN 3	37,000

40BOMWGM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

19.

SECRET

SECRET

The above named crew will make good the following route upon break-up at the HHCL.

HHCL:

TO: (TURNING POINT) 46-30N 84-22W SAULT STE MARIE

TO: (PRE IP) 44-14N 86-20W MAINSTEE, MICHIGAN

TO: (IP) 42-55N 87-52W KENOSHA, MICHIGAN

TO: TARGET (ROCKFORD)

TO: (TURNING POINT) 40-04N 95-37W FALLS CITY NEBRASKA

TO: SHAFB

8. NAVIGATION:

- a. One of the specific requirements of this mission is that a celestial navigation leg be flown by each participating crew. It is desired that if possible each combat crew fly one (1) celestial grid navigation leg with PLOP. The type of navigation to be flown on second leg is optional. The start and termination points for navigation legs are as follows:

(1) CORA:

START: WINNEPEG, MANITOBA

TERM: 49-24N 67-22W

START: 53-50N 59-00W

TERM: 61-27N 77-46W

(2) ANN:

START: 48-54N 95-19W

40BONWGR
OPORD 220-56
ANNEX "B"
24 August 1956

20.

SECRET

SECRET

TERM: 48-28N 69-20W

START: 53-44N 57-20W

TERM: 62-17N 79-20W

(3) Betty

START: 47-54N 96-30W

TERM: 47-41N 69-45W

START: 53-46N 56-30W

TERM: 62-56N 81-52W

b. DANGER AREAS ENROUTE:

R-196	Brookville, Kansas	UNL	UNI
R-457	Devils Lake, Nth Dakota	20,000 ft	JUNE Only
R-186	Upper Red Lake Minnesota	50,000 ft	UNL
R-424	Hammond Bay, Michigan	UNL	DAYS
R-373	Camp Grayling, Michigan	20,000 ft	UNL
R-362	Lake Magrethe, Michigan	2,000 ft	UNL
R-77	Frankfort, Michigan	30,000 ft	DAYS VFR
R-437	Little Sable Point, Michigan	60,000 ft	UNL
R-76	Glenview, Ill	UNL	UNL
R-84	Haven, Wisconsin	85,000 ft	DAYS VFR UNL
R-83	Sheboygan, Wisconsin	40,000 ft	DAYS VFR
R-187	Grand Marias, Michigan	50,000 ft	VFR ONLY
R-200	CAMP MC COY, WISCONSIN	25,000 ft	UNL
R-468	CAMP WILLIAMS, WISCONSIN	12,000 ft	DAY NIGHT VFR
R-197	MANHATTAN, KANSAS	30,000 ft	UNL

21.

SECRET

SECRET

The 40BOMBWGM has received clearance to overfly R-76, R-83, R-424 and R-187. Aircraft will be required to deviate from course in order not to overfly other danger areas listed which penetrate flight altitude.

- c. Highest terrain enroute: 58-55N 63-60W (Northern Labrador) 5,500 feet elevation.
- d. HHCT as indicated in Appendix "I", Ia, and Ib of ANNEX "B".
- e. Alternate airfields: As listed in ANNEX "E".

9. AIRCRAFT CLEARANCE:

- a. Cell leaders will list in sequence all turn points and reporting points shown in ANNEX "D", in section C of AF Form 175. Section D of AF Form 175 will contain a remark similar to the following example: "RUBY FLIGHT LEADER IN WAVE ONE, OPERATION STRONGHEART ALFA. FORMATION OF FIVE AIRCRAFT."
- b. Other aircraft in the cell will make a remark in section C of AF form 175 similar to the following example: "# 3 AIRCRAFT IN RUBY FLIGHT OF WAVE ONE, OPERATION STRONGHEART ALFA." This entry will be valid until aircraft pass HHCL. Thereafter, individual routes from the HHCL to SHAFB will have to be entered in section C of AF form 175 (Reference paragraph 7 above). The altitude assigned to each individual crew from HHCL to SHAFB will be reserved by ABTC and AF form 175 will indicate IFR flight plan and assigned altitude.

40BOMBWGM
OPORD 220-56
ANNEX "B"
24 August 1956

22.

SECRET

SECRET

All aircraft will be required to make individual reports enroute.

All aircraft will attempt to contact Minneapolis ATCC when abeam of that station.

10. FIGHTER INTERCEPTIONS: Fighter interception can be expected at any time after crossing the HHCL. If intercept is made during the hours of darkness, crews are cautioned to turn on wing lights.

11. GUNNERY:

- a. A full load of seven hundred (700) rounds of 30MM ammunition will be loaded in each aircraft.
- b. In accordance with Wing policy, the A-5 fire control system will be preflighted one (1) day in advance of the day of takeoff. In inspecting particular emphasis should be placed on the alignment of the ammunition.
- c. The fire out phase of OPERATION STRONGHEART will take place on the northbound navigation leg off the coast of Labrador. Upon reaching 56° N cell will fan out and flying abreast of one another, will commence firing. The cell leader will be responsible for clearing the area visually if possible and by radar. In advance of the fire-out period "CORA" flight will deviate to the east of the course to insure their being 50 miles at sea before firing. Firing will cease upon reaching 61° N. In the event that all firing is not completed on this leg firing may also be done over Hudson Bay between 61° N and 57° N, Cora flight deviating some 40 miles to the west of course, if necessary.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

23. *SECRET*

SECRET

- d. The lockon phase of OPERATION STRONGHEART will begin upon re-entering the United States. In accordance with SAC policy concerning lock-ons after a fire-out, the following steps must be taken:
- (1) Hold back release switch to hold-back.
 - (2) Fire safe switch to safe.
 - (3) Computer in-out switch to out.
 - (4) Fire power fuse removed.
 - (5) The co-pilot should not depress the firing button during the lock-on phase.
- e. During this mission the following A-5 operator procedures are in effect and will be used due to all ships having modified gun charges.
- (1) It is no longer necessary for the operator to manually charge the initial rounds into the guns by using the hold-back release switch as the guns are initially charged when firing button is depressed.
 - (2) The hold-back release switch will not be used to clear malfunctions in the air under any circumstances.
- f. Upon landing, two (2) sets of two (2) copies each of Form 255 will be submitted to cover the fire-out portion and lock-on sections of the mission.

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

24.

SECRET

SECRET

g. The following message from Headquarters 8TH AF is quoted:
 "UNCLAS/ODTIG 51563/ ATTN: LT CARTY 40TH BOMB WING. THIS
 IS A RETRANSMISSION OF MY MESSAGE ODTIG 51163, SEPTEMBER 55.
 THE FOLLOWING SAC MESSAGE IS QUOTED FOR YOUR INFORMATION AND
 GUIDANCE. "UNCLASSIFIED/DOTRFW 8445. OUR MESSAGE DOTRPG
 9933 DATED 8 FEB 55 IS QUOTED FOR YOUR INFORMATION AND
 GUIDANCE QUOTE: AUTHORIZATION IS GRANTED FOR B/RB-47 CREWS
 ON AIRCRAFT EQUIPPED WITH A-5 FIRE CONTROL SYSTEMS TO
 CONDUCT RADAR TRACKING AND LOCK ON FOLLOWING ACTUAL AIR FIR-
 ING MISSION BY PERFORMING FOLLOWING SAFETY CHECKS: 1. ACTUATE
 CHARGER HOLD BACK RELEASE SWITCH TO HOLD BACK. 2. POSITION
 GUN SAFE FIRE SWITCH TO SAFE. 3. REMOVE THE FIRE POWER FUSE.
 4. BRIEF CO-PILOTS TO REFRAIN FROM DEPRESSING FIRING BUTTON
 DURING FIGHTER INTERCEPT PORTION OF MISSION. UNQUOTE:

12. TRAINING REQUIREMENTS:

- a. Long Range cruise control.
- b. Two (2) rendezvous for cell leader.
 - (1) One (1) APN-76.
 - (2) One (1) night rendezvous.
- c. One (1) mass night refueling.
- d. One (1) optional refueling.

40BOMWGM
 OPORD 220-56
 ANNEX "B"
 24 August 1956

25.

SECRET

SECRET

- e. Two (2) call missions - night.
- f. One (1) gunnery fire out mission
- g. Two (2) optional navigation legs.
 - (1) Celestial Grid w/PLOP if possible.
- h. Maximum "Lock-ons" for fighter intercept.
- i. One (1) Radar camera attack.
- j. One (1) simulated strike report (Ramey- Lajes)
- k. One (1) Radar monitored letdown.
- l. One (1) Gyro-cut GCA full stop landing.
- m. Two (2) hours formation - 30,000 feet.
- n. One (1) hour formation - 10,000 feet.

9 APPENDICES:

- APPENDIX "I": CREW SCHEDULE
- APPENDIX "Ia": CREW SCHEDULE
- APPENDIX "Ib": CREW SCHEDULE
- APPENDIX II: ROUTE MAP
- APPENDIX III: SAC FORM 1 (CORA ROUTE)
- APPENDIX IV: SAC FORM 1 (ANN ROUTE)
- APPENDIX V: SAC FORM 1 (BETTY ROUTE)
- APPENDIX VI: INDIVIDUAL ROUTES TO SHAFB
- APPENDIX VII: SEQUENCE OF EVENTS

40BOMWGM
OPORD 220-56
ANNEX "B"
24 August 1956

36.

SECRET

12 DECEMBER 1956

SECRET

WAVE	CELL NR 1 ACFT NR	AJAX	CELL 2	CREW NR	ACFT COMDR	ST ENG	TAXI	APPROX TO	HHCT	BOMB ALT
1	557	14	RUBY LEAD	L-12	MOSIER COL BURNS	0325	0335	0355	1336	39,000
1	573	22	RUBY 2	L-10	BOWLES	0326	0336	0356		37,000
1	578	21	RUBY 3	R-19	WOLFE	0327	0337	0357		35,000
1	558	17	RUBY 4	L-06	WETZEL	0328	0338	0358		39,000
1	561	49	RUBY 5	R-44	VIA	0329	0339	0359		37,000
1	322	45	RUSTLEAD	S-39	GALLIGAN	0339	0349	0409	1418	39,000
1	570	50	RUST 2	L-41	MILLERICK	0340	0350	0410		37,000
1	164	48	RUST 3	R-48	BURNSTAD	0341	0351	0411		37,000
1	582	51	RUST 4	R-43	SEARS	0342	0352	0412		39,000
1	581	55	RUST 5	R-46	RICHTER	0343	0353	0413		35,000
1	571	80	ORANGE LEAD	S-70	CAMPBELL J	0350	0400	0420	1454	39,000
1	161	78	ORANGE 2	L-72	MUSTERMAN	0351	0401	0421		41,000
1	563	77	ORANGE 3	L-65	IRVING	0352	0402	0422		37,000
1	566	79	ORANGE 4	R-77	SCOTT	0353	0403	0423		39,000
1	609	86	ORANGE 5	R-81	HOUSER	0354	0404	0424		35,000

ALL TIMES ARE CENTRAL

APPENDIX I, ANNEX "B", LOGBOOK OPORD 220-56, STRONG

SECRET

12 SEPTEMBER 1956

WAVE	ACFT NR	AJAX	CELL I	CREW NR	ACFT COMDR	START ENG	TAXI	APPROX TO	HHCT	BOMB ALT
2	575	19	GREEN LEAD	S-03	JONES MCPHERSON	1525	1535	1555	0136	39,000
2	595	25	GREEN 2	L-14	WHAYNE	1526	1536	1556		37,000
2	545	12	GREEN 3	R-24	HARMON	1527	1537	1557		37,000
2	549	11	GREEN 4	R-21	DAVIS	1528	1538	1558		39,000
2	559	74	GREEN 5	R-71	HARRINGTON	1529	1539	1559		35,000
C E L L NR 2										
2	546	44	TAN LEAD	L-37	CLEVELAND	1539	1549	1609	0218	39,000
2	583	52	TAN 2	R-45	MARKOWSKI	1540	1550	1610		37,000
2	579	54	TAN 3	L-38	GREEL	1541	1551	1611		37,000
2	548	70	TAN 4	R-78	MILLER	1542	1552	1612		39,000
2	556	76	TAN 5	R-83	SCHUPPERT	1543	1553	1613		35,000

ALL TIMES ARE CENTRAL

APPENDIX Ia, TO ANNEX "B", LOBONWEM OPORD 220-56, "STRONGHEART"

SECRET

13 SEPTEMBER 1956

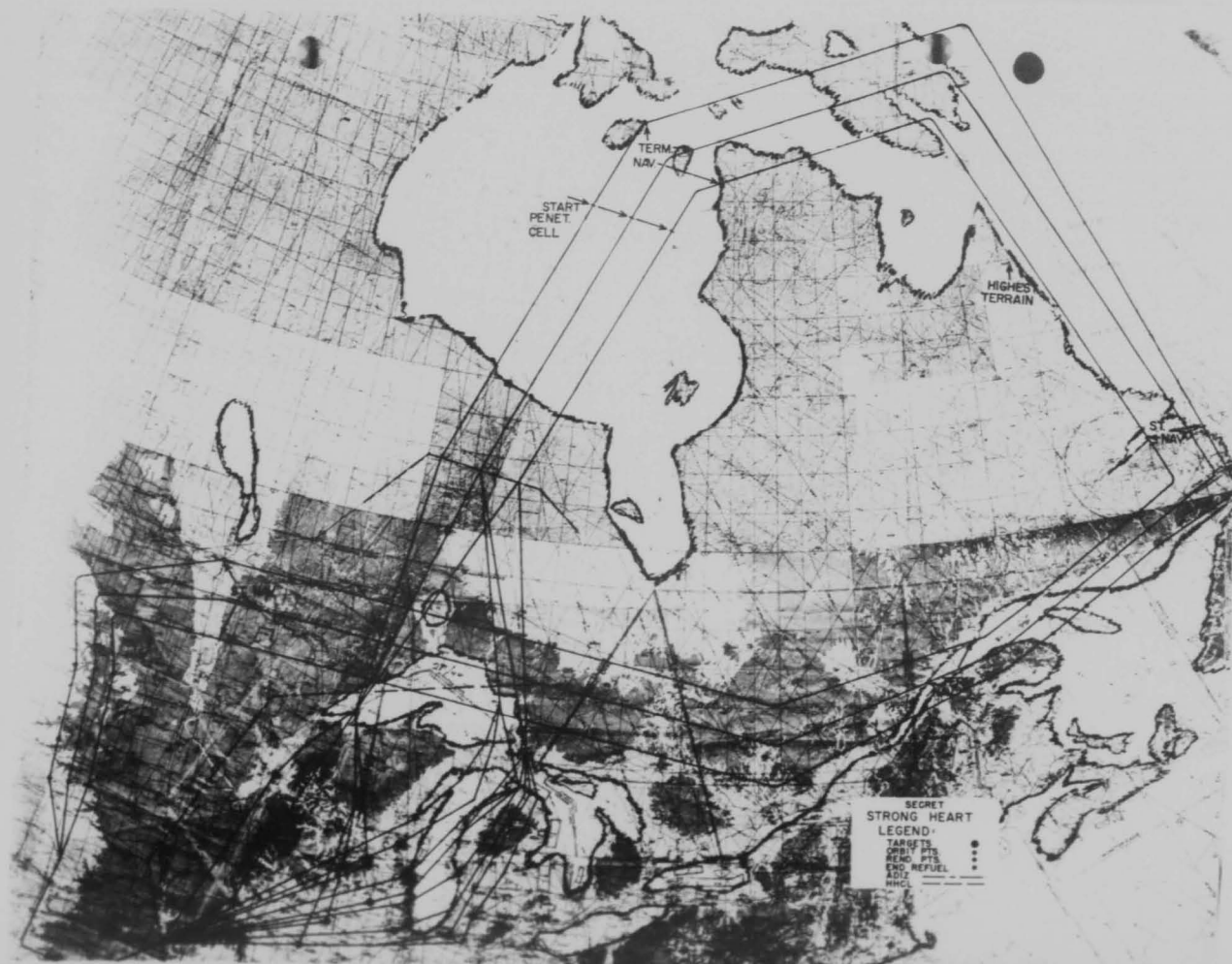
SECRET

WAVE	ACFT NR	AJAX	CELL I	CREW NR	ACFT	COMDR	SI ENG	TAXI	APPX TO	HHCT	BOMB ALT
3	169	16	LINE 1	S-0	DUNAWAY COL BOURN		0325	0335	0355	1336	37,000
3	326	15	LINE 2	L-16	SMITH		0326	0336	0356		41,000
3	367	24	LINE 3	L-13	GALLIEN		0327	0337	0357		35,000
3	369	27	LINE 4	R-47	MARTIN		0328	0338	0358		39,000
3	158	75	LINE 5	R-79	ZYSK		0329	0339	0359		41,000
3	587	83	LINE 6	S-60	GRIMM		0330	0340	0400		39,000
CELL NR 2 (MAKE UP)											
3	552	71	BLUE LEAD	L-66	GIONET		0339	0349	0409	1418	37,000
3	554	13	BLUE 2	L-11	ONDES		0340	0350	0410		39,000
3	555	41	BLUE 3	R-42	WOHLFORD		0341	0351	0411		35,000
3	541	40	BLUE 4	L-36	CLARK		0342	0352	0412		39,000

ALL TIMES ARE CENTRAL

APPENDIX 1B, ANNEX "B", LOBOMWGM OPORD 220-56, "STRONGHEART".

SECRET



WAVE #1 RUBY CELL #1 WAVE 2 GREEN CELL #1 WAVE 3 LIME CELL #1 CORA ROUTE

MISSION FLIGHT PLAN		O. O. AND NICKNAME STRONGHART		UNIT 40BW	TYPE ACFT B-47E	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS	FM	18,752	BOMBS	CHAFF 990			RUNWAY
CREW	900	GM	17,984	AMMO	448			PRESSURE ALT LENGTH AIR TEMP
OIL	423	AM	21,952	WATER AUG	4,800			CRITICAL FIELD LENGTH CRITICAL AIR TEMP
ATO		END AUX	6,336	STATIC	196,545	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE TAKE-OFF SPEED
RACK		B B	10,861	START ENGINES AND TAXI FUEL ALLOWANCE	2,545	NR EMPTY ATO REQUIRED		CRITICAL WIND COMPONENT
EXT TANKS WEIGHT (Empty)	1,595	ATO	7,808	TAKE-OFF GROSS	194,000	ATO FIRING SPEED		1ST LEG 2ND LEG 3D LEG
MISCELLANEOUS		EXT	21,696					
CHAFF		TOTAL FUEL	105,389					
OPERATING	94,918							

PRE-FLIGHT PLAN																		
FROM	ROUTE	FLT COND	T. C.	WIND D/°	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
								ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINS	GROSS WT	
	SHAFF																105,389	196,545
	START TAXI/TG/ ACCEL													(19)	*	4,605	9,405	
													:03	15		100,784	187,140	
	TURN IN CLWALKERBY	98%		270/30									:17	115				
	39-02N 99-52W	CL	262	41	263	-10	253	25.0	310	405	376	106	:20	130				
	39-27N 100-00W	CL		260/40	004	-11	353	30.2		440	451	50	:07	49		8,900	8,900	
	L/O			-5								156	:27	179		91,884	178,240	
	41-25N 99-38W	CR	009	260/40	004	-11	313	30.4	.74	425	438	96	:13	93		2,830	2,830	
	BRONKROW IP			-5								252	:40	272		89,854	175,110	
	43-17N 100-54W	CR	333	260/40	328	-12	316	30.8	.74	425	409	29	:19	134		3,990	3,990	
	ORBIT POINT			-5								381	:59	406		85,064	171,120	
	44-18N 101-03W	DS	353	265/35						450	448	60	:00	60		700	700	
	BIRDSONG CORA			-5	348	-11	337	16.0				441	:07	466		84,364	170,720	
	46-14N 101-23W	REL	353	270/30						270	265	119	:27	121		7,555	7,555	
	CONTACT & RFL			-6	347	-12	335	16.0	.43			560	:34	587		76,809	163,165	
	ON LOAD															32,000	32,000	
																108,809	195,165	
	46-25N 101-29W											13	:02	13		1,200	1,200	
	ACCELERATE											573	:36	600		107,609	194,965	
	47-49N 102-17W	98%	339	265/35	334	-13	321	28.8	.74	430	419	89	:13	90		4,300	4,300	
	L/O	CL		-5								662	:49	690		103,309	189,665	
	48-10N 102-28W	CR	338	277/40								21	:03	21		670	670	
				-5	333	-14	319	28.9	.74	425	410	683	:52	711		102,639	188,995	
	49-54N 97-08W	CR	066	270/40	064	-11	053	29.6	.74	425	461	235	:31	218		6,950	6,950	
	MINNESOTA CANADA			-2								918	:23	929		95,689	182,045	
	48-04N 75-18W	CR	097	290/40	096	-14	100	32.6	.74	425	463	863	:52	793		23,150	23,150	
				-1								1781	:15	1722		72,539	158,895	
	49-24N 67-22W	CR	075	260/55	074	-12	095	33.5	.74	425	480	222	:40	286		7,650	7,650	
	TERMINAL LEG			-1	074	-12	095					2104	:55	2008		64,889	151,245	

SAC FORM 18 APR 56 1a FC: 2720

All Additive Figures have been checked Adding machines

Air Force-SAC, Offutt G-1049(56)

WAVE 1 RUBY CELL #1 WAVE 2 GREEN CELL #1 WAVE 3 LIME CELL #1 CORA ROUTE

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND DIR	T.H.	VAR	M.H.	YEMP	AS	T. A. S.	G. S.	GND DIS	TIME	ALT DIS	ETA	FUEL FLIGHT PLAN	
SHAFB			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
49-28N 67-00W			260/55												64,889	151,245
IP	CR	079	0	079	f25	104	33.5	.74	425	480	15	:02	14		360	360
50-10N 65-07W	CR	060	260/55								2119	4:57	2022		64,529	150,885
ORBIT POINT			-2	058	f26	084	33.8	.74	425	478	86	:11	77		1,980	1,980
50-44N 63-41W	DS	060	270/45								2205	5:08	2099		62,549	148,905
TRISKY CORA			-3	057	f27	084	16		450	489	65	:08	60		700	700
51-59N 60-12W	RFL	060	280/40								2270	5:16	2159		61,849	148,205
CONTACT & RFL			-5	055	f29	084	16	.43	470	300	151	:30	136		8,525	8,525
ONLOAD											2121	5:46	2295		53,324	139,680
ACCELERATE															40,000	40,000
											13	:02	13		93,324	179,680
52-32N 58-25W	98% CL	064	270/45								2134	5:48	2308		1,200	1,200
TURN IN CLIMB			-3	061	f32	093	28.0		430	471	61	:08	56		92,124	178,480
53-02N 58-28W	CL	338	270/45								2195	5:56	2364			
L/O			-5	333	f38	006	30.6		430	410	32	:04	33		4,300	4,300
53-50N 59-00W	CR	340	240/50								2527	6:00	2397		87,824	174,180
START NAV LEG			-7	333	f33	006	30.8	.74	425	430	56	:08	55		1,610	1,610
62-46N 66-10W	CR	338	240/50								2583	6:08	2452	**	86,214	172,570
			-7	331	f41	012	33.1	.74	425	429	579	1:21	574		16,180	17,618
61-27N 77-46W	CR	255	300/50								3162	7:29	3026		70,034	154,952
TURN NAV LEG			f5	260	f44	304	34.4	.74	425	388	336	:52	369		9,520	9,520
61-17N 78-53W	CR	251	300/50								3498	8:21	3395		60,514	145,432
			f5	256	f84	290	34.5	.74	425	390	34	:05	35		860	860
58-44N 81-38W	CR	207	290/40								3532	8:26	3430		59,654	144,572
ST PENETRATION CELL			f6	213	f32	245	35.2	.74	425	419	174	:25	177		4,360	4,360
53-26N 86-00W	CR	205	290/40								3706	8:51	3607		55,294	140,212
HHCL			f6	211	f20	231		.74	425	420	350	:50	353		8,280	8,280
											4056	9:41	3960		17,014	131,932
HHCL									425							
SAULT ST MARIE			290/40								418	:57	402		8,880	8,880
46-30N 84-22W	CR	172	f5	177	f7	184	37.8	.74	425	443	4474	10:38	4362		38,134	123,052
45-25N 83-46W	CR	160	290/40								70	:09	66		1,390	1,390
COAST LINE PTP			f4	164	f5	169	38.2	.74	425	450	4544	10:47	4428		36,744	121,662
43-23N 84-40W	CR	196	290/40								126	:18	126		2,620	2,620
AIMA MICHIGAN TP			f5	201	f3	204	38.2	.74	425	426	4670	11:05	4554		34,124	119,042
42-14--12N TGT			290/40								82	:12	83		1,680	1,680
85-33-18W B	CR	208	f5	213	f1	214	38.2	.74	425	419	4752	11:17	4637		32,444	117,362
41-32N 85-48W	CR	195	290/40								43	:06	43		860	860
COSEB AIRPORT ILL			f5	200	0	200	39.1	.74	425	426	4795	11:23	4680		31,584	116,502

SAC FORM 18 APR 58 1b FC: 2720

APPENDIX #1 ANNEX B *4605 FUEL COORDI USED ** AIRC & CHAFF EXPENDED

offset G-1050(58)

All Additive Entries have been checked Adding machines

WAVE 1 RUST CELL #2 WAVE 2 TAN CELL 2 WAVE 3 BLUE CELL 2 ANN ROUTE

MISSION FLIGHT PLAN		O. O. AND NAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		STRONGHEART	40BW	B-47E			
ACFT BASIC	82,000	PM	18,752	BOMBS	CHAFF 990		
CREW	900	CM	17,984	AMMO	W.P.		
OIL	423	AM	21,952	WATER AUG	4,600		
ATO		RWD AIX	6,336	STATIC	196,545		
RACK		B.B.	10,861				
EXT TANKS WEIGHT (Empty)	1,595	ATO	7,808	START ENGINES AND TAXI FUEL ALLOWANCE	2,545		
MISCELLANEOUS		EXT	21,696	TAKE-OFF GROSS	194,000		
CHAFF		TOTAL FUEL	105,389				
OPERATING	84,918						

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	ACC TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				FT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	
SHAFF																	105,389
START/TAXI/TO/ACCEL													(19)	15	*	4,605	196,545
													03	15		100,784	182,140
39-02N 99-52W	96%			270/30									17	115			
Turn in climb	CL		262	-5	263	-10	333	25.0	00	405	376	106	20	130			
39-20N 100-00W				60/40								50	07	49		8,900	8,900
L/O	CL			-5	304	-11	304	30.2		440	451	156	27	179		91,884	178,240
41-25N 99-38W				260/40								96	13	93		2,830	2,830
HOKENBOW	CR	009		-5	304	-11	353	30.4	.74	425	438	252	10	272		89,054	175,410
43-22N 100-12W				260/40								120	17	120		3,500	3,500
ORBIT POINT	CR	347		-5	342	-12	350		.74	425	420	372	57	392		85,554	171,910
44-20N 100-21W				265/35								60	08	60		700	700
BIRDSONG ANN	DS	353		-5	348	-11	337	16.0		450	448	432	05	452		84,854	171,210
46-17N 100-39W				270/30								119	27	121		7,555	7,555
CONT. * FFL			353	-6	347	-12	335	16.0	.43	270	265	551	1:32	573		27,299	163,655
ON LOAD																32,000	32,000
46-29N 100-45W												13	02	13		1,200	1,200
ACCEL								16.0				564	1:34	586		108,899	194,455
47-52N 101-29W	96%			265/35								89	13	90		4,300	4,300
L/O	CL	341		-5	336	-13	323	28.5		830	420	653	1:47	676		103,799	190,155
47-56N 101-30W				270/40								2		2			
	CR	340		-5	335	-13	322		.74	425	408	655	1:47	678			
48-55N 96-48W				270/40								200	26	184		5,980	5,980
	CR	076		-1	075	-10	065	29.4	.74	425	462	855	2:13	862		97,819	184,175
48-54N 95-19W				290/40								60	08	56		1,750	1,750
START NAV LEG	CR	090		-2	088	-10	078	29.5	.74	425	464	915	2:21	918		96,069	182,425
47-03N 75-15W				290/40								812	1:45	746		22,000	22,000
	CR	097		-1	096	-4	100	32.3	.74	425	463	1727	4:06	1664		74,069	160,425

SAC FORM 18 FC 2720 10 APR 56

All Addetine Figures have been checked Adding machines

Air Force-SAC, OMBU O-1049(56)

WAVE 1 RUST CELL # 2 TAN CELL #2 WAVE 3 BLUE CELL #2 ANN ROUTE

MISSION FLIC PLAN - CONTINUATION SHEET															
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
SHARP			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINS
ROUTE															GROSS WT
48-28N 69-20W			260/55								217	:31	219		74,069
TERM NAV LEG	CR	070	-1	069	419	088	33.1	.74	425	479	1974	4:37	1883		5,950
49-03N 66-38W			260/55								478	:15	103		2,740
IP	CR	073	-1	072	424	096	33.5	.74	425		2089	4:52	1986		65,379
49-45N 64-12W			260/55								88	:11	78		1,980
CORBIT POINT	CR	059	-3		426	082		.74	425	476	2177	5:03	2064		63,399
50-19N 63-17W			270/45								65	:08	60		700
FRISKY ANN	DS	060	-3	057	427	084	16.0		450	489	2212	5:11	2124		62,699
51-33N 59-52W			280/40								151	:30	136		8,525
CONTACT & REFUEL	REF	060	-5		429	084	16.0	.43	270	300	2393	5:41	2260		54,174
ON LOAD															40,000
ACCELERATE											13	:02	13		94,174
52-13N 57-27W	98% CL	065	270/45								2406	5:43	2273		1,200
L/C			-3	062	431	093	30.4		430	470	97	:12	89		1,200
52-27N 56-42W			280/60								2503	5:55	2362		1,200
CR	068		-4	064	432	096	30.5	.74	425	478	31	:04	28		1,200
53-44N 57-10W			240/50								76	:11	75		1,200
START NAV LEG	CR	342	-7	335	434	009	30.8	.74	425	431	2510	6:10	2465		1,200
63-52N 64-50W			240/50								555	1:31	646	**	18,100
CR	339		-7	332	442	014	33.4	.74	425	430	3266	7:47	3111		19,538
62-17N 79-20W			300/50								408	1:03	446		67,544
TERM NAV LEG	CR	255	45	250	444	304	35.0	.74	425	388	3674	8:44	3557		11,320
62-06N 80-26W			300/50								33	:05	36		56,224
CR	248		45	253	436	289	35.1	.74	425	389	3707	8:49	3593		147,142
58-59N 83-36W			290/40								210	:30	211		865
START PENETRATION CEL	CR	206	45	211	431	242	35.9	.74	425	420	3917	9:19	3804		55,359
53-37N 87-41W			290/40								350	:50	354		5,030
HHCL	CR	204	45	209	418	227	37.2	.74	425	421	4267	0:09	158		50,329
HHCL															8,030
46-30N 84-22W			290/40												42,299
SAULT ST MARIE	CR	163	44	167	46	173	39.0	.74	425	441	446	1:00	423		127,217
45-26N 84-16W			290/40								4713	11:09	2581		9,000
S TIP LAKE	CR	175	45	180	45	185	39.5	.74	425	422	66	:09	64		33,299
43-42N 85-27W PIP			290/40								4779	11:18	4645		2,340
DIG RAPIDS MICHIGAN	CR	206	45	211	42	213	39.5	.74	425	421	116	:16	117		29,649
42-21N 80-16W			290/40								4895	11:34	4762		1,710
IP S HAVEN AP	CR	203	45	208	41	209	39.5	.74	425	397	87	:12	88		27,939
											4982	11:46	4850		1,455

SAC FORM 1b FC: 2720 15 APR 56

All Addition Figures have been checked Adding machines

Air Force - SAC, Office G-1050(56)

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
FROM	FLT COND	V.C.	WIND D/V		T.H.	VAR	M.H.	TEMP		I	T. A. S.	G. S.	FUEL FLIGHT PLAN					
			DRIFT					ALT	MACH				ACC GND DIS	ACC TIME	ACC AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
41-47-07N TGT			290/40															
87-45-07W "H"	CR	242	44	246	-1	247	39.5	.74	425		397	77	:11	76	1,455	1,455		
40-04N 95-37W			270/40									5053	11:57	4926	26,484	111,402		
BALLS CITY NEBR	CR	255	71	256	-6	250	41.6	.74	425		384	376	:59	416	7,570	7,570		
			270/40									5429	12:56	5342	18,974	103,832		
SHAER	CR	231	43	234	-9	225						123	:19	132	2,320	2,320		
												425	395	5552	13:15	5474	16,594	101,512

SAC FORM 1b FC: 2720 18 APR 66

APPENDIX #2 ANNEX B

4605 PUBL 4000 ADI USED

ANNEX B CHIEF EXPANDED

Air Force-SAC, Offutt D-1050(56)

All Addition Figures have been checked Adding machines

WAVE 1 ORANGE CELL # 3 BETTY ROUTE

MISSION FLIGHT PLAN		NAME AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL	REMARKS		
		JONGHEART		40B	B-	1		DATE 11 September 1956		
POUNDS				POUNDS						
ACFT BASIC	82,000	F.M.	18,752	BOMBS	CHAF 990					
CREW	900	G.M.	17,984	AMMO	448					
OIL	423	A.M.	21,952	WATER AUG	4,800					
ATO		FWD AUX	6,336	STATIC	196,545	NR FULL ATO REQUIRED		PRESSURE ALT		
RACK		B B	10,861					12,000	LENGTH	AIR TEMP
EXT TANKS WEIGHT (Empty)	1,595	ATO	7,808	START ENGINES AND TAXI FUEL ALLOWANCE	2,545	NR EMPTY ATO REQUIRED		10,600	13,330	100°F
MISCELLANEOUS		EXT	21,696	TAKE-OFF GROSS	191,000			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
CHAFF		TOTAL FUEL	105,389					12,000	160K	
OPERATING	84,918							TAKE-OFF DISTANCE		TAKE-OFF SPEED
								10,600	160K	
								CRITICAL WIND COMPONENT		
								1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN																
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
SHAFB	ROUTE		DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
							25.0					(19)			105,389	196,545
	START-TAXI TO & ACCEL											:03	78		1,605	9,405
	TURN WHILE IN CL	96%	270/30									:17	115		100,784	187,140
	39-02N 99-52W	CL	262	263	-10	253	30.2	310	405	376	106	:20	130			
	39-27N 100-00W	CL	260/40								50	:07	49		8,900	8,900
	41-25N 99-38W	CR	260/40				30.4		440	451	156	:27	179		91,884	178,240
	BROKENBOW IP	CR	260/40								96	:13	93		2,830	2,830
	43-24N 99-32W	CR	260/40				30.8	.74	425	438	252	:40	272		82,054	175,431
	ORBIT POINT	CR	260/40								121	:17	119		3,480	3,480
	44-21N 99-39W	DS	265/35				16.0	.74	425	433	373	:57	391		85,574	171,939
	BIRDSONG BETTY	DS	265/35								60	:08	60		700	700
	46-19N 99-55W	REL	270/30				16.0		450	448	133	1:05	57		84,874	171,230
	CONTACT AND REFUEL ON LOAD	REL	270/30								119	:27	121		7,555	7,555
	46-32N 100-01W										552	1:32	572		77,319	163,675
	ACCELERATE											:	:		32,000	32,000
	TURN WHILE IN CL	98%	265/35				16.0				13	:02	13		1,200	1,200
	47-35N 100-37W	CL	339	334	-12	324	26.5		430	419	565	1:34	585		108,119	194,475
	47-49N 100-20W	CL	270/40								69	:10	72			
	47-54N 96-30W	CL	089	089	-12	077	28.5		430	470	20	:03	18		4,300	4,300
	START NAV LEG	CR	270/40								654	1:44	657		103,819	190,175
	46-00N 75-17W	CR	097	096	43	099	32.2	.74	425	463	806	2:07	815		99,999	185,655
	47-41N 69-45W	CR	065	063	49	082	33.0	.74	425	479	876	1:53	803		23,900	23,900
	TURN NAV LEG	CR	260/55								1682	4:00	1618		75,399	161,755
											249	:31	221		6,030	6,030
											1937	1:31	1839		69,369	155,725

SAC FORM 18 FC 2728 APR 54

All Addition Figures have been checked Adding machine

Air Force-SAC, Offutt O-104956

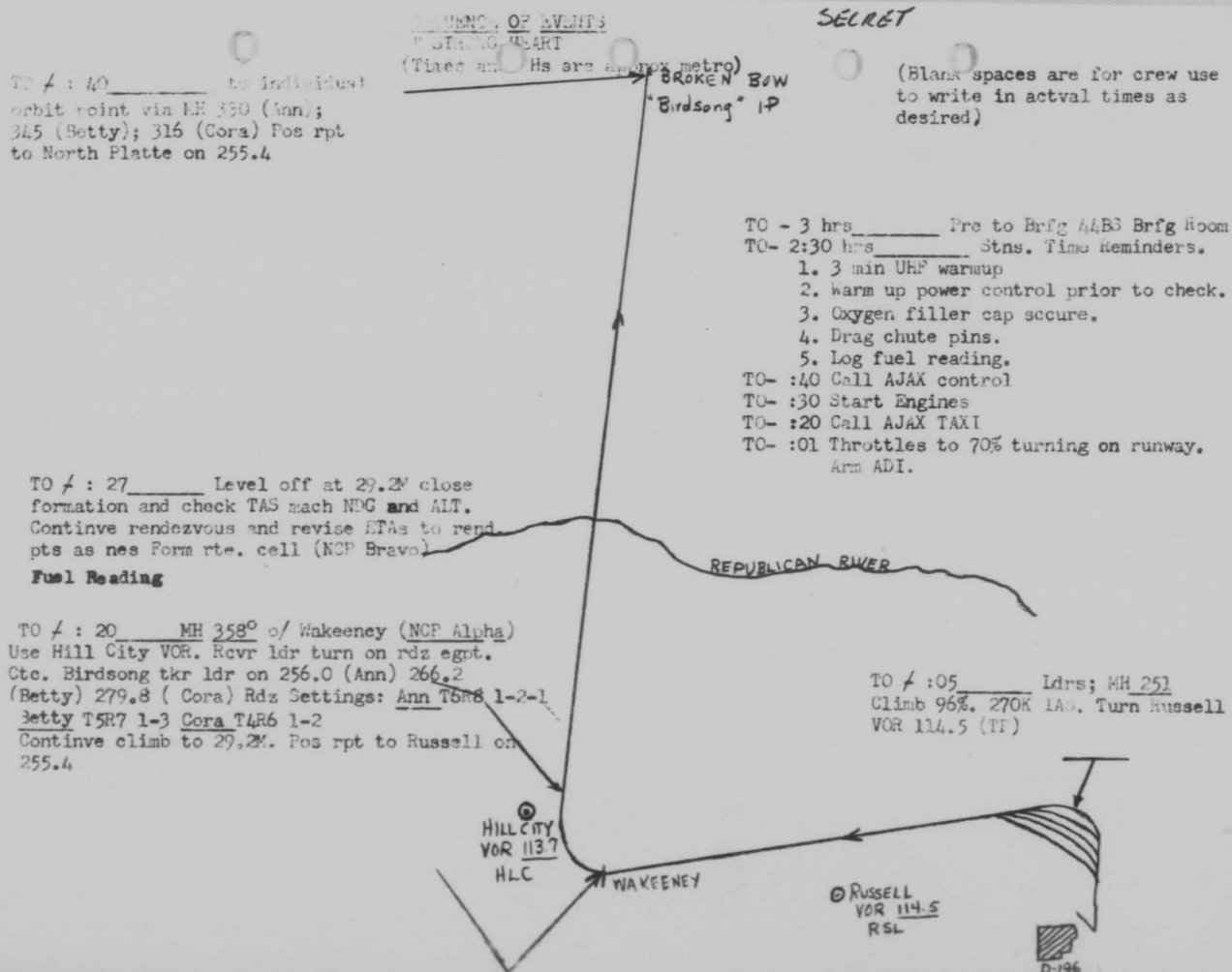
WAVE 1 ORANGE CELL # 3 BETTY ROUTE

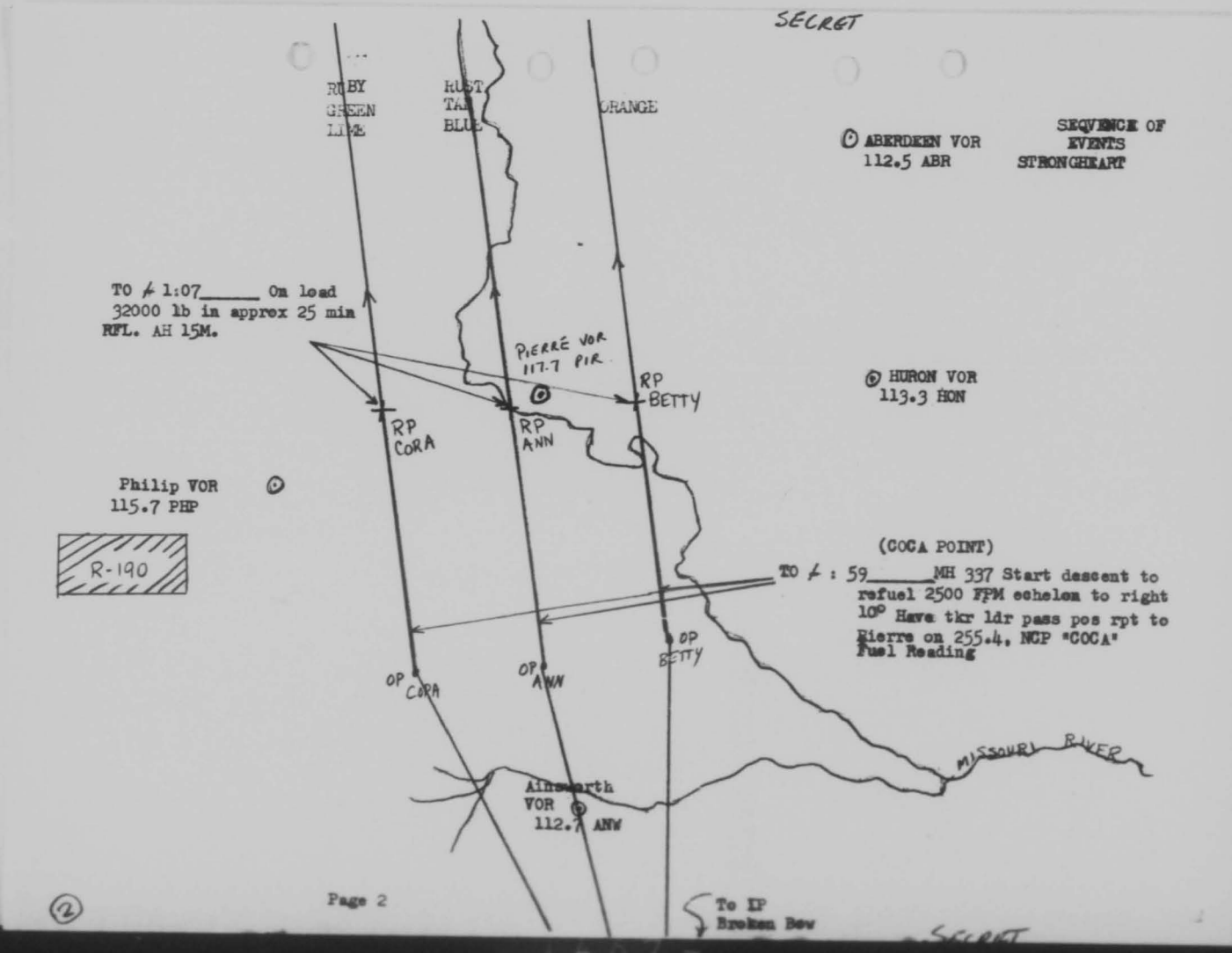
MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FL COND	T.C.	WIND D/V	T.H.	VAR	M	TEMP	MACH	T. A. S.	G. S.	GND DIS	TIME	AIF	ETA	FUEL FLIGHT PLAN	
SHAPE			DRIFT				ALT				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
48-36N 66-12W			260/55												69,369	155,725
IP	CR	069	-1	068	23	091	33.4	.74	425	480	153	:19	134		3,540	3,540
49-20N 64-20W			26-/55								2084	1:55	1973		65,829	152,185
ORBIT POINT	CR	060	-2	058	26	084	33.6	.74	425	478	86	:11	77		1,980	1,980
49-53N 62-52W			270/45								2170	4:61	2050		63,849	150,205
ERISKY BETTY	DS	060	-3	057	27	084	16.0		450	489	65	:08	60		700	700
51-07N 59-27W			280/40								2235	5:09	2110		63,149	149,505
CONTACT & REFUEL ON LOAD	RFL	060	-5	055	29	084	16.0	.43	270	300	151	:30	136		8,525	8,525
											2386	5:39	2246		54,624	140,980
															40,000	40,000
51-11N 59-08W															94,624	180,980
ACCELERATE							16.0				13	:02	13		1,200	1,200
51-45N 56-42W	98% CL	070	270/45								2399	5:41	2259		93,424	179,780
L/O			-2	068	31	099	30.4		430	470	97	:12	89		4,300	4,300
51-55N 55-52W	CR	072	280/60								2496	5:53	2348		80,124	175,480
			-4	068	32	100	30.5	.74	425	487	33	:04	29		75	875
53-46N 56-30W			240/50								2529	5:57	2377		88,249	174,605
START NAV LEG	CR	346	-6	340	34	074	30.9	.74	425	437	112	:15	109		3,230	3,230
64-56N 63-20W			240/50								2647	6:12	2486		85,019	171,387
	CR	342	-6	336	44	020	33.6	.74	425	432	704	1:38	691		19,200	20,638
62-56N 81-52W			300/50								3345	7:50	3177		65,819	150,737
TAMM NAV LEG	CR	256	5	261	48	309	35.6	.74	425	390	506	1:18	553		13,720	13,720
59-12N 85-32W			290/40								3857	9:08	3730		52,099	137,017
ST PENETRATION CENTER	CR	205	5	210	32	242	36.5	.74	425	420	254	:36	257		5,950	5,950
53-45N 89-27W			290/40								4705	9:44	3987		46,149	131,067
HMCL	CR	202	5	207	46	223	37.8	.74	425	422	350	:50	353		7,780	7,780
											4455	10:34	4340		38,369	123,287
HMCL	CR															
TIP OF LAND PIP			290/40								470	:57	404		8,320	8,320
46-57N 90-50W	CR	187	5	192	41	193	39.4	.74	425	432	4865	11:31	4744		30,449	114,967
WISCONSIN RAPIDS			290/40								160	:21	152		2,940	2,940
44-24N 89-52W IP	CR	163	4	167	-3	164	39.4	.74	425	449	5025	11:52	4896		27,109	112,027
43-08-00N 89-19-55W			290/40								81	:11	77		1,470	1,470
TGT A	CR	165	4	169	-3	166	39.4	.74	425	448	5106	12:03	4973		25,639	110,557
FALLS CITY NEBR			270/40								335	:51	365		6,660	6,660
40-04N 95-37W	CR	237	3	240	-6	234	41.6	.74	425	391	5447	12:54	5338		18,979	103,897
			270/40								122	:19	132		2,230	2,230
SHAPE	CR	231	3	234	-9	225		.74	425	395	5564	13:13	5470		16,659	101,577

SAC FORM 18 APR 56 1b FC: 2720

All Additive Figures have been checked Adding machines

Air Force-SAC, Office D-1096360

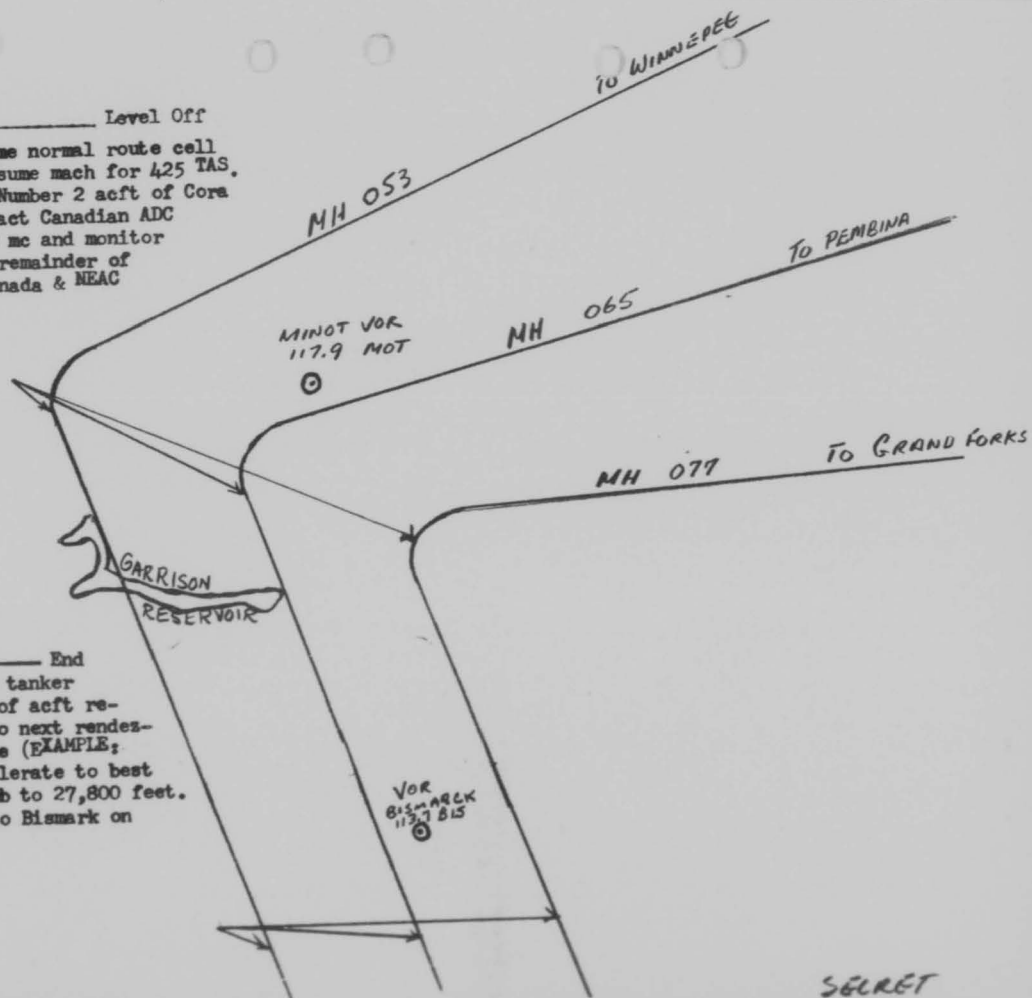


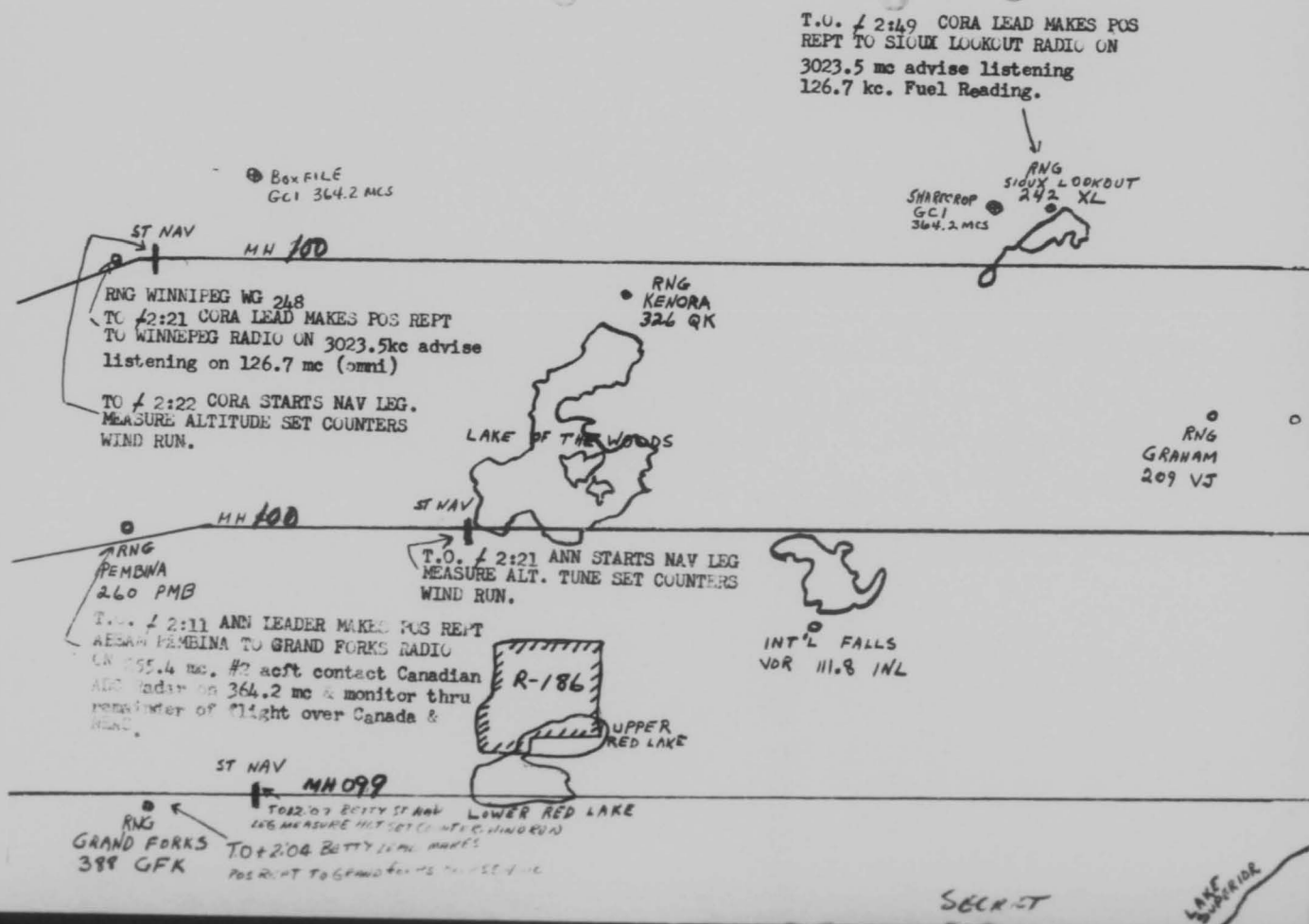


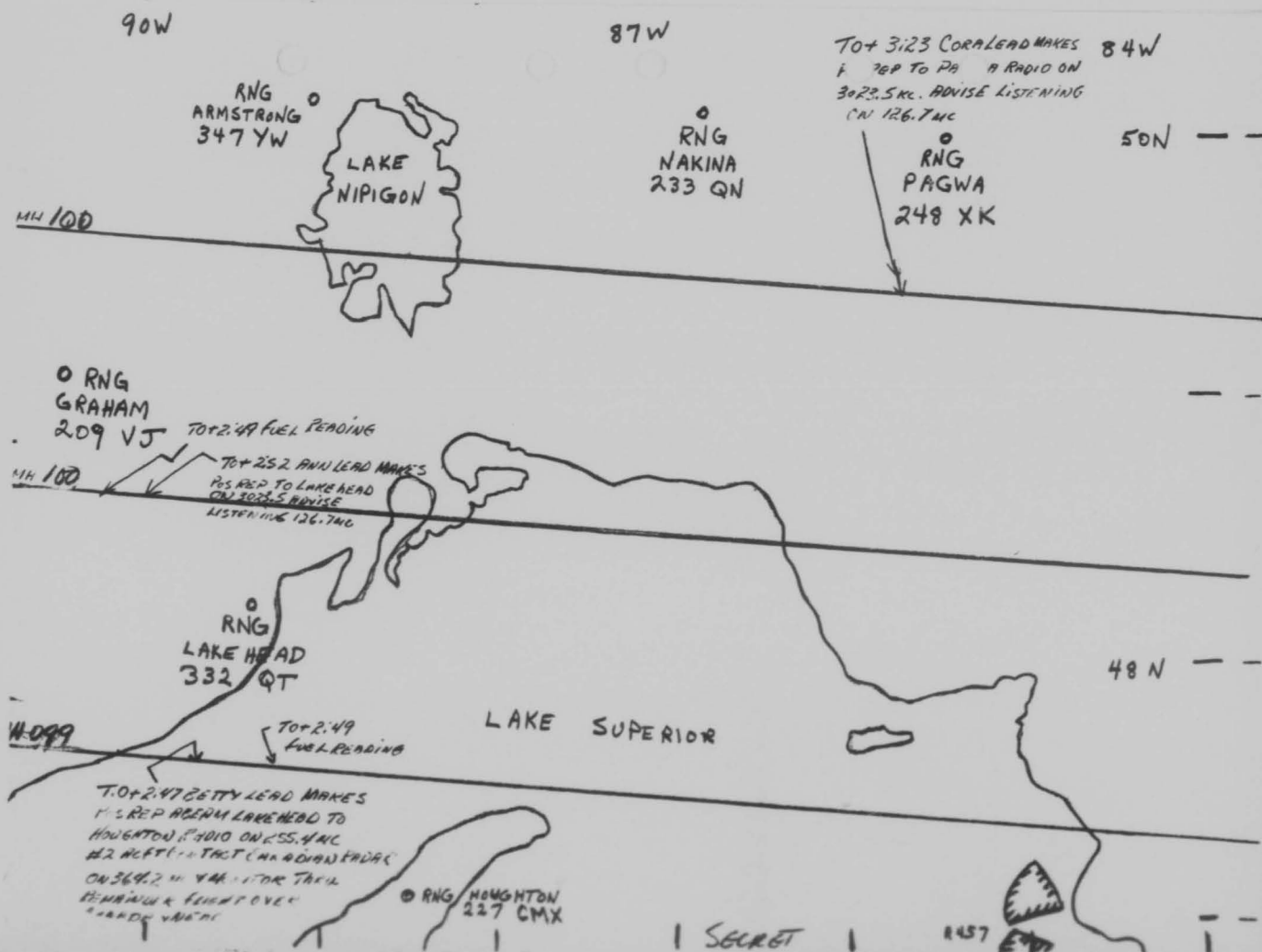
②

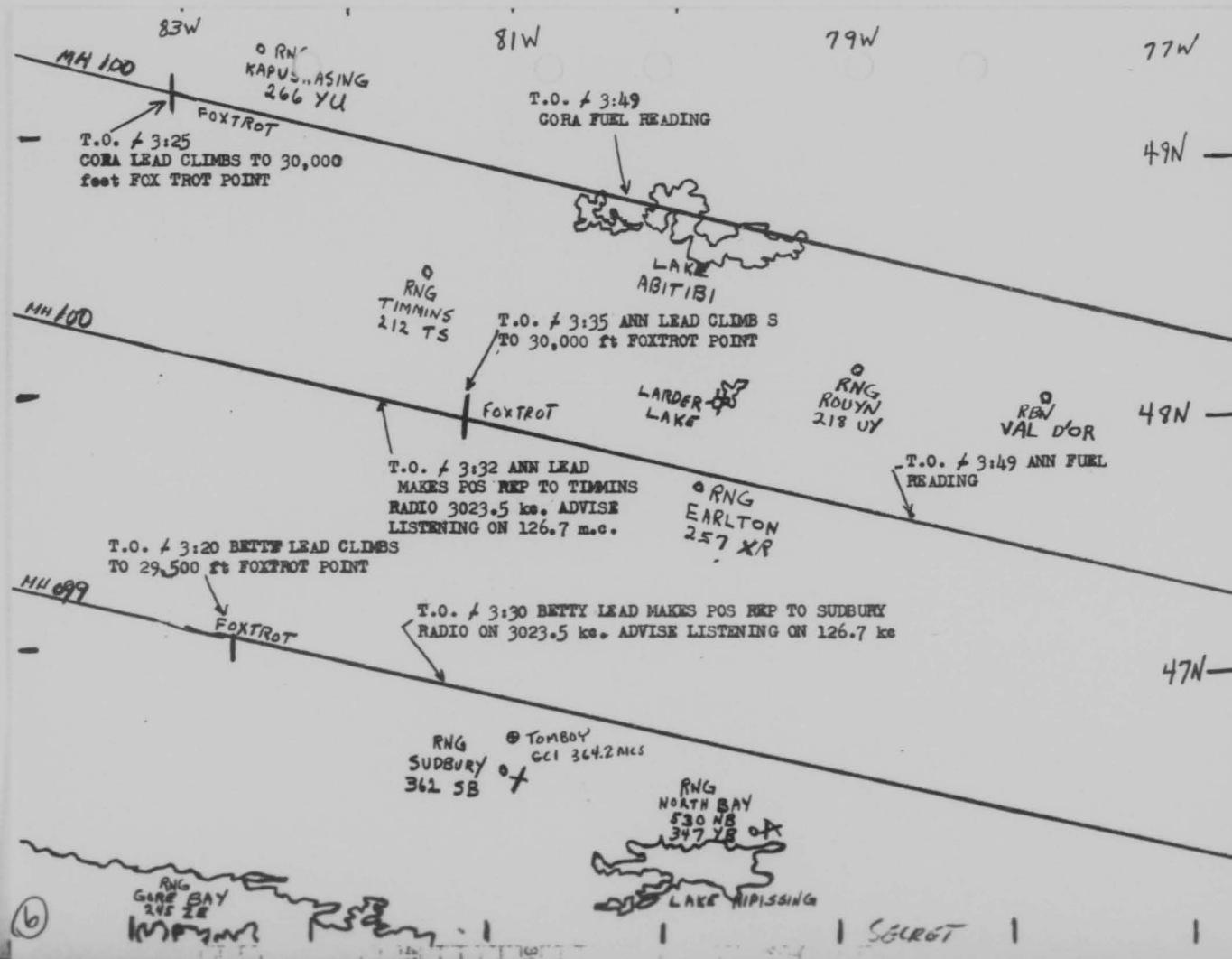
ECHO POINT
 T.O. / 1:49 _____ Level Off
 at 27.8M. Resume normal route cell
 formation. Assume mach for 425 TAS.
 Fuel Reading. Number 2 acft of Cora
 cell will contact Canadian ADC
 Radar on 364.2 mc and monitor
 this freq for remainder of
 flight over Canada & NEAC

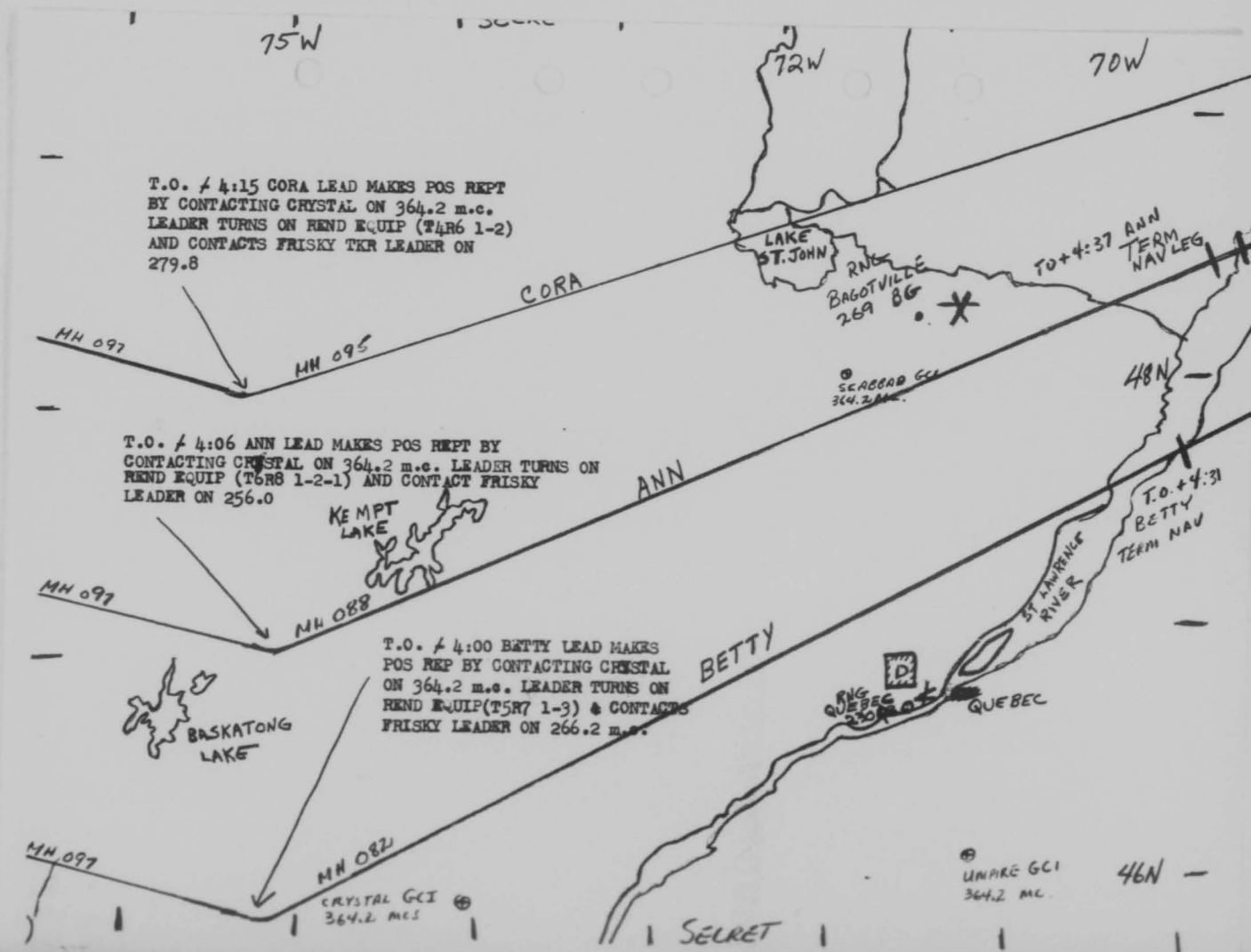
DELTA POINT
 T.O. / 1:34 _____ End
 refueling. Advise tanker
 leader of number of acft re-
 fueled, and ETA to next rendez-
 vous point by name (EXAMPLE:
 FRISKY CORA) Accelerate to best
 climb. Start climb to 27,800 feet.
 MH 320° Pos Rpt to Bismark on
 255.4 mc.

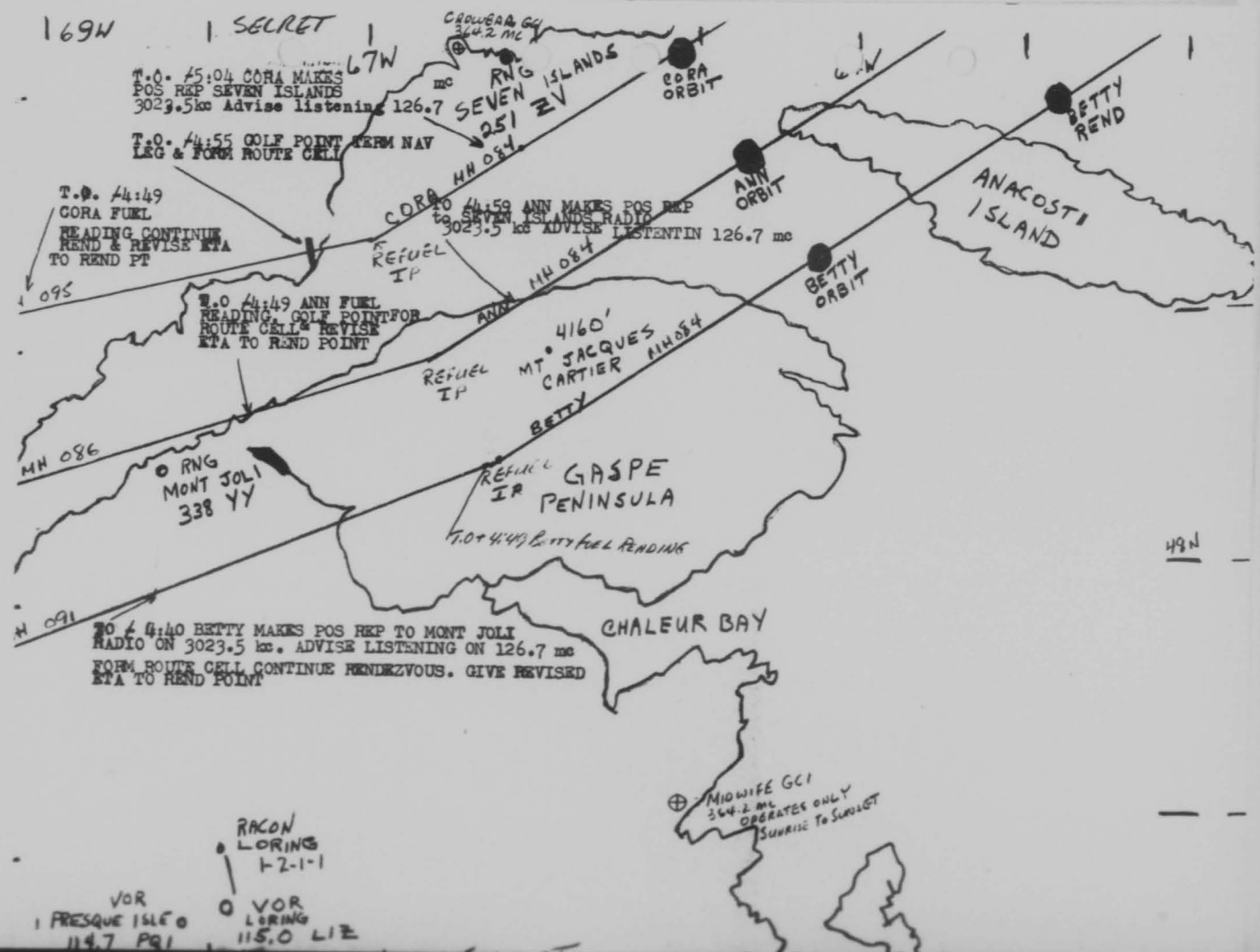


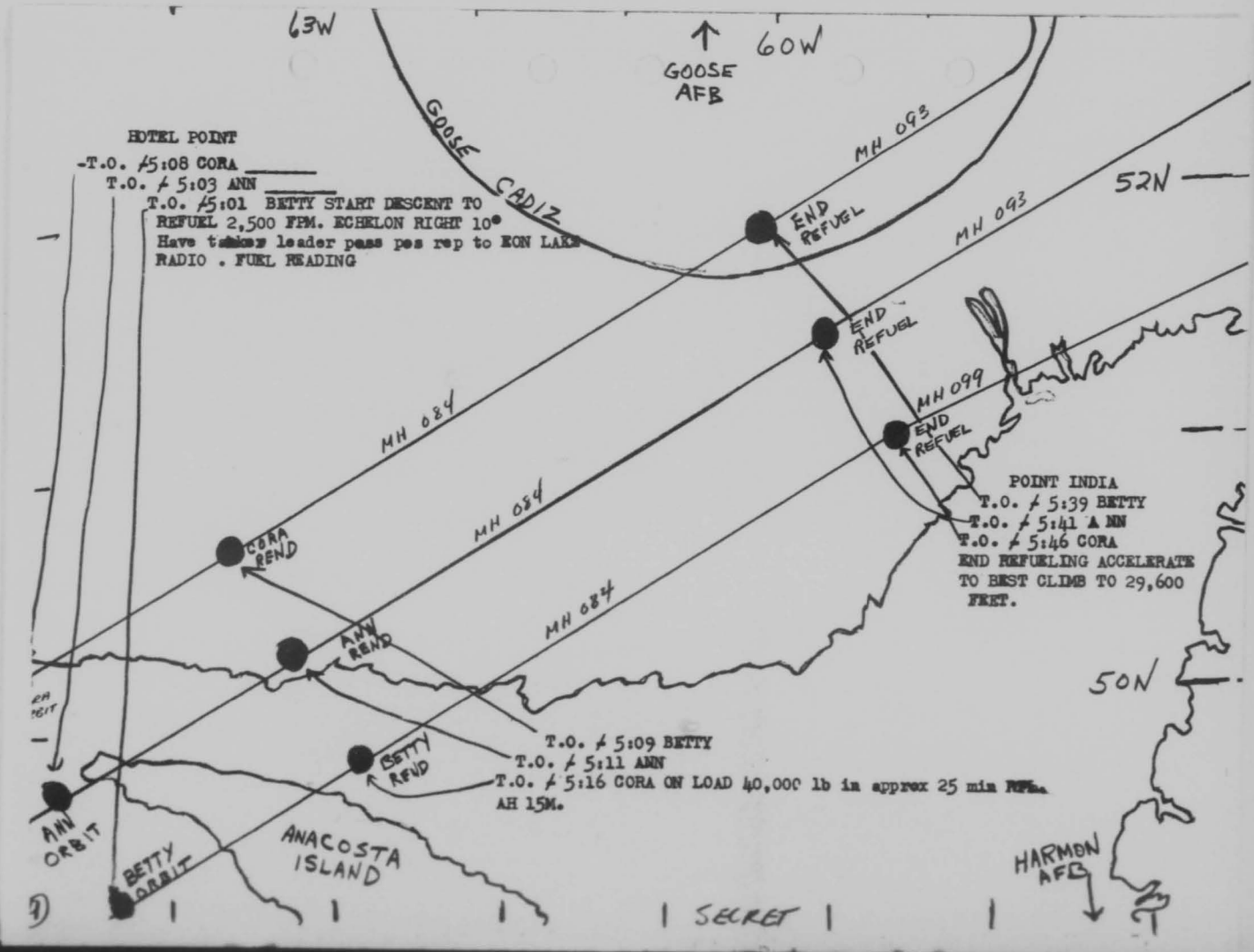


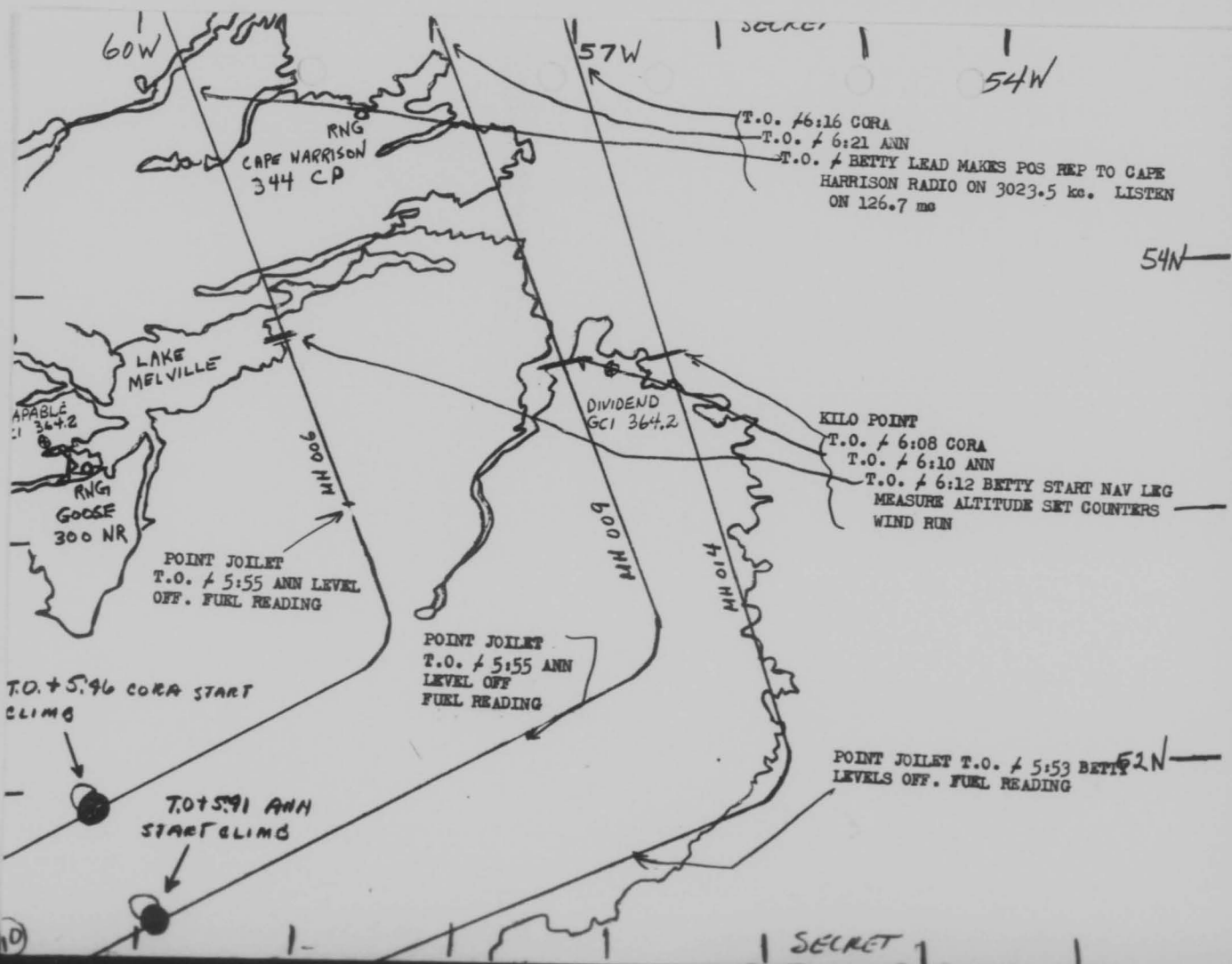


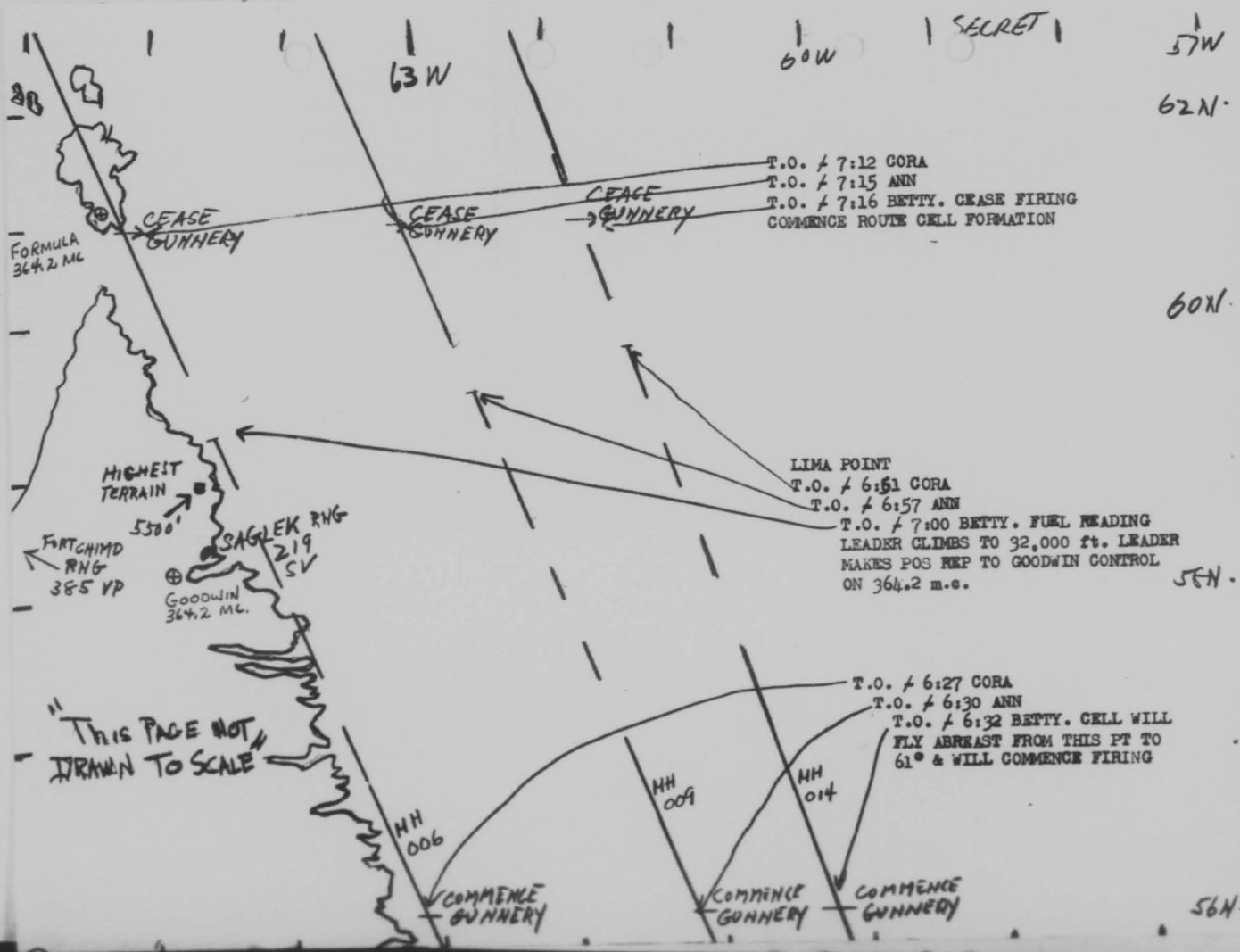


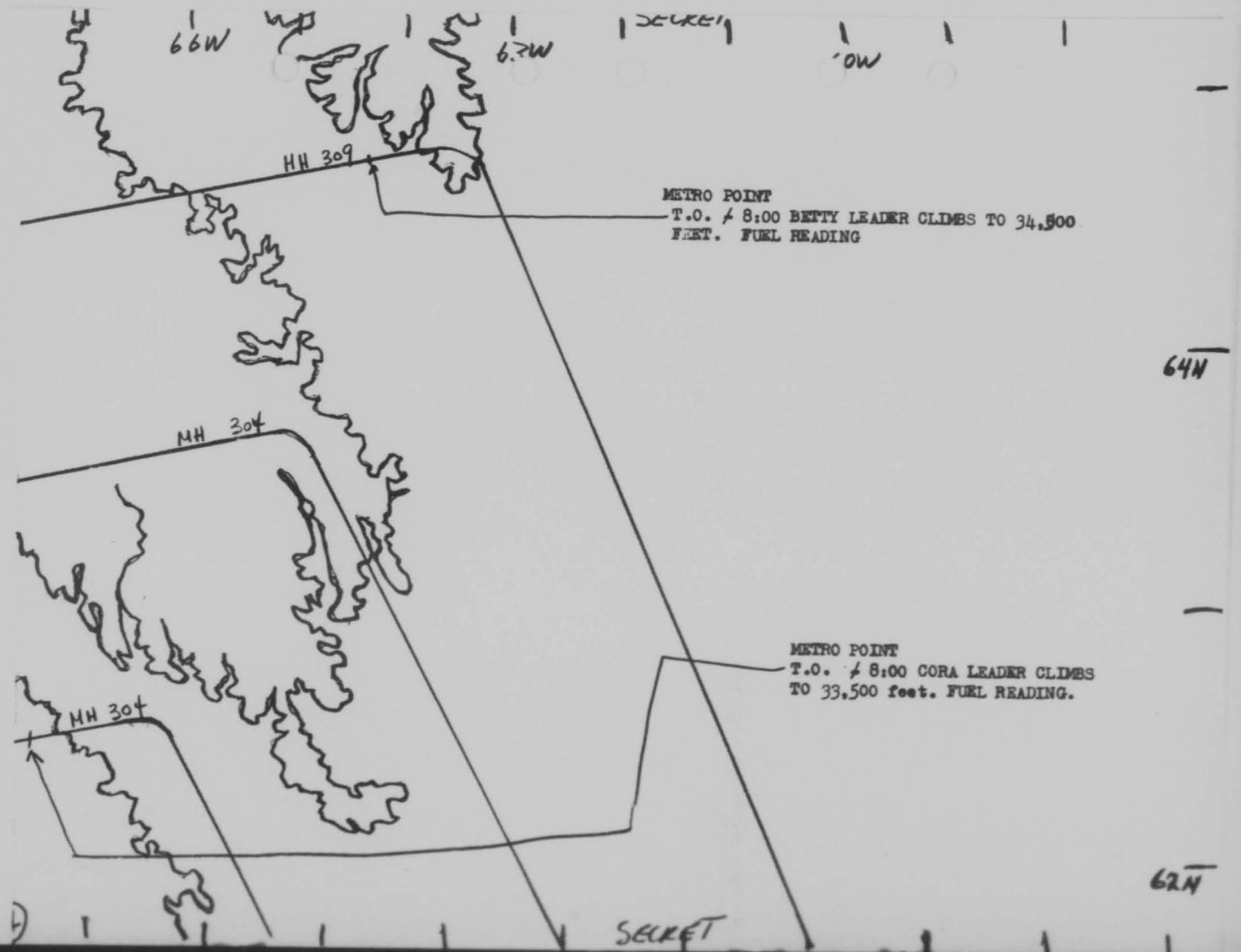


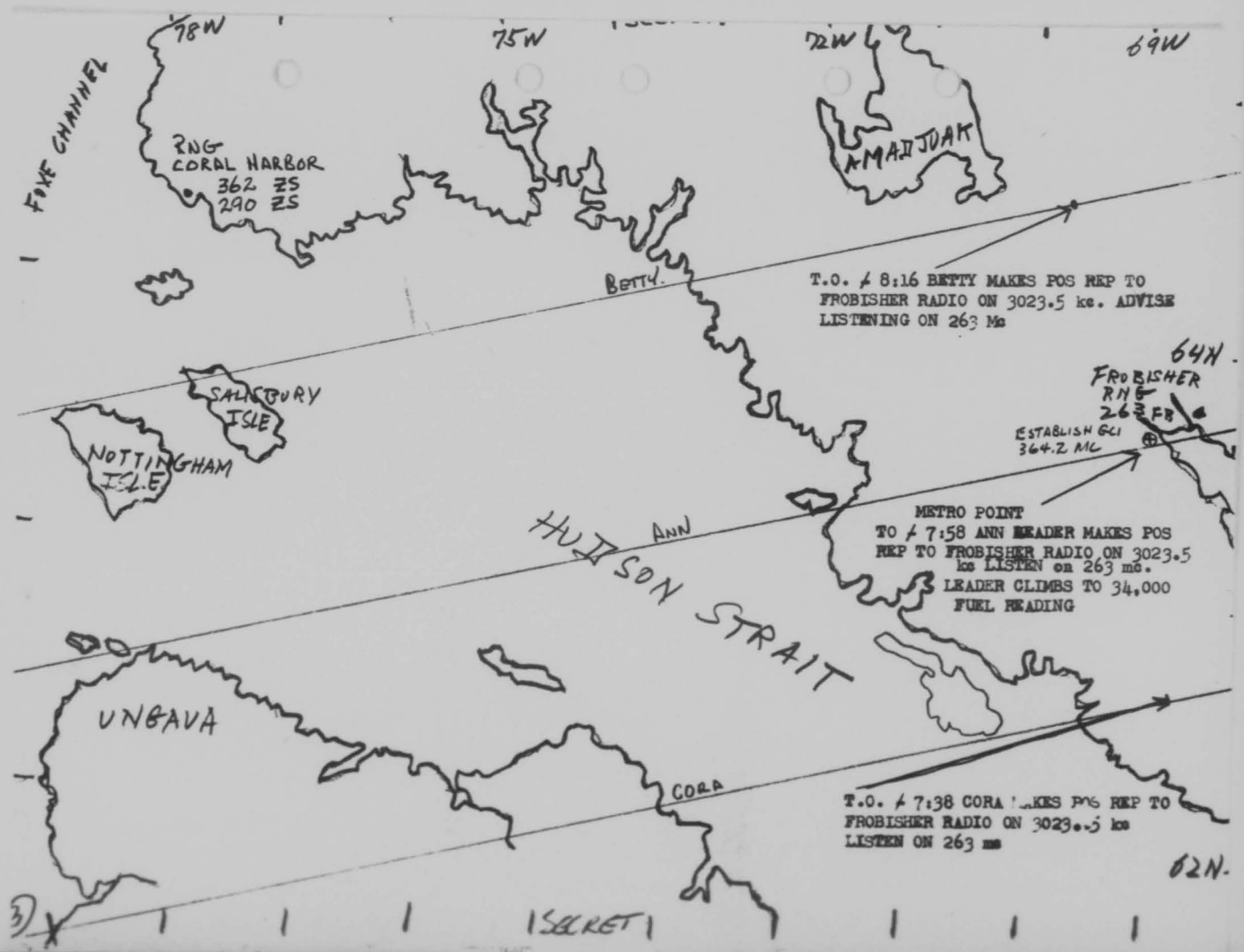




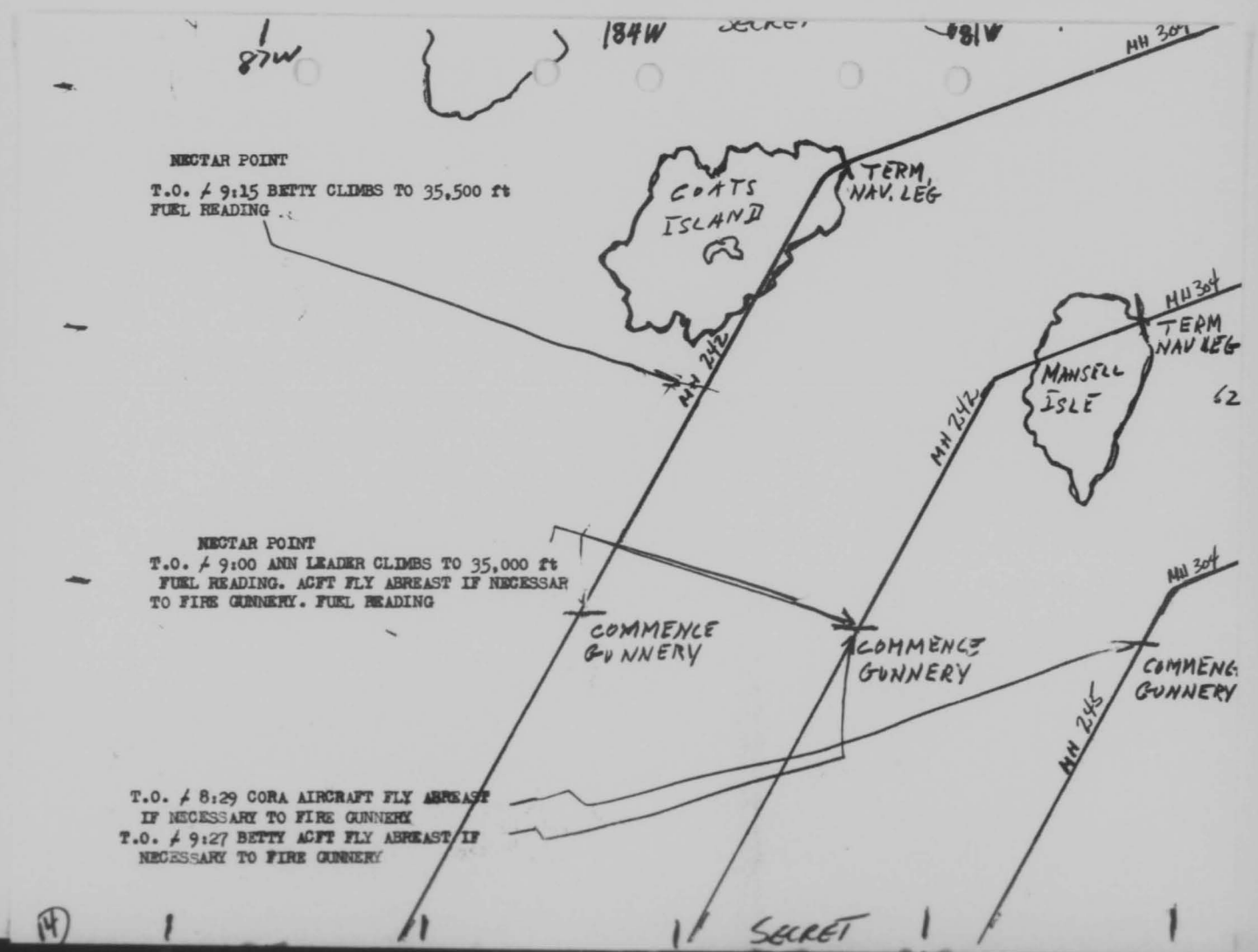


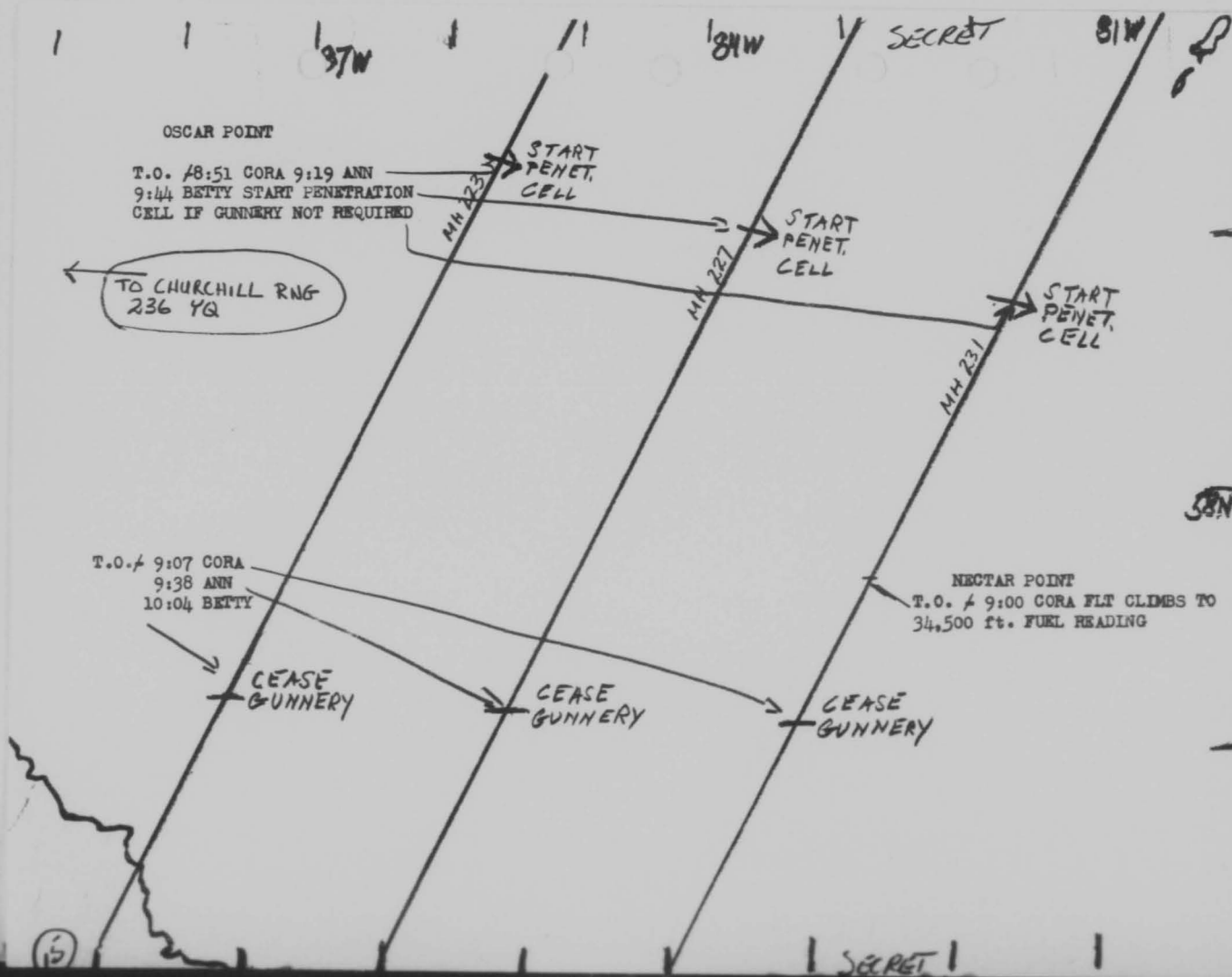


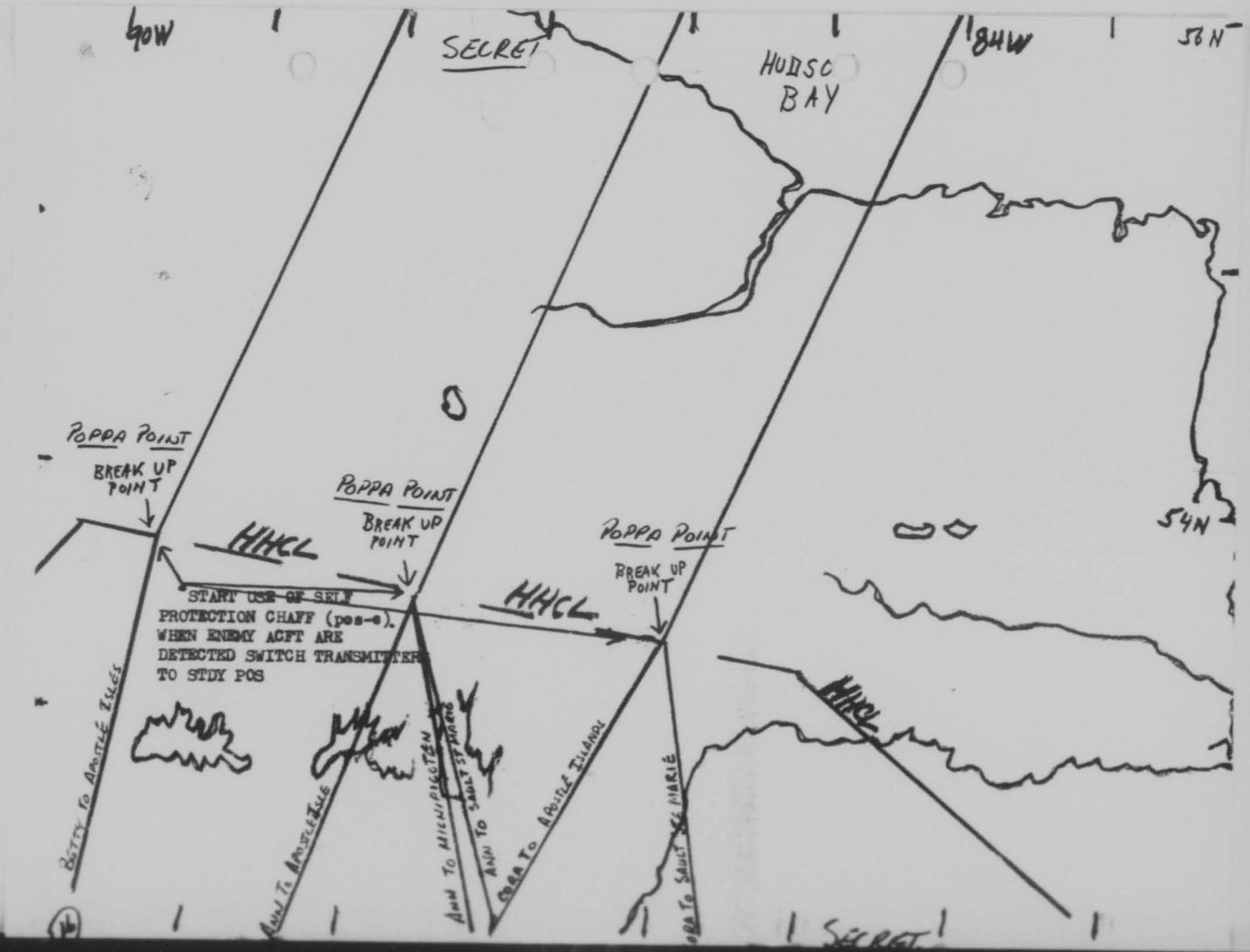


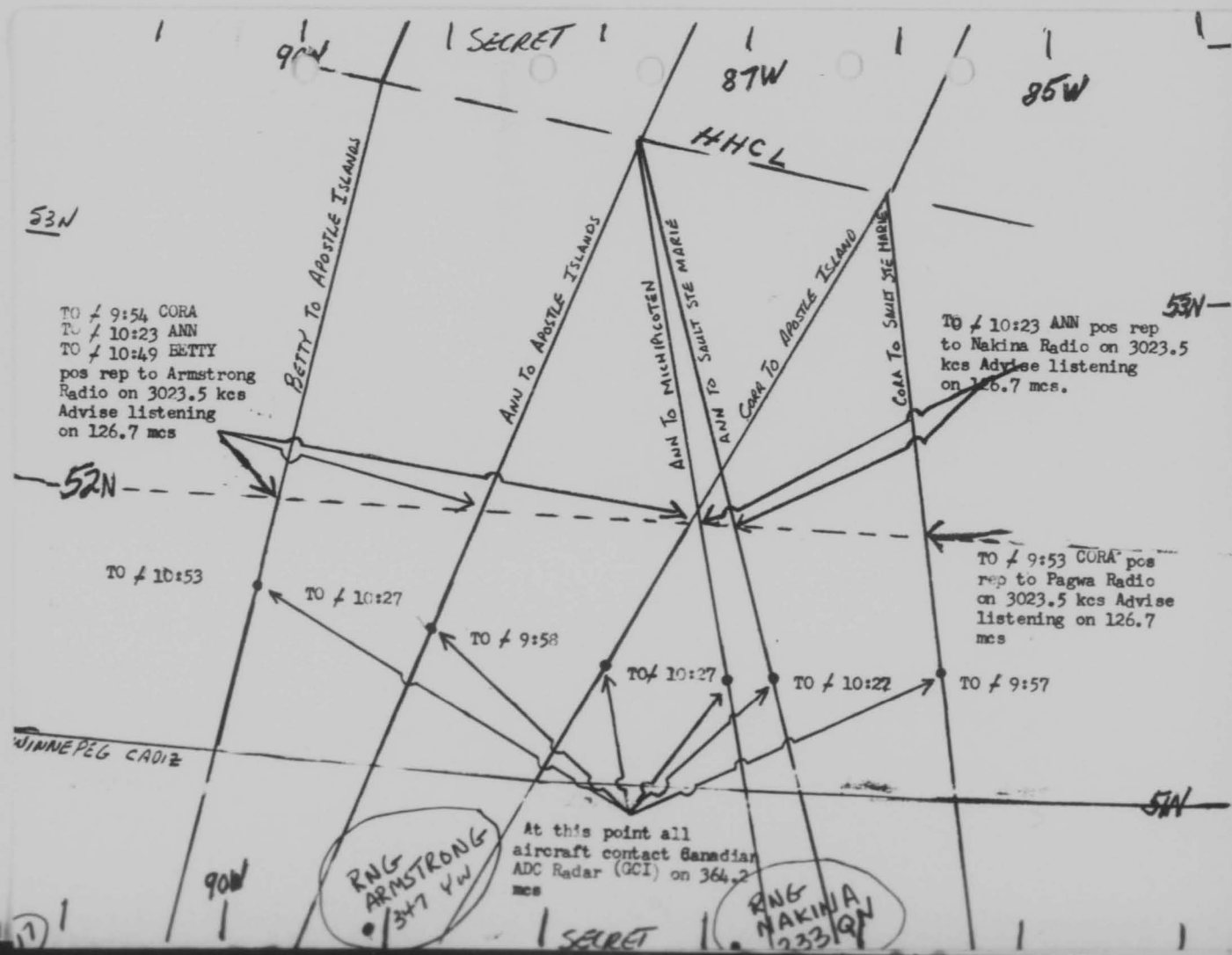


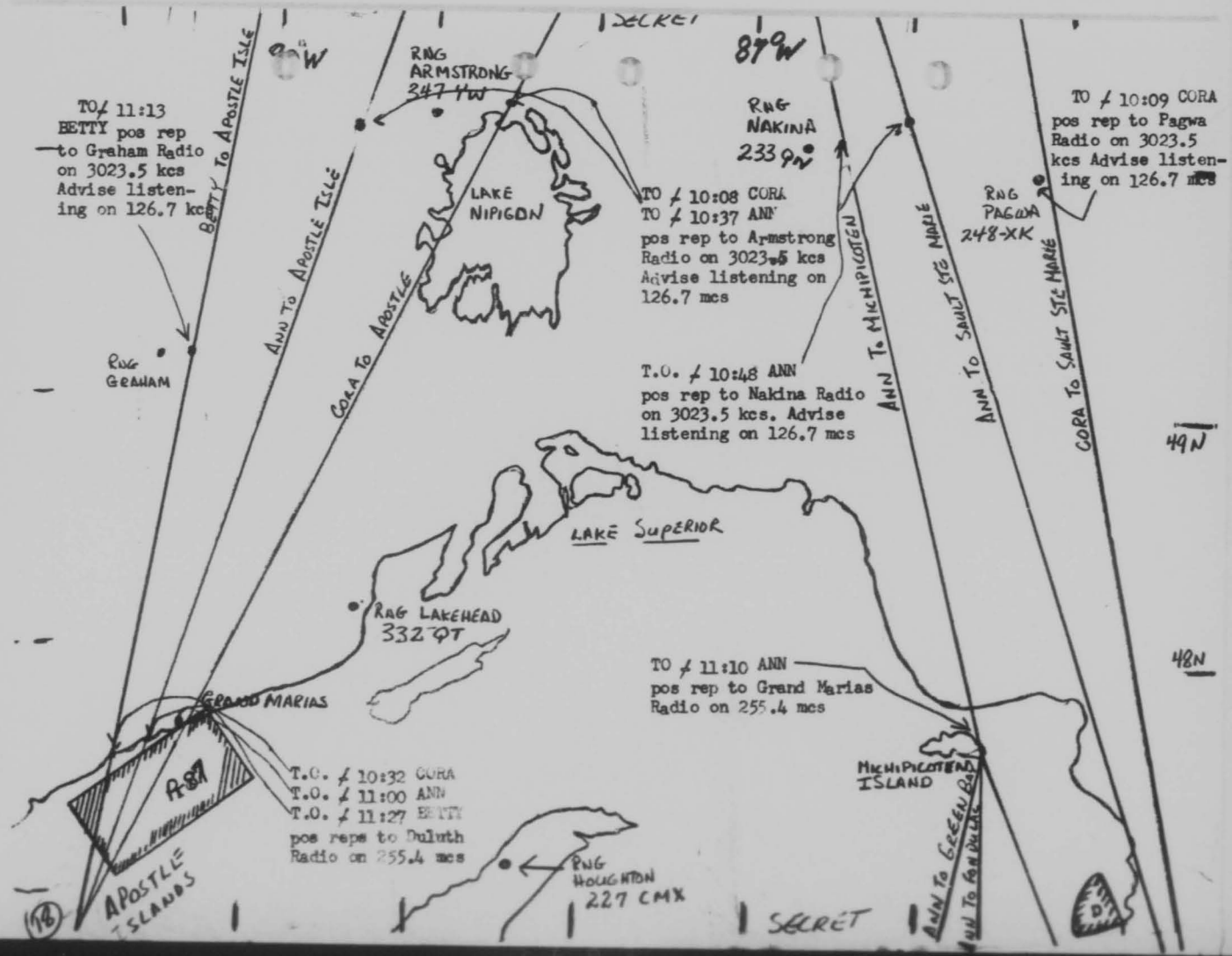
KODAK











SECRET

THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREWS GOING

TO:

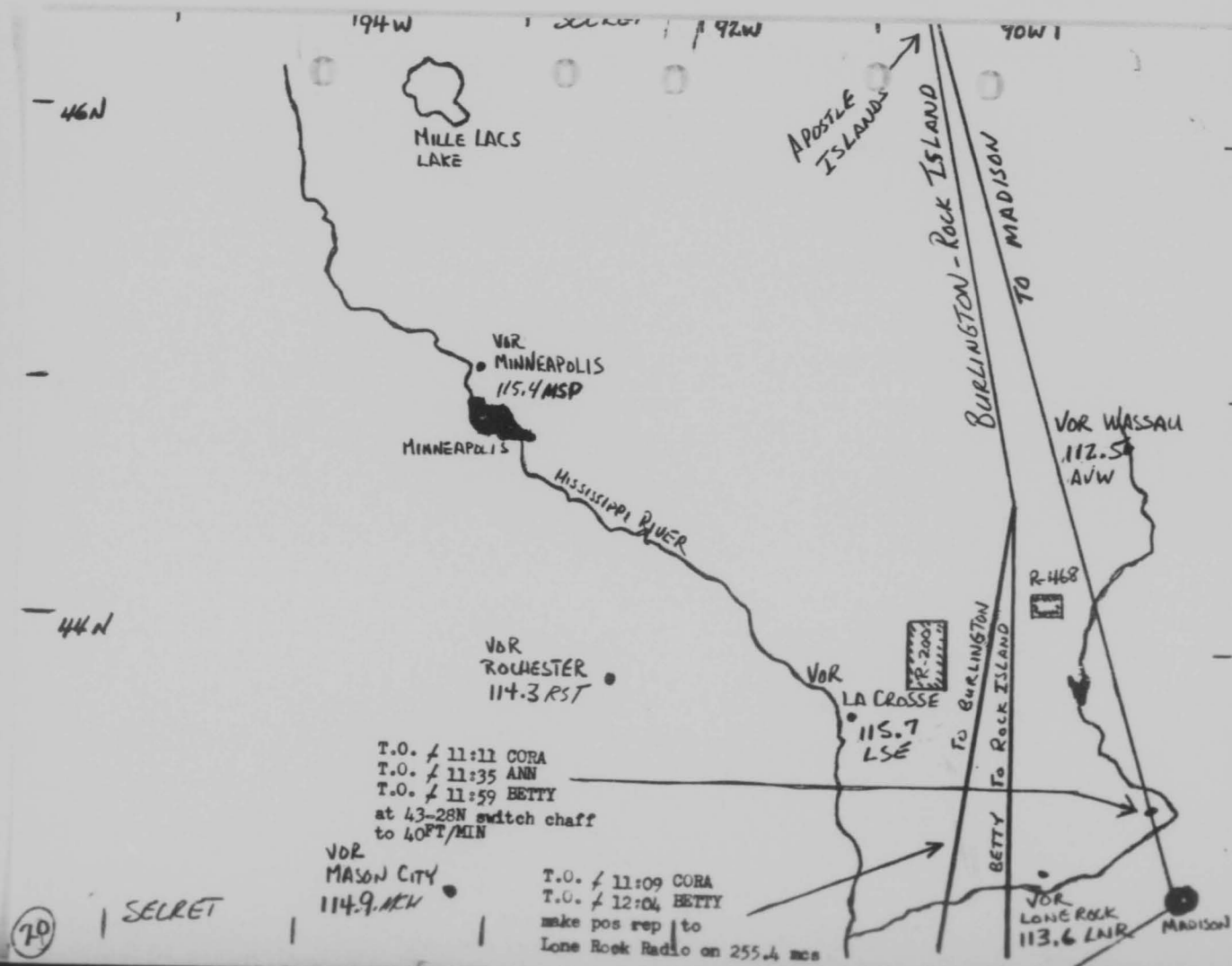
BURLINGTON

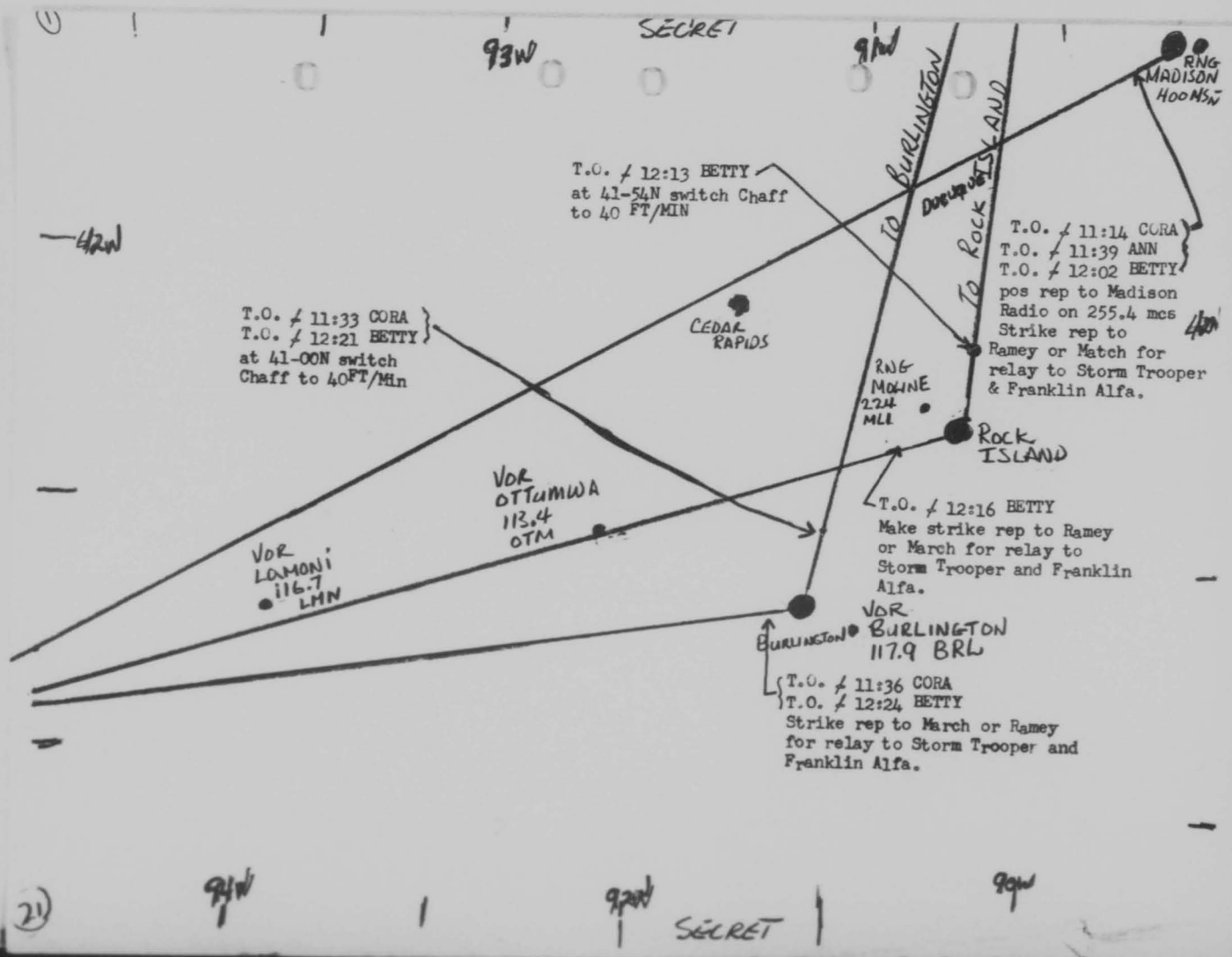
MADISON

ROCK ISLAND

(14)

SECRET





SECRET

THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREWS GOING

TO:

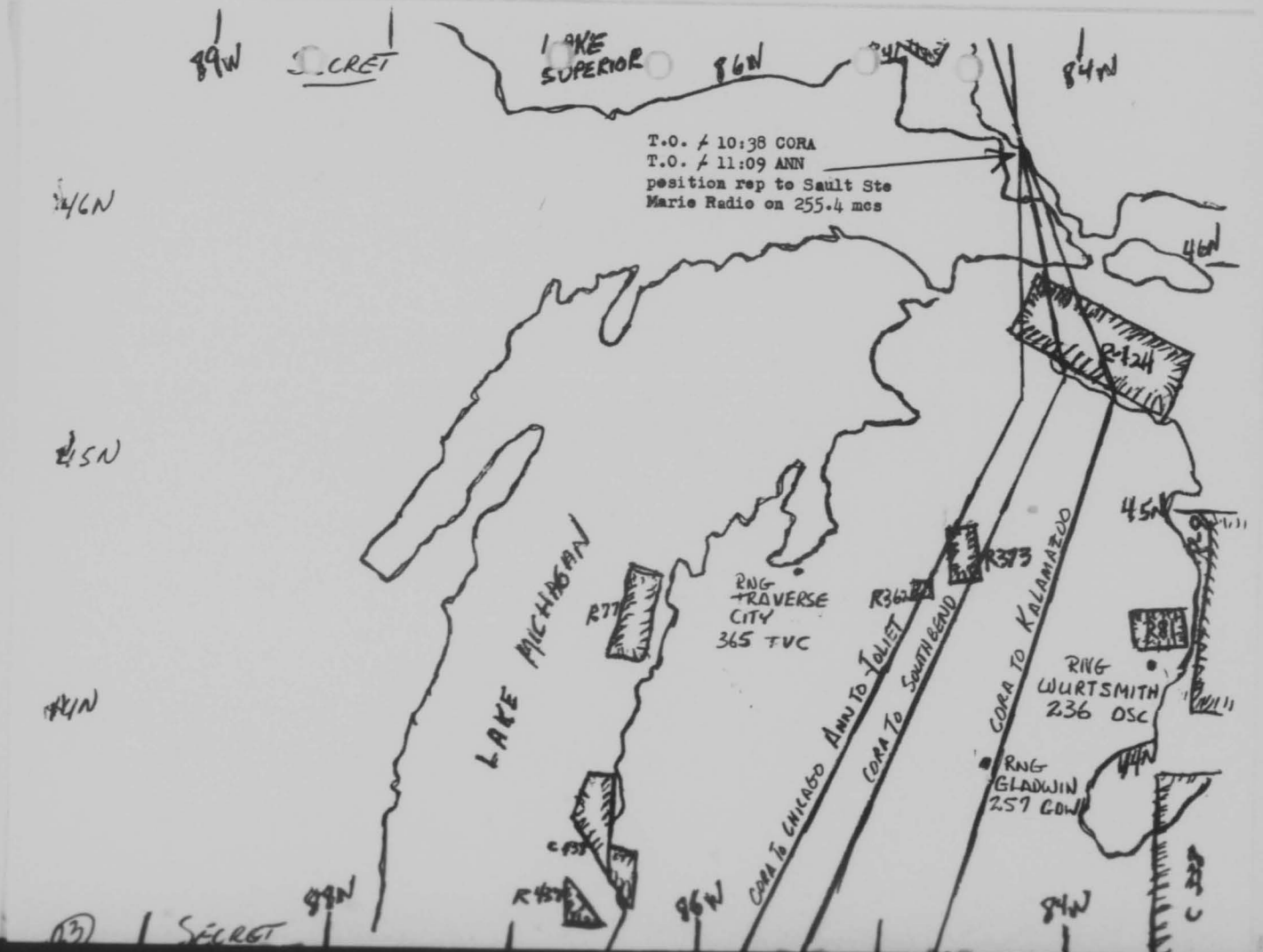
KALAMAZOO

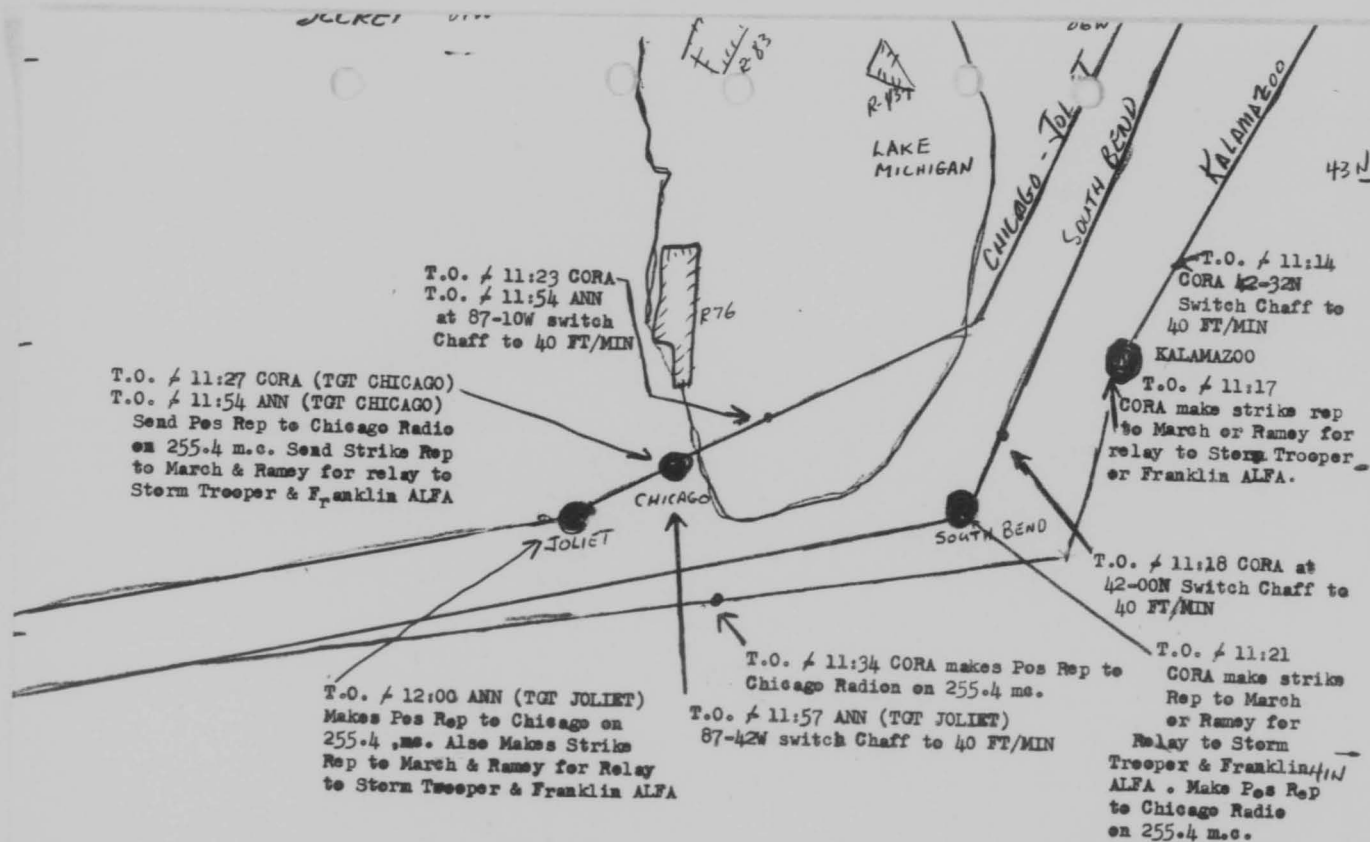
SOUTH BEND

CHICAGO

JOLIET

SECRET





(24)

SECRET

SECRET

T H E F O L L O W I N G T W O (2) P A G E S

P E R T A I N T O C R E W S G O I N G

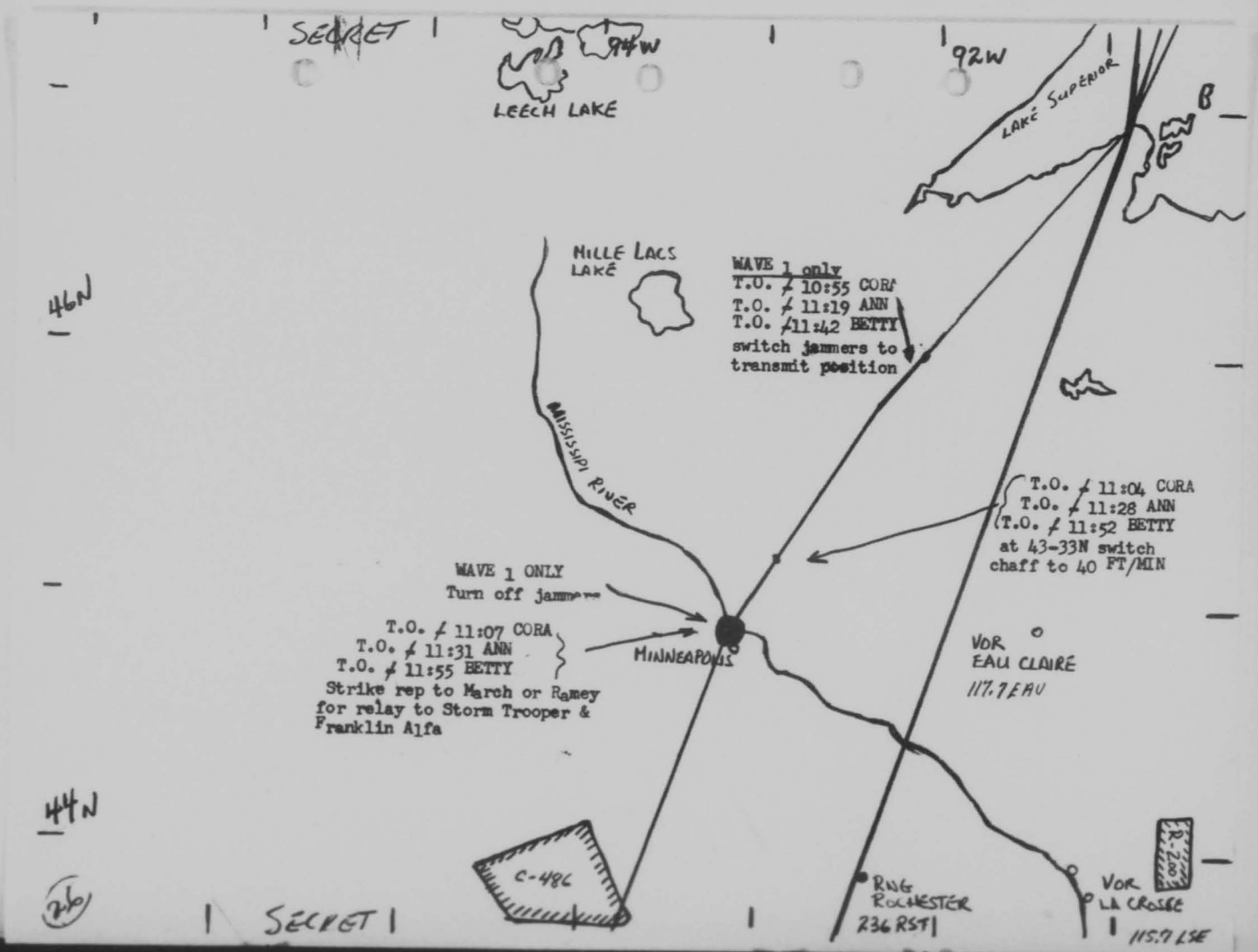
T O :

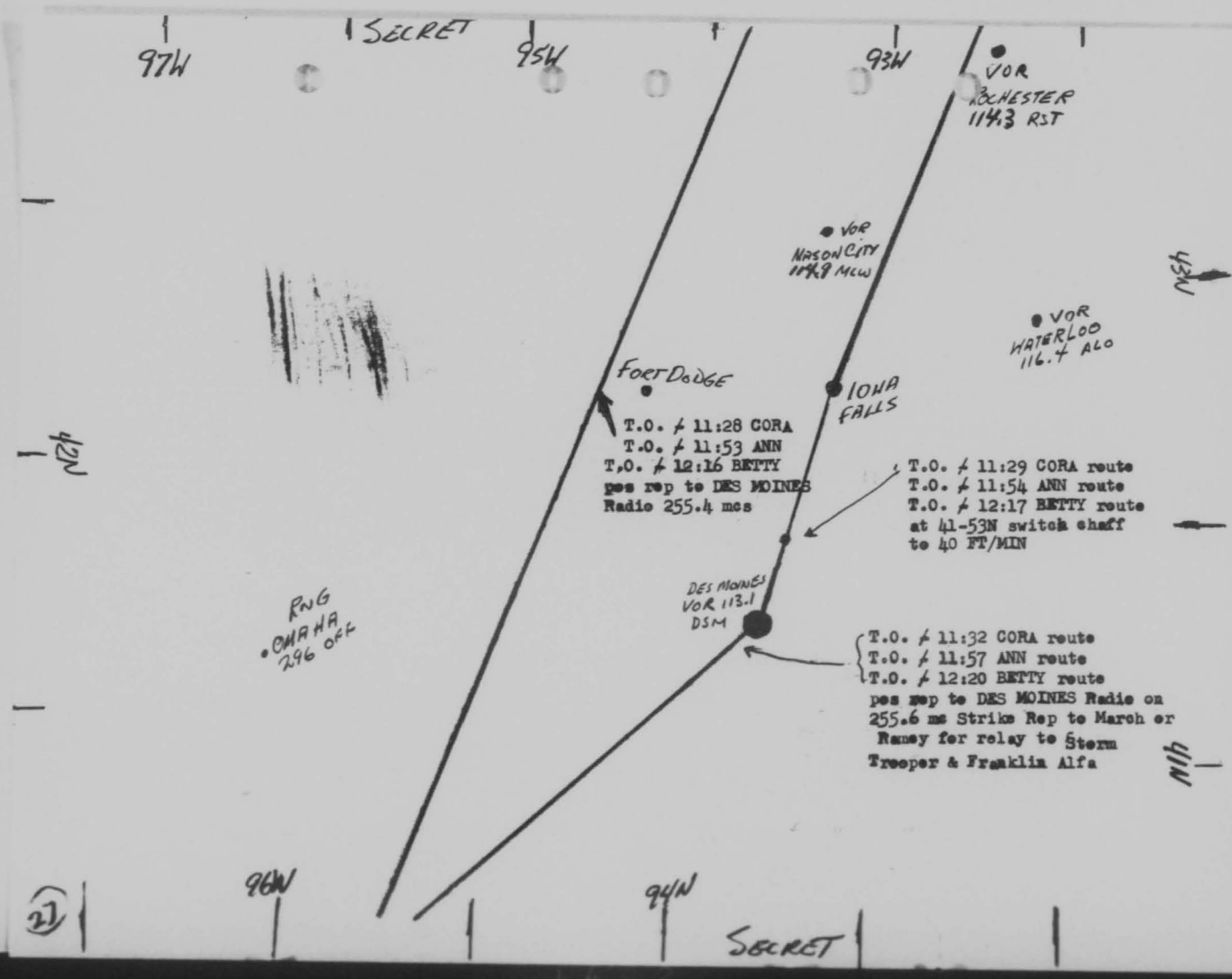
D E S M O I N E S

M I N N E A P O L I S

25.

SECRET





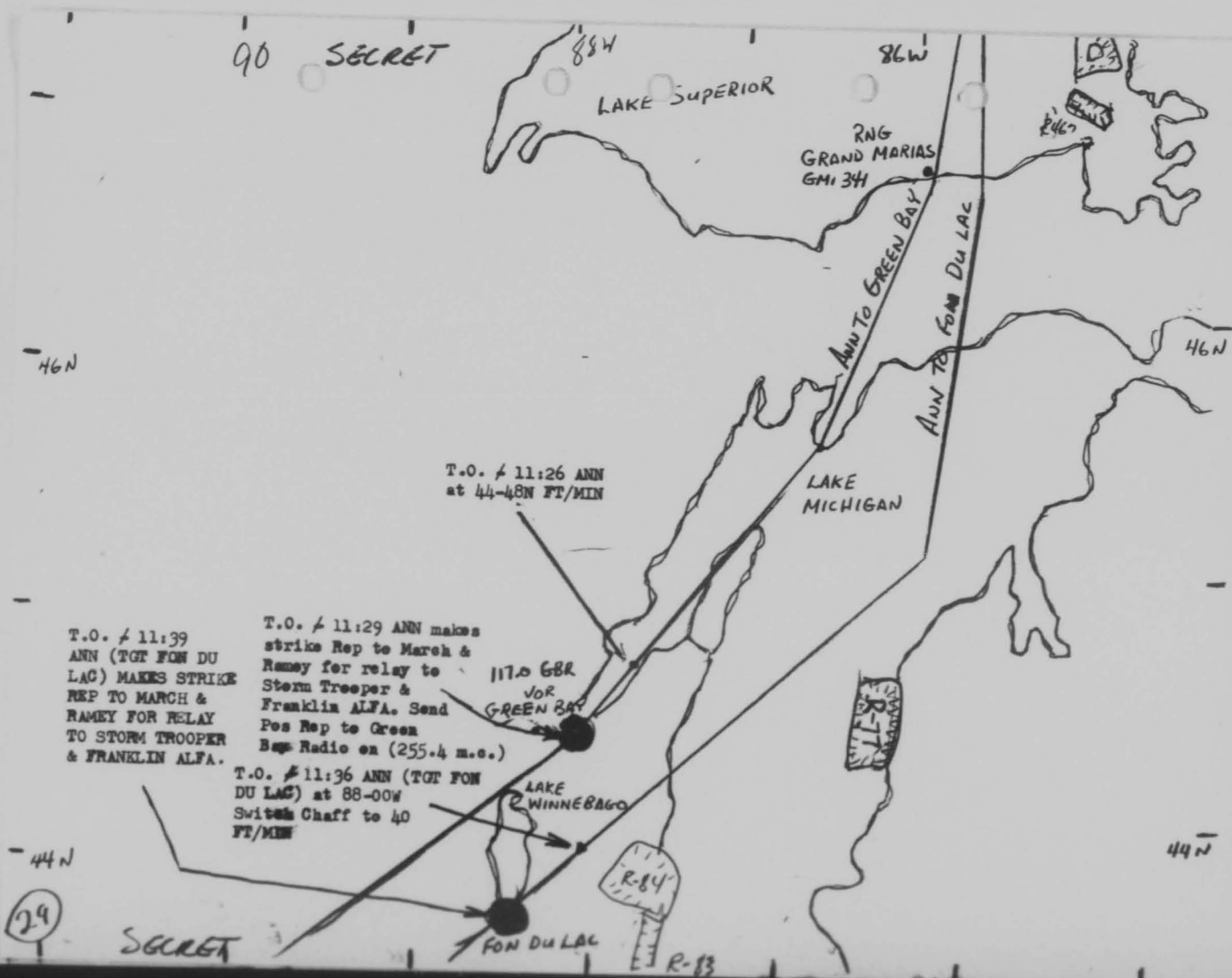
SECRET

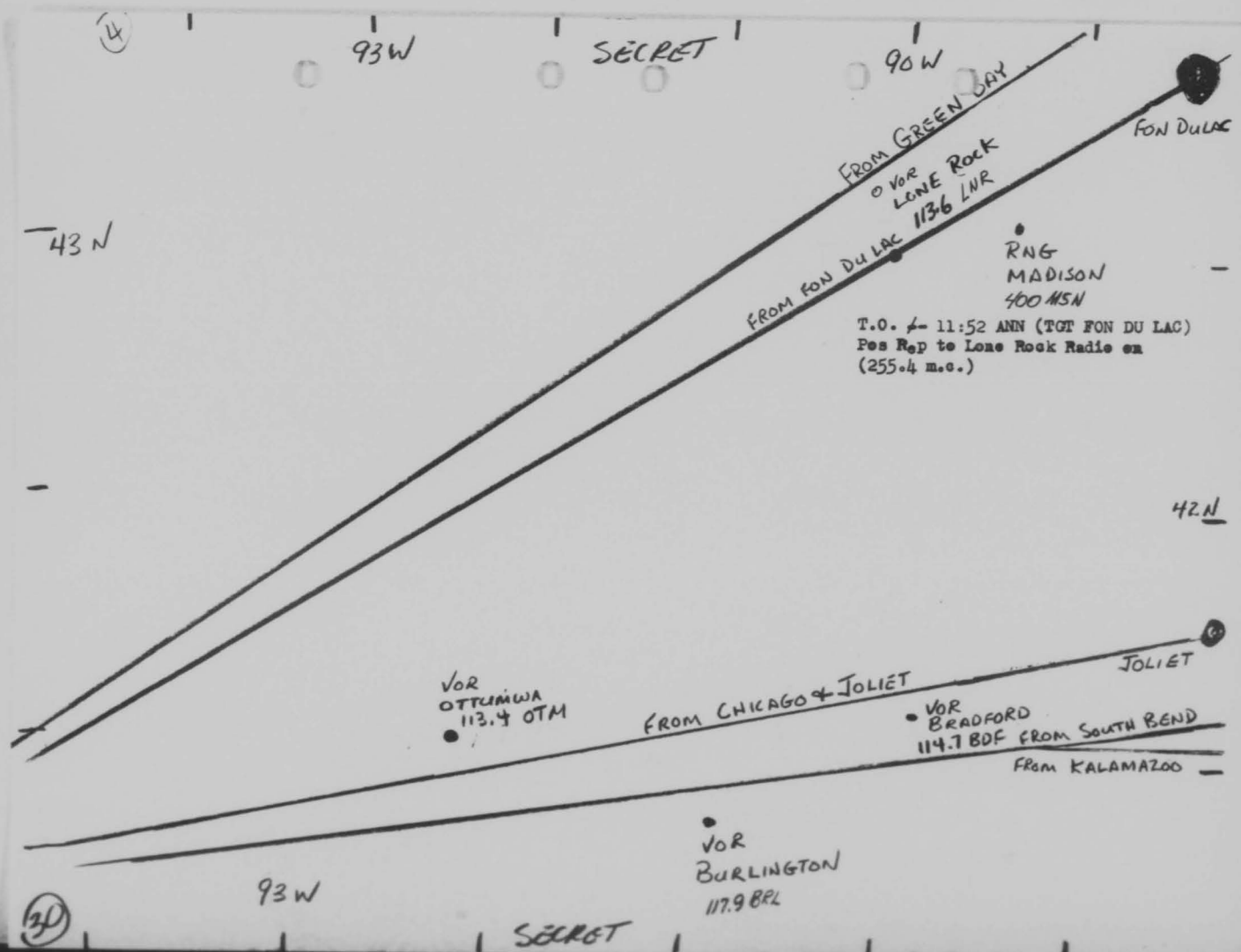
THE FOLLOWING TWO (2) PAGES
PERTAIN TO CREWSGOING

TO:

GREEN BAY
FONDULAC

SECRET





SECRET

THE FOLLOWING TWO PAGES PERTAIN

TO CREWS GOING

TO:

MUSKEGON

KENOSHA

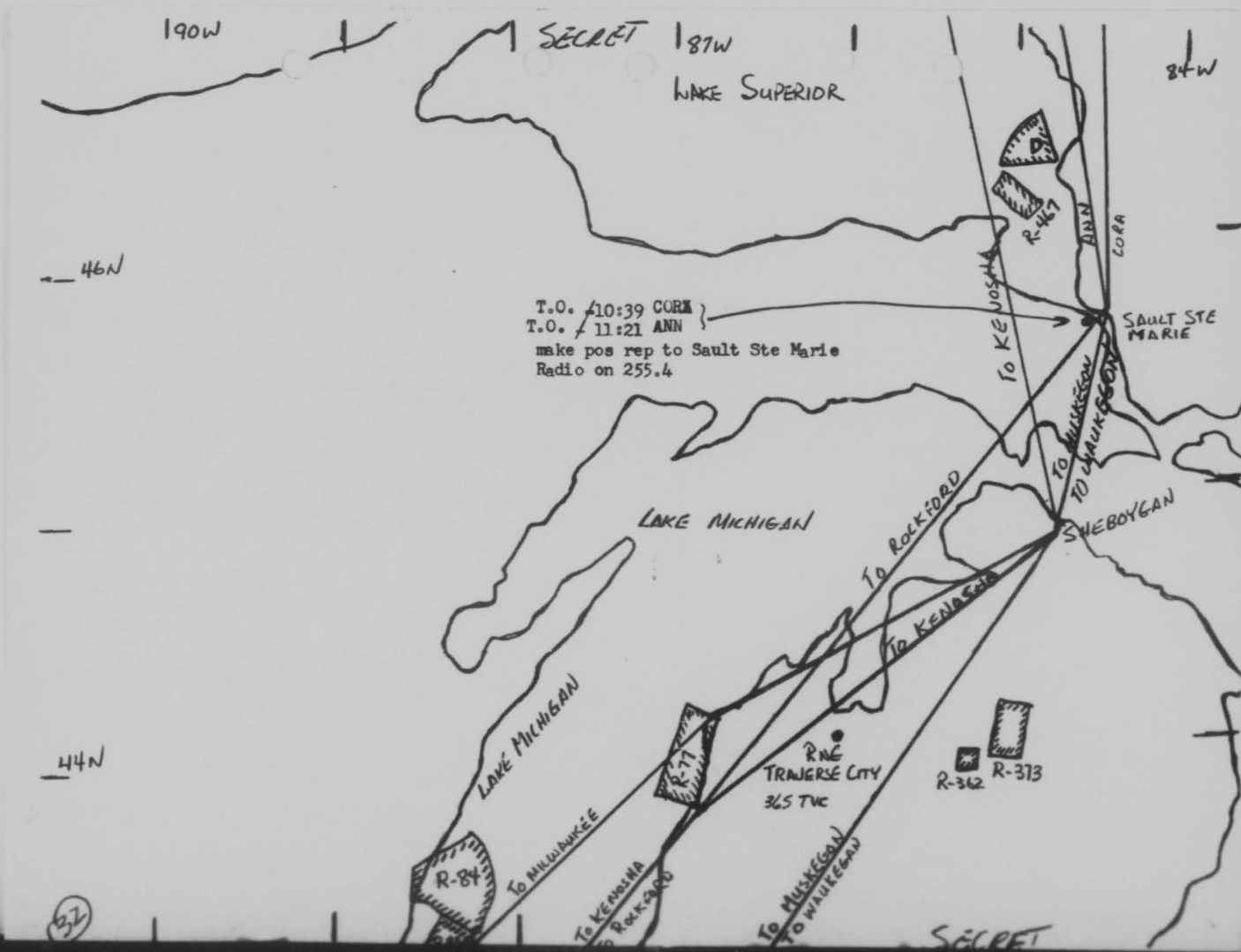
WAUKEGAN

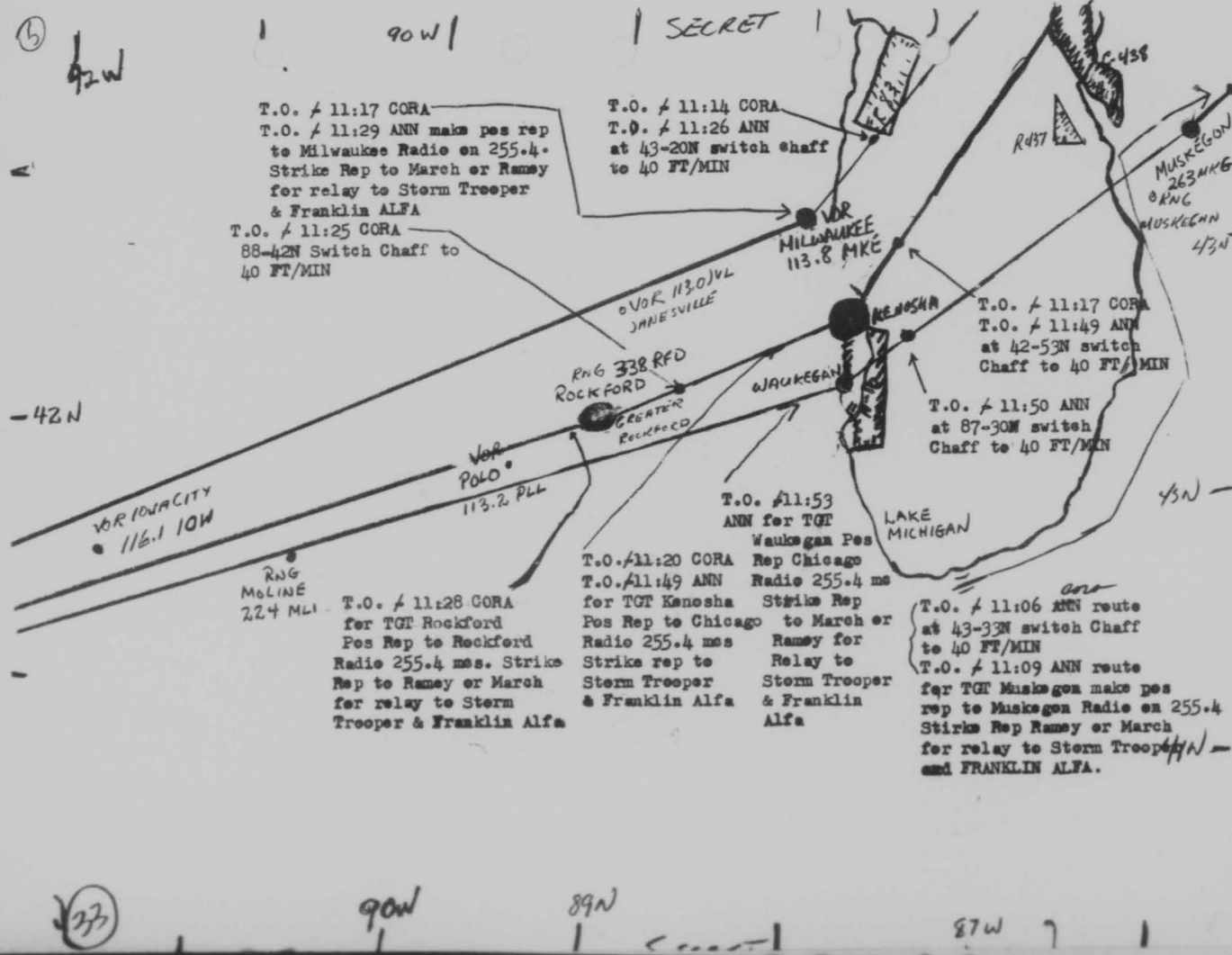
MILWAUKEE

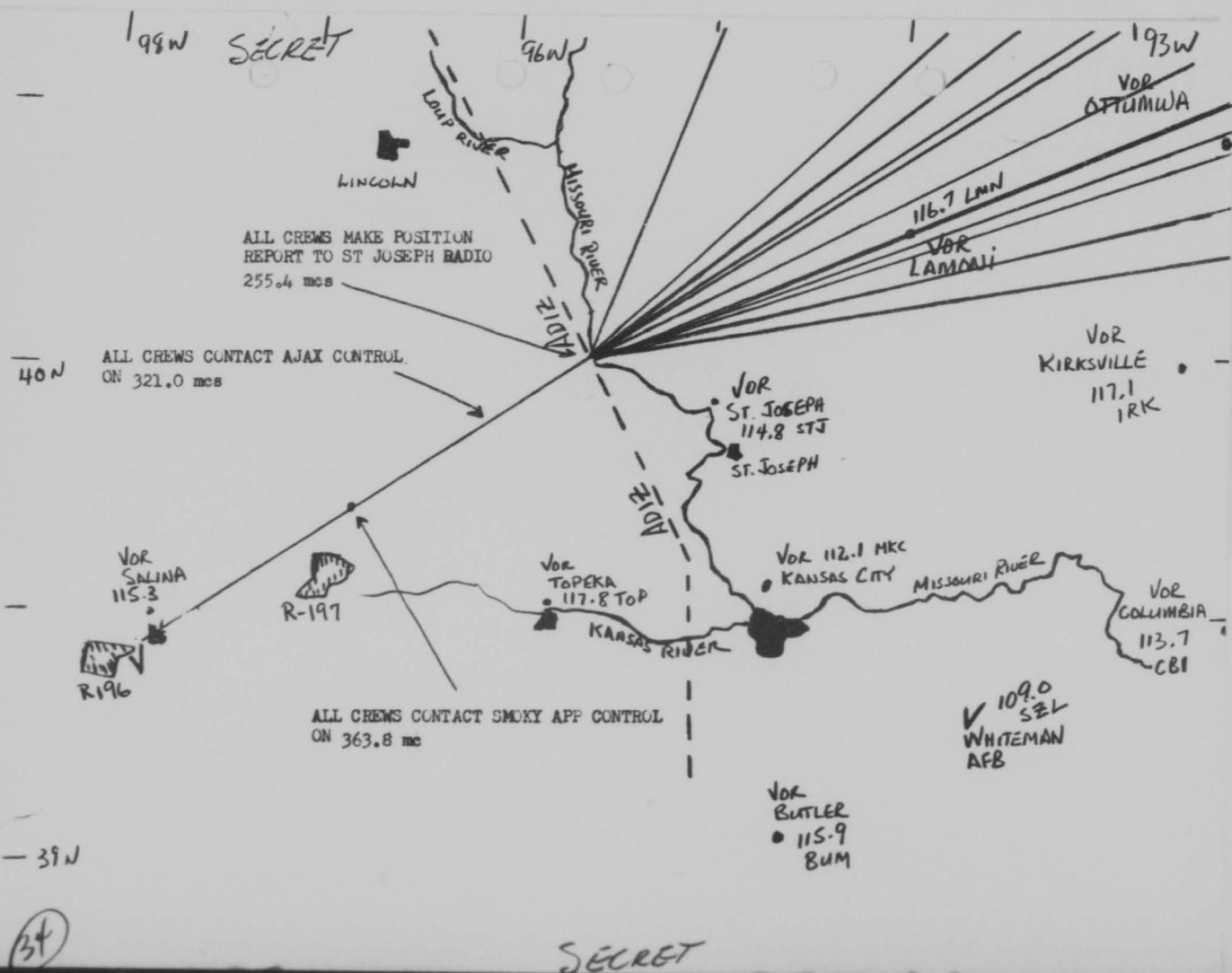
ROCKFORD

31.

SECRET







SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 220-56

COMMUNICATIONS

40BOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

SECRET

SECRET

HEADQUARTERS, 40 BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "C" TO 40TH BOMBARDMENT WING, MEDIUM OPERATIONS ORDER 220-56

I. COMMUNICATIONS:

1. GENERAL:

- (1) Applicable CEIs, appropriate ACPs, appropriate SAC Manuals of the 55-8 series, JANAPs, Radio Facility Charts, Supplementary Flight Information Documents and ICAO Documents apply unless modified herein.

2. ADMINISTRATIVE COMMUNICATIONS:

- a. Point-to-point communications will be conducted over the following facilities in the priority listed.
 - (1) SOGS (for command and operational traffic only)
 - (2) SACCOMNET.
 - (3) AIRCOMNET.
 - (4) Commerical Facilities.
 - (a) TWX.
 - (b) Long Distance Telephone.
 - (5) Radioteletype and CW manual radio (to be used only in event of failure or non-availability of landline.)

40BOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

SECRET

SECRET

3. AIRBORNE COMMUNICATIONS:

- a. Identification and recognition will be in accordance with SACCEI 2404.2a.
- b. IFF will be in accordance with SAC Regulation 55-23 as amended and/or CEI of the command having jurisdiction of the area being overflown.
- c. Authentication will be in accordance with AFSAL 5104.
- d. Emergency procedures will be in accordance with ACP 130. ACP 135, current Radio Facility Charts and Supplementary Flight Information Documents.
- e. When an existing emergency dictates the use of an HF back-up frequency for UHF, the selection of these frequencies will be in accordance with SACCEI B200.33 or SAC Manual 100-1. Since 3023.5 kcs will be required for air/ground contact in the Canadian and NEAC areas, all crews will monitor this frequency continuously except when necessary to discontinue monitor to transmit on some other frequency. If an emergency occurs and UHF communications fail, the aircraft in distress will make initial contact on 3023.5 kcs and switch immediately to the authorized HF back-up frequency. (ZI 5710.5 kcs- NEAC 3067 kcs)

40BOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

2. *SECRET*

SECRET

- f. UHF frequencies and channelization will be in accordance with SACCEI, current Radio Facility Charts, and/or as prescribed in the Refueling Section of this Operations Order.
- g. The use of HF frequencies will be restricted to the following:
 - (1) Actual aircraft emergency.
 - (2) Mandatory Air Traffic Control reports to CAA, ICAO and Canadian DOT stations.
 - (3) Strike reports (B-11)
- h. UHF equipped aircraft crossing a Canadian ADIZ will make contact with Canadian Radar Advisory on 364.2 mcs and will continuously monitor this frequency thereafter. IFF will be operated as directed by ground stations. In flights of more than one aircraft, the monitor responsibility will be assigned to one aircraft.
- i. Call Signs:
 - (1) Aircraft - Air/ground - SAC Tactical call signs.
 - (2) Aircraft - Air/Air - SAC Tactical Call Signs and SAC Manual 100-1 as required.
 - (3) Ground Stations - Appropriate Radio Facility Charts and/or SACCEI.

40BOMWGM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

3.

SECRET

SECRET

- j. Navigational aids will be in accordance with appropriate Radio Facility Charts.
- k. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122(B) applies.
- l. The transmit-receive guard (TR/G) position of the UHF radio will be utilized at all times.
- m. Position Reports:
 - (1) In any formation of two or more aircraft, the lead aircraft will make the required ATC/ICAO reports.
 - (2) Aircraft will use tactical call sign with the two digit suffix and the mission nickname as the first words of the text for civil reporting.
 - (3) Procedure "ALPHA" will be used while overflying all areas requiring position reports.
- n. Simulated Strike reports will be transmitted to any air/ground station a distance of 1,500 miles or more from the target. If unable to contact a station 1500 miles from the target within 30 minutes, any AACS air/ground station which can be contacted will be utilized.

4OBOMWEM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

4. *SECRET*

SECRET

e. The following addressees are mandatory. Additional addresses may be included of the unit commander.

(1) For strike reports: "STROM TROOPER" AND "FRANKLIN ALFA".

(2) For M-11, T-11 and T-18 reports: "CURFEW"

r. During the periods 05-08, 25-28 and 46-48 minutes past each hour, aircraft commanders will monitor frequencies as follows to insure receipt of messages of instruction from home station.

4. AIR REFUELING COMMUNICATIONS:

a. Air to air frequencies will be in accordance with SAC Manual 100-1.

b. Rendezvous settings will be in accordance with SAC Manual 100-1.

c. Immediately after the refueling, the receiver leader will advise the tanker leader the number of aircraft in the cell which were refueled, the number of aircraft not refueled and reason, on-load, and ETA to next refueling rendezvous point by code name, i.e., FRISKY CORA.

40BOMWCM
OPORD 220-56
ANNEX "C"
24 AUGUST 1956

5.

SECRET

SECRET

II. ELECTRONIC COUNTERMEASURES:

1. GENERAL:

- a. ECM activity for this mission is based on the assumption that prior clearance with ADC, FCC, and CAA can be coordinated. However, if this clearance is not received 48 hours prior to take-off time of first aircraft, no ECM activity will be conducted. Finalized ECM instructions will be given at the pre-take-off briefing.

2. EQUIPMENT AND CHAFF

- a. All aircraft will carry six (6) cartons of RR/20AU chaff.
- b. Five (5) aircraft of the first wave will be equipped with two (2) ALT/8 Jammer systems. Specific targets will determine which aircraft receive these systems.

3. TACTICS

- a. Specific times for commencing and ending ECM activity will be found in the crew flimsy.
- b. Chaff
 - (1) In all instances, both chaff dispensers in the aircraft will be operated simultaneously.

4OBOMWCM
OPORD 220-56
ANNEX "C"
24 AUGUST 56

6.

SECRET

- (2) Any time after crossing the MCL, self protection chaff may be used. (Position "C")
- (3) Maximum use of the APS-54 warning system will be made to determine when to use self protection chaff.

c. Electronic Jammers.

- (1) In all instances, both ALT/8 jammers will be operated simultaneous.

4. CLEARANCE PROCEDURES:

- a. The following will be placed in the remarks section of the DD Form 175 (Aircraft Clearance)

- (1) Do not pass to Air Defense Command.
- (2) Electronic jamming and single unit chaff dispensing will be conducted.
- (3) Specific radar station to be effected and radius from station where E.C.M. activity will begin.
- (4) Electronic jamming will be "S" band.

(5) REMARKS:

- a. Throughout E.C.M. activity all aircraft will monitor 364.2 mcs and guard 243.0 mcs.
- b. Ground stations desiring discontinuance of E.C.M. activity will transmit on the above frequencies the following phrase (S)

1. IF "STOP BUZZER" meaning terminate jamming activity
2. "STOP STREAM" meaning terminate chaff dispensing.

40BOMWEX
OFCRD 220-56
ANNEX "C"

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D"
OPERATIONS ORDER
SERIAL NR 220-56
STRONGHEART

HQ 40BOMGM
OPOHD 220-56
ANNEX "D"

SECRET

SECRET

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D"

~~GENERAL:~~ Air Refueling requirement exists for the 40th Bombardment Wing (M) to fly a USCH mission which will closely simulate this organization's EMP. X-Day for this mission is 11 September 1956 and the 40th Bombardment Wing (M) will launch two (2) waves of B-47 aircraft on X plus 1 and one (1) wave of B-47 aircraft on X plus 2. A total of thirty one (31) B-47 aircraft will flown on these inclusive dates and each will be involved in two (2) heavy weight Refuelings.

2. TACTICS: Tactics will be in accordance with SAC Manuals 55-10, 55-5, 55-5A, 100-1 (Tactical Doctrine Air Refueling), 55-5, 55-5A and 100-1. The contents of these Manuals will be discussed during the Pilots Specialized Portion of the mission briefing and the Subject will be elaborated on through the use of visual aids (slides and blackboard diagrams). Prior to flying the mission, all crew members in each cell will assemble for the purpose of reviewing the procedures outlined in these Manuals as it pertains to the cell.

HQ 40BOMWING
OPOED 220-56
ANNEX "D"

SECRET

SECRET

3. FORCES:

a. Supporting tanker task forces will be:

- (1) Whiteman tanker task force, composed of KC-97 aircraft of the 340th AREFS. This force will refuel the first and third waves of the 4OBOMWGM strike force in the BIRD SONG refueling area.
- (2) Smoky Tanker Task Force—composed of KC-97 aircraft of the 310th AREFS. This force will refuel the second wave of the 4OBOMWGM B-47E strike force in the BIRD SONG refueling area.
- (3) Harmon SAC Task Force, composed of KC-97 aircraft of the GOOSE HARMON tanker force will support the 4OBOMWGM strike force in the FRISKY refueling area.
- (4) In the event that weather conditions in the FRISKY area render it unuseable, the 4OBOMWGM will use the Willy refueling area and will be supported by the HARMON SAC Task Force. For further information, see paragraph 4d, this annex.

4. AIR REFUELING AREAS:

a. BIRD SONG;

- (1) Ruby, Green and Lime cells (Cera Route)
 - (a) Refueling IP: Broken Bow, Nebraska
 - (b) Tanker Orbit: 43° 17N 100° 54W
 - (c) Rendezvous Point: 44° 18N 101° 03W
 - (d) Refueling Track: 353 degrees true course.
 - (e) Fuel Transfer: 32,000 pounds JP-4

HQ 4OBOMWGM
OPORD 220-56
ANNEX "D"

2

SECRET

SECRET

(2) Rust, Tom and Blue (extra) Cell (Ann Route):

- (a) Refueling IP: Broken Bow, Nebr.
- (b) Tanker Orbit: $43^{\circ} 22'N 100^{\circ} 12'W$.
- (c) Rendezvous PT: Pierre, So. Dakota.
- (d) Refueling Track: 353 degrees true.
- (e) Fuel Transfer: 32,000 pounds JP-4

(3) Orange cell (Betty Route):

- (a) Refueling IP: Broken Bow, Nebr.
- (b) Tanker Orbit: $43^{\circ} 24'N 99^{\circ} 32'W$.
- (c) Rendezvous PT: $44^{\circ} 24'N 99^{\circ} 39'W$.
- (d) Refueling Track: 353 degrees true course.
- (e) Fuel Transfer: 32,000 pounds JP-4

b. Alternate Bird Song

(1) Ruby, Green and Lime Cells (Cord Route):

- (a) Refueling IP: Falls City, Nebr.
- (b) Tanker Orbit: 41 50 N 95 26 W
- (c) Rendezvous PT: 42 50 N 95 26 W.
- (d) Refueling Track : 360 degrees true.
- (e) Fuel Transfer: 32,000 pounds JP-4

(2) Rust, Tom and Blue (extra) Cells (Ann Route):

- (a) Refueling IP: Falls City Nebr.
- (b) Tanker Orbit: 41 50 N 94 56 W.
- (c) Rendezvous Point: 42 50 N 94 56 W
- (d) Refueling Track: 360 degrees true.
- (e) Fuel Transfer: 32,000 pounds JP-4.

SECRET

SECRET

(3) Ordage Cell (Betty Route)

- (a) Refueling IP: Falls City, Nebr.
- (b) Tanker Orbit: 41 50N 94 26 W.
- (c) Rendezvous Point: 42 50 N 94 26 W
- (d) Refueling Track: 360 degrees true.
- (e) Fuel Transferred: 32,000 pounds JP-4

(C) Frisky:

(1) Ruby, Green and Lime Cells (Cera Route)

- (A) Refueling IP: 49° 28N 67 00W
- (b) Tanker Orbit: 50 10 N 65 07W
- (c) Rendezvous Point: 50 44 N 63 41W.
- (d) Refueling Track: 060 degrees true.
- (e) Fuel Transfer: 40,000 pounds JP-4

(2) Rust, Tan and Blue Cells (extra) (Ann Route)

- (a) Refueling IP: 49 03N 66 38W.
- (b) Tanker Orbit: 49 45N 64 ^{42.W} 62W.
- (c) Rendezvous Point: 50 19N 63 17W
- (d) Refueling Track: 060 degrees true.
- (e) Fuel Transfer: 40,000 pounds JP-4

HQ 40BOMMGM
OPORD 220-56
ANNEX 'D'

SECRET

SECRET

- (3) Orange Cell (Betty Route)
- (a) Refueling IP: 48 36 N 66 12 W
 - (b) Tanker Orbit: 49 20 N 64 20 W
 - (c) Rendezvous Point: 49 53 N 62 52 W
 - (d) Refueling Track: 060 degrees true
 - (e) Fuel Transferred: 40,000 pounds JP-4
- D. WILLIE: If weather dictates that an alternate refueling area be substituted for the Frisky area, the 40th BOMWGM will use WILLIE supported by Harmon Tankers.
- (1) Ruby, Green and Lime Cells (Cora Route):
- (a) Refueling IP: 49 28 N 67 00 W
 - (b) Tanker Orbit: 49 57 N 59 27 W
 - (c) Rendezvous Point: 50 28 N 58 07 W
 - (d) Refueling Track: 060 degrees true
 - (e) Fuel Transferred: 40,000 pounds JP-4
- (2) Rust, Tan and Blue (extra) Cells (Ann Route)
- (a) Refueling IP: 49 03 N 66 38 W
 - (b) Tanker Orbit: 49 32 N 59 02 W
 - (c) Rendezvous Point: 50 03 N 57 44 W
 - (d) Refueling Track: 060 degrees true
 - (e) Fuel Transferred: 40,000 pounds JP-4

HQ 40BOMWGM
OPORD 220-56
ANNEX "D"

5

SECRET

SECRET

(3) Orange Cell (Betty Route)

- (a) Refueling IP: 48 36 N 66 12 W
- (b) Tanker Orbit: 49 05 N 58 37 W
- (c) Rendezvous Point: 49 36 N 57 20 W
- (d) Refueling TRack: 060 degrees true
- (e) Fuel Transferred: 40,000 pounds JP-4

5. GENERAL INFORMATION:

- a. Cell Structure will be as described in ANNEX B.
- b. Missed Refueling Alternates:
 - (1) For Bird Song area: Smoky Hill AFB, Kansas
 - (2) For Frisky or Willie area: Smoky Hill AFB, Kansas is primary alternate. Westover AFB, Mass is Secondary alternate.
- c. KC-97 takeoff times. Tanker Flights will takeoff so as to arrive at the orbit point, located sixty (60) nautical miles upstream from the briefed rendezvous point for the receivers, thirty (30) minutes prior to the arrival of the B-47 aircraft. For planning purposes, receivers arrival times at the rendezvous points are:

HQ 4OBOMWEM
OPORD 220-56
ANNEX "D"

6

SECRET

<u>CELL</u>	<u>BIRD SONG</u>	<u>FRISKY</u>
Ruby	1102 Z X plus 1	1511 Z X plus 1
Rust	1114 Z X plus 1	1520 Z X plus 1
Orange	1125 Z X plus 1	1529 Z X plus 1
Green	2302 Z X plus 1	0311 Z X plus 2
Tan	2314 Z X plus 1	0320 Z X plus 2
Lime	1102 Z X plus 2	1511 Z X plus 2
Blue (extra)	1114 Z X plus 2	1520 Z X plus 2

d. Aerial refueling tactics will be in accordance with SAC Manual 55-10, dated May 1956.

(e) Receiver leader will communicate with tanker leader as far from rendezvous point as possible and furnish an ETA to the rendezvous point based on best known information. Tankers will depart orbit point so as to arrive at the rendezvous point on the receivers revised ETA.

(f) When two hundred (200) miles from briefed tanker orbit point, all B-47 aircraft will turn on APN-76 equipment. After initial contact with tankers, all aircraft except leader will turn off APN-76.

(g) Frequencies and rendezvous equipment setting are shown in Appendix I to this ANNEX.

HQ 4OBOMWGM
OPORD 220-56
ANNEX "D"

7

SECRET

SECRET

- (h) Receiver Observers will carefully monitor altitude hole throughout the rendezvous and will advise the pilot of his range from the tanker until the receiver is in the observation position with assigned tanker.
- (i) In contact refueling speeds will be obtained from TO 1B-47E-I.
- (j) Tanker routes to and from the orbit points will be at the discretion of the Tanker Task Force Commanders.
- (k) ATC reporting procedures will be in accordance with SAC Reg 55-51.
- (l) During refueling in darkness, all primary tanker aircraft will display Altimeter Lamp signals from the beam as follows.

Leader	Green	Navigation Light	Flashing
# 2	Amber	" "	Bright- Steady
# 3	White	" "	Flashing
# 4	Blue	" "	Bright- Steady
# 5	Red	" "	Flashing
# 6	Green	" "	Bright-Steady

8

BERTON H BURNS
Colonel, USAF
Commander

HQ 40BOMW/CE
OPORD 220-56
ANNEX "D"

SECRET

SECRET

REFUELING DATA

RENDEZVOUS POINT	TANKER CALL SIGN	APN 12 - APN 76				APN 11 or APN 69	INITIAL CONTACT and REFUELING FREQ
		Tanker T	Recvr R	T	R		
BIRDSONG ANN	BIRDSONG ANN LDR	8	6	6	8	1-2-1	256.0 mcs
FRISKY ANN	FRISKY ANN LDR	8	6	6	8	1-2-1	256.0 mcs
BIRDSONG BETTY	BIRDSONG BETTY LDR	7	5	5	7	1-3	266.2 mcs
FRISKY BETTY	FRISKY BETTY LDR	7	5	5	7	1-3	266.2 mcs
BIRDSONG CORA	BIRDSONG CORA LDR	6	4	4	6	1-2	279.8 mcs
FRISKY CORA	FRISKY CORA LDR	6	4	4	6	1-2	279.8 mcs

Receiver call signs will be AJAX followed by the cell color and the cell position, i.e., AJAX Green three.

The common frequency for both refueling areas will be 311.0 mcs. Any aircraft experiencing difficulty which requires extended communications will advise appropriate tanker and switch to this frequency.

HF back-up frequency for the Birdsong area will be 5710.5 kcs. HF back-up for the Frisky area will be 3067 kcs.

ANNEX D
APPENDIX I

SECRET

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 220-56

FLYING SAFETY

40BOMWGM
OFORD 220-56
ANNEX "E"
24 AUGUST 56

SECRET

KODAK

SECRET

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
24 AUGUST 1956

ANNEX "E" TO 40TH BOMBARDMENT WING, MEDIUM, OPERATIONS ORDER 220-56
FLYING SAFETY

1. Flying Safety will take precedence over all other commitments on this mission.
2. Alternate airfield priority will be as follows:
 - a. SAC BASES
 - b. ANC BASES
 - c. AF BASES
 - d. MILITARY BASES
 - e. CIVILIAN BASES

Specific suggested alternate air fields are as follows:

- | | |
|--------------------------|-------------------------------------|
| (1) ELLSWORTH AFB, S.D. | (7) LINCOLN AFB, NEBR |
| (2) FORBES, KANSAS | (8) ERNEST HARMON AFB, NEWFOUNDLAND |
| (3) WHITEMAN AFB, MO | (9) GANDER AFB, NEWFOUNDLAND |
| (4) LOCKBOURNE AFB, OHIO | (10) GOOSE AFB, LABRADOR |
| (5) PORTSMOUTH AFB, N.H. | (11) LORING AFB, ME |
| (6) WESTOVER AFB, MASS | (12) THULE AFB, GREENLAND |
3. Since water alcohol will be used by all aircraft critical field length will be based on 90% of available runway.
 4. Aircraft Aborting: If not an emergency, secure individual clearance before leaving bomber stream. Then descend 2000 feet below clearance altitude and make 90° turn to left.

40BOMWEM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

SECRET

SECRET

Proceed to Smoky or suitable alternate. If aircraft experiences an emergency - aircraft commander will proceed as emergency dictates observing maximum safety precautions.

5. Other wings will be refueling near or adjacent to our area, therefore, crews will exercise extreme caution during this phase of the flight. In the event that marginal weather conditions exist at the refueling altitude, the Airborne Task Force Commander will move the refueling area as dictated by flying safety considerations.

6. FUEL RESERVE

- a. Fuel reserve over briefed weather alternate will be 12,000 #.
b. Fuel reserve over missed refueling alternate will be 12,000#.

7. A Personnel Equipment will include all normal flying equipment plus overwater and survival kits.

(1) Each aircraft will carry RS 6 radio and one four man raft.

(2) Each crew member should have the following minimum equipment.

- | | |
|-----------------------------|------------------------|
| a. Parachutes | f. Mae West |
| b. Knife (hunting 5" blade) | g. Survival suit (R-1) |
| c. Flashlight | h. One man dinghy |
| d. 38 Cal Revolver/w Ammo | i. A-1 Survival kit |
| e. URC 4 radio | j. Flight Jacket |

B. Additional suggested equipment if available:

- | | |
|-----------------|--|
| a. Pocket knife | c. Adequate supply water-proof matches |
| b. Compass | d. Warm clothing |

40BONWCH
OFORD 220-56
ANNEX "E"

2. *SECRET*

SECRET

- e. Extra cigarettes
- f. Small "penlight"
- g. Package "CHARMS" mints or candy bars
- h. Personal items, RAZOR, TOOTH BRUSH, ETC AS DESIRED

- c. Each item of personal equipment will have been previously inspected by Squadron P.E. Section for operational reliability however, every crew member is advised to recheck all items for his own personal satisfaction.
- 8. Detailed Arctic Ditching, Arctic Crash Landing, Arctic Bailout, and Arctic Survival procedures will be covered in General Briefing by intelligence personnel. Classroom instructions on above procedures will be scheduled by 4OBOMWGM Intelligence section prior to the mission.
- 9. Due to the number of aircraft operating in the same area and the overlapping of routes, crews are reminded to be constantly alert while flying the briefed route and especially so in event of a deviation from that route.
- 10. Last Communications procedures:
All aircraft will monitor 3023.5 kcs throughout mission - in event of UHF communications difficulty, limited contacts may be made on this frequency. Additional information contained in ANNEX "C".

4OBOMWGM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

3.

SECRET

SECRET

11. It is suggested that cell leaders set up a "Buddy System" within each cell for the purpose of assisting a downed aircraft and/or crew members until Rescue equipment arrives on the scene.

4OBONWGM
OPORD 220-56
ANNEX "E"
24 AUGUST 56

4.

SECRET

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

4000

27 August 1956

SUBJECT: 40th Bombardment Wing Operations Order 411-56, Coca Cola

TO: See Distribution

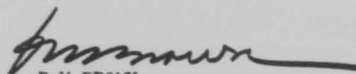
1. 40th Bombardment Wing Operations Order 411-56, "Coca Cola" is
transmitted herewith.

2. This letter and inclosure thereto are unclassified.

FOR THE COMMANDER:

1 INCL:
As Stated

DISTRIBUTION:


D M BROWN
MAJOR, USAF
Adjutant

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS
27 AUGUST 1956

OPERATIONS ORDER

SERIAL NR 411-56

COCA COLA

5,6,17,19,20,24,26, September 1956

HQ 40BOMWGM
OPORD 411-56
27 AUGUST 56

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 August 1956

Operations Order 411-56, "COCA COLA", 5, 6, 17, 19, 20, 24, 26 September
1956.

1. GENERAL SITUATION: A requirement exists to prepare crews of
the 40 Bomb Wing for PACESETTER V. In conjunction with this prepara-
tion, maximum 50-8 and 51-26 training is required. Nickname for the
Operation will be COCA COLA.

a. ENEMY FORCES: (Omitted)

b. FRIENDLY FORCES:

- (1) The 802d ABGRU will provide normal 66-12
transportation.
- (2) Normal refueling pit requirement; however each
aircraft will be serviced with 600 gallons of ADI
fluid on day of the mission.
- (3) 2028th AACS will provide ARTC clearances at the
specified take-off times and GCA's will be re-
quired for all landings and GCA control for IFR
take-offs.

2. MISSION: The objective of this mission is;

HQ 40BOMWGM
OPORD 411-56
27 August 56

- a. To obtain maximum reconnaissance on PACE SETTER V Targets.
- b. Afford each crew that is to participate in PACE SETTER V an opportunity to bomb the targets prior to PACE SETTER V.
- c. Accomplish maximum 50-8 and 51-26 training to new rating quarter.
- d. Afford non-combatready crews the opportunity of engaging in Wing bomber stream missions while accomplishing 50-43 training.

3. TASKS FOR SUBORDINATE UNITS:

- a. Each Bomb Squadron will support this mission as follows:

<u>DATE</u>	<u>25BS</u>	<u>44BS</u>	<u>45BS</u>
5 Sep	4	4	4
6 Sep	4	4	4
17 Sep	3	3	2
19 Sep	4	4	4
20 Sep	4	4	4
24 Sep	4	4	4
26 Sep	4	4	4

- 3X (1) The mission will be a Bomber Stream type - 10 minute intervals - 3000 foot vertical separation - Odd aircraft HIGH - Even aircraft LOW.

4OBOMWGM
 OPORD 411-56
 27 August 1956

(2) Station altimeter settings will be used.

(3) Schedules:

- (a) Briefing: 0800 hours, 4, 14, and 21 September 1956.
- (b) Pre-take-off Meeting: Announced at General Briefing.
- (c) Debriefing: Normal maintenance debriefing, Hanger 5.
- (d) Critique: Announced at General Briefing.

4. ADMINISTRATION AND LOGISTICS: Normal logistical support will be provided by support organizations.

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal.
- b. Communications: See Annex "C".

BERTON H BURNS
Colonel, USAF
Commander

2 ANNEXES:

A INTELLIGENCE: Omitted

B Air Operations

C Communications

D Air Refueling: Omitted

W M Bowden
WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

3.

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

411-56

AIR OPERATIONS

CCCA COLA "ALFA"

5, 6, 17, 19, 20, 24, 26 September 56

HQ 40BOMWGM
OPORD 411-56
ANNEX "B"

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "B" AIR OPERATIONS:

1. Mission accomplishments in Order of accomplishment:
 - a. Day Celestial (Optional type)
 - (1) Start:
 - (2) Terminate:
 - b. Control Time: HHCP WEST LAFAYETTE VOR ILL
 - c. RBS Run, Target _____ St Louis
 - d. Strike Report
 - e. RBS Run Target _____ Little Rock
 - f. Strike Report
 - g. RBS Run Target _____ Houston
 - h. Strike Report
 - i. Celestial Grid, Night or Day Celestial:
 - (1) Start:
 - (2) Terminate:
 - j. Camera attack (.81M) - Target McConnell AFB, Wichita
 - k. Airborne radar monitored approach
 - l. GCA-SHAFB (PFI or Gyro Out Type until ASFT Comdr and Co-pilot have quarterly requirement)

HQ 40BOMWGM
OPORD 441-56
ANNEX "B"

2. Targets and method of Bombing for seven "COCA COLA missions scheduled during the month of September.

<u>STREAM DATE</u>	<u>ST LOUIS</u>	<u>LITTLE ROCK</u>	<u>HOUSTON</u>
5, 6, September (R&N CREWS)	III A TARGET RADAR OFFSET OAP TARGET "D" SIDETRACK	(R CREWS) TGT "H" VISUAL RUN OAP E INDUST AREA (RADAR OFFSET IF TGT OBSCURED) (N CREWS) TGT "D" VISUAL RUN OAP E INDUST AREA (RADAR OFFSET IF TGT IS OBSCURED)	(R CREWS) TGT "A" RADAR DIRECT MCAH .81- HI JINK (N CREWS) TGT "D" RADAR OFFSET OAP TGT "A" MACH .81 HI JINK
17, 19, & 20 September (R&N CREWS)	III A TGT RADAR OFFSET OAP TGT "D" SIDETRACK	(R CREWS) TGT "B" VISUAL RUN OAP E INDUS AREA (RADAR OFFSET IF TGT OBSCURED) TGT "D" (N CREWS) VISUAL RUN OAP E INDUST AREA (RADAR OFFSET IF TGT OBSCURED)	(R CREWS) TGT "A" RADAR DIRECT MACH .81 HI JINK TGT "D" (N CREWS) RADAR OFFSET OAP TGT "A" MACH .81 HI JINKS
24, 26 September	(R CREWS) TGT "D" RADAR DIRECT SIDETRACK	(R CREWS) TGT "D" VISUAL RUN OAP E indust Area	(R CREWS) TGT "C" VISUAL RUN OAP TGT "A"

HQ 40600000
OPORD 411-56
ANNEX "B"

1a.

24, 26 SEP

(N CREWS) III A TGT
RADAR OFFSET
OAP TGT D
SIDETRACK

(RADAR OFFSET
IF TGT OBSCURED) MACH .81 (RADAR
OFFSET IF TGT
OBSCURED & HI JINKS)
(N CREWS) TGT B (N CREWS) TGT A
VISUAL RUN RADAR DIRECT
OAP E indust Area MACH .81 HI JINK
(RADAR OFFSET
IF TGT OBSCURED)

- NOTE:
1. Sidetrack requirement above may be deleted:
 - a. When a ready observer has two (2) record sidetrack runs.
 - b. When a non-ready observer has three (3) practice sidetrack runs.
 2. Visual requirement above may be changed to radar offset:
 - a. When a ready observer has two (2) reliable visual record runs.
 - b. When a non-ready observer has five (5) practice visual runs.
 3. HI-JINKS (IBDA) requirement above may be deleted:
 - a. When a ready observer has two record HI-JINKS RUNS.
 - a. Non-ready crews will accomplish ALL HI-JINKS RUNS.
 4. In no instance will the MACH .81 requirements be deleted.

HQ 40BOMWGM
OPORD 411-56
ANNEX "B"

1a.1

3. Normal RBS scoring procedures; i.e., no crew discussion of score coded or otherwise on interplane. Crews are reminded to comply with latest issue of SAC REG 50-4 and appropriate Annexes.
4. TAS of 425K, not .74 MACH, will be maintained for all Bomber Streams except that portion when .81 M(465K) RBS Runs and camera attacks are briefed on particular targets, and specified days that various Coca Cola missions are flown.
5. Aborting aircraft will clear streams to the right, 25 miles, descending 3000 feet below lowest briefed altitude.
6. DANGER AREAS ARE:
 - 196: Brookville, Kansas
 - 197: Manhattan, Kansas
 - 187: Grand Marais, Minnesota
 - 76 : Glenview, Ill
 - 343: Gray AFB, Texas
 - 212: Guadalupe Mts, N.M.
7. ALTERNATE AIRFIELDS:

Lincoln	Barksdale	Altus
Offutt	Forbes	Biggs
Whiteman	Carswell	Mc Connell
Little Rock	Abilene, Tex	

HQ 40BOMWGM
OPORD 411-56
ANNEX "B"

8. Highest terrain enroute: 8,751 feet near Salt Flat.
9. Aircraft commanders will monitor position of aircraft at all times to avoid danger areas and to keep from making ADIZ violations.
10. Take-off times will be adjusted at pre-take off meeting to make HHCP, West Lafayette VOR Good.

11. SEQUENCE OF EVENTS:

TIME	TIME FACTOR	INFORMATION
---	T.O. -3:00	Pre-take-off meeting, Base Weather
	T.O.- 2:30	Stations
	T.O.- 0:35	Check in Ajax - Fuel Reading
	T.O.-0:25	Co-pilot set in RBS REQ 384.6, 251.0-356.8 Start Engine if North Take-off Start Eng if South Take-off
	T.O. -0:20	Taxi
	T.O.-0:01	Fuel Reading
	T.O.-0:00	Take-off on Hack
	T.O. / 0:02	Turn on course, 20° bank, MH 040, Climb 310K
	T.O. / 0:18	Over Falls City, Nebraska, Turn MH 016
	T.O. / 0:23	Level Off: Fuel Reading, ODD HI 32M EVEN LOW 29M
	T.O. / 0:31	ARTC POSITION REPORT, 40 WEST DESMOINES
	T.O. / 1:01	30 WEST EVA CLAIRE VOR 117.7 ARTC POSITION REPORT, FUEL READING
	T.O. / 1:17½	Turn Point, MH 166
	T.O. / 1:36	Over Wausau VOR 112.5 ARTC POS RPT Get ST LOUIS ALT Setting

HQ 40BOMWGM
OPORD 411-56
ANNEX "B"

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
_____	T.O. / 1:59	Over Elgin, Ill Take Picture-Term Nav Leg Turn Left MH 098 Climb 98% Level off- ODD -36M Level off- EVEN-33M Take fuel reading
_____	T.O. / 2:18	Over FT Wayne VOR 114.6 Bomb Equip Chk Turn right MH 252°
_____	T.O. / 2:33	HHCP West Lafayette VOR 112.0 Co-Pilot call ST LOUIS Bomb Plot 384.6 Pre-IP Procedures Turn MH 258°
_____	T.O. / 2:43	Over Pre-IP CHAMPAIGN, ILL PRE-IP check list requested by OBS Turn MH 240° Wind Run- DECATOR, ILL
_____	T.O. / 2:48	Over IP DECATOR, ILL Turn MH 221° UNSLAVE N-1 IP Check list - called for by OBS Co-pilot set in TH on compass
_____	T.O. / 2:50	Bomb Run Check list -AT OBS call Tune Troy VOR 117.2
_____	T.O. / 2:55	50M out call to Bomb Plot
_____	T.O. / 3:03	Bombs Away ST LOUIS RE Check Altitude Post release check list ARTC Position Report: GET LITTLE ROCK ALT SETTING Turn MH 186° Tune WALNUT RIDGE VOR 115.7 Fuel Reading Strike Report <i>UNSLAVE N-1</i>

HQ 40BOMWEM
OPORD 411-56
ANNEX "B"

4.

_____ T.O. / 3:18 Over PRE-IP POPLAR BLUFF
 Recheck altitude over airport
 Turn MH 224°
 Pre-IP Check list at OBS call
 Co-pilot call Little Rock Bomb Plot
 (251.0)

_____ T.O. / 3:31 Over IP BATESVILLE, ARK
 IP Bomb Run Procedures
 Double check offsets
 Turn MH 207°
 Co-pilot set TH on compass
 Tune in Little Rock VOR 113.9
 Bomb Run check list
 Unslave N-1

_____ T.O. / 3:34 50M out RBS call

_____ T.O. / 3:42 Bombs away Little Rock-IBDA
 Turn if applicable - recheck altitude
 Post release check
 ARTC position report: Get HOUSTON
 Altimeter setting
 Turn MH 214°
 Strike Report
 Reslave N-1

_____ T.O. / 3:53 Abeam TEXARKANA
 Position Report to TEXARKANA radio

_____ T.O. / 4:02 Tune in GREGG CO VOR 117.4
 Accelerate to .81 MACH

_____ T.O. / 4:07 Over Pre-IP Marshall
 Recheck Alt Harrison Co Airport
 Turn MH 192°
 Pre-IP Check list
 Check OBS reset offsets.
 Co-pilot fuel reading
 Tune in Lufkin VOR 112.1
 Co-pilot call Houston BombPlot 356.8
 Obs Wind Run on Lufkin

_____ T.O. / 4:17 Over IP Lufkin Tex
 IP Check list
 Bomb Run Procedures
 Turn MH 194
 Tune in Houston VOR 114.1
 Unslave N-1

_____	T.O. / 4:23	50M out RBS call Bomb Run check list Co-pilot set in TH on compass
_____	T.O. / 4:30	Bombs away Houston IBDA turn if necessary Post release check list ARTC pos report Strike report Turn MH 312 Reslave N-1 Tune in College Station VOR 113.3 Start climb ODD 39M Even 36M Decelerate to 425K TAS
_____	T.O. / 4:43	Over College Station Tex Start Nav Leg Turn MH 262 Tune in Junction VOR 116.0 Check Salina Weather
_____	T.O. / 5:09	20N Junction VOR ARTC pos report fuel reading
_____	T.O. / 5:53	40S Salt Flat VOR (117.4) Turn Point Turn MH 035 ARTC pos report Tune in Lubbock VOR 117.1 Attempt Strike report if not previously given.
_____	T.O. / 6:15	Over Lubbock VOR Pos Report to Lubbock Radio
_____	T.O. / 6:33	15NW Childress VOR (117.6): ARTC pos rep Tune in Vance VOR 115.4 Fuel reading
_____	T.O. / 6:58	Term Nav Leg over Enid Okla Take picture Reslave N-1 ARTC pos rept. Ponca City Turn MH 007 Tune in Wichita VOR 113.8 Accelerate to .81M for Cam. Att Pre-IP, IP & Bomb Run Check list Camera switches on

HQ 4OBOMWGM
OPORD 11-56
ANNEX "B"

_____ T.O. / 7:08½ Bombs away- McConnell AFB, Wichita
Turn MH 327
Tune in Salina VOR 115.3
Post release check list
Call SHAFB app cont
Request app time
Decelerate to 425K TAS

_____ T.O. / 7:19 Over Smoky Hill (Fuel Reading)
Air Radar monitored app.
Descend
GCA (Gyro out or PRI if VFR)

_____ T.O. / 7:29 Land
Fuel reading

HQ 4OBOMWGM
OPORD 411-56
ANNEX "B"

7.

ANNEX "C"
COMMUNICATIONS
OPERATIONS ORDER 411-56

" COCA COLA ALFA "

IN 4200/001
OPORD 411-56
ANNEX "C"

ANNEX "C"
COMMUNICATIONS
OPERATIONS ORDER 411-56
" COCA COLA ALFA "

HQ 40BOM/CM
OPORD 411-56
ANNEX "C"

HEADQUARTERS, 40BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS

ANNEX "C", OPERATIONS ORDER 411-56, COCA COLA: COMMUNICATIONS

1. Lead and last aircraft in each Bomber Stream will make
ARTC position reports as listed in "SEQUENCE OF EVENTS."

a. The 2nd aircraft in the stream will be responsible
for monitoring a possible air abort by #1, causing #2 to be
responsible for position reports, as lead aircraft in the stream.

b. Next to the last aircraft scheduled in each stream
will be responsible for checking to see that last aircraft scheduled
in stream gets off and consequently makes position reports.

2. Lead aircraft will operate IFF on Mode 2. All others will
be on standby.

a. Aborting aircraft will turn IFF to Mode 2.

b. All aircraft monitor guard for possible call from
GCI stations.

3. Interplane and Control Room 221.0.

4. RBS call in will be made to:

ST LOUIS (P) 384.6 (S) 258.2

LITTLE ROCK (P) 251.0

HOUSTON (P) 356.8 (S) 240.6

HQ 40BOMBWGM
OPORD 411-56
ANNEX "C"

4. a. HF back-up RBS will be 5710.5 kcs
5. Strike report will be submitted to a station at least 1500 miles away. Reports should contain instructions for relay to Franklin ALFA.
6. RECALL: If necessary, recall will be effected thru ARTC or RBS complexes.
 - a. Crews should double check Salina weather at College Station VOR, Texas, to see if it might indicate a change in flight plan direct to Salina. In case of inclement weather, this would be the obvious point to which a "RECALL" would be relayed if it was needed.

HQ 4OBOMWGM
OPORD 411-56
ANNEX "C"

2.

ANNEX "D"
AIR REFUELING
OPERATIONS ORDER

" COCA COLA MFA "

EQ 40BOM/CM
OPORD 411-56
ANNEX "D"

HEADQUARTERS 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D" Air Refueling
(OMITTED)

BERTON H BURNS
Colonel USAF
COMMANDER

OFFICIAL:

WILLIAM M BOWDEN
Colonel USAF
Wing Director of Operations

HQ 40BOMWGM
OPOFD 411-56
ANNEX "D"

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		COCA COLAALFA		40 BOMB WING	B-4			
	POUNDS	FM	18 722	POUNDS				
ACFT BASIC	82 000	CM	17 951	BOMBS				
CREW 4	1 000	AM	21 921	AMMO				
OIL	423	FWD WA	6 336	WATER AUG	4 800			
ATO		BB	20 880	STATIC		NR FULL ATO REQUIRED		
RACK		ATO	80 64	START ENGINES AND TAXI FUEL ALLOWANCE	2 500	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (Empty)	1 595	EXT	51 26	TAKE-OFF GROSS	1 863 18	ATO FIRING SPEED		
MISCELLANEOUS		TOTAL FUEL	99 000					
CHAFF								
OPERATING	85,018							

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
SHAFFB	ST ENG - TAXI															99 000	1 888 18
	TO - ACCEL															4 500	9 300
	FALLS CITY NEB											10	:02	14		9 450	17 951 8
	40-04N 95-37 W	CL	051	270/25 -2	049	-9	040			400	418	112	:06	114		6 500	6 500
	LO POSITION ST MAX											122	:08	128		8 8000	17 301 8
	40-35N 95-16 W	CL	027	270/25 -3	024	-8	016	32		400	410	34	:05	35		1 700	1 700
	TURN POINT											156	:23	163		8 6300	17 131 8
	46-34N 91-54 W	CR	028	270/55 -7	021	-6	015	32		425	445	403	:54	390		11 200	11 200
	ELGIN, ILL. TERM MAX											559	1:17	553		7 5100	16 011 8
	42-02N 88-16 W	CR	160	270/55 +7	167	-2	165	32		425	440	304	:41	287		7 600	7 600
	SOUTH BEND VOR											863	1:59	840		6 7500	15 251 8
	41-45N 86-19 W	CR	098	270/55 +4	098	-1	097	36		425	480	89	:11	78		2 500	2 500
	FT. WAYNE VOR											952	2:10	918		6 5000	15 001 8
	41-03N 85-16 W	CR	125	270/55 +4	129	0	129	36		425	472	64	:08	57		1 500	1 500
	LAFAYETTE VOR											1016	2:18	975		6 3500	14 851 8
	40-22N 86-50 W	CR	250	270/55 +2	253	-1	252	36		425	370	89	:14	103		2 700	2 700
	CHAMPAIGN, ILL PIP											1105	2:32	1078		6 0800	14 581 8
	40-07N 88-14 W	CR	257	270/55 +2	259	-2	259	36		425	370	65	:10	75		1 900	1 900
	DECATUR ILL IP											1170	2:43	1153		5 8900	14 391 8
	39-49N 88-55 W	CR	237	270/55 +4	243	-3	240	36		425	375	35	:05	39		1 000	1 000
	ST. LOUIS TARGET											1205	2:48	1192		5 7900	14 291 8
	40-07N 88-14 W	CR	217	270/55 +6	225	-4	221	36		425	388	92	:14	99		2 400	2 400
	POPLAR BLUFF ARK											1297	3:02	1291		5 5500	14 051 8
	36-45N 90-23 W PIP	CR	184	270/50 +7	191	-5	186	36		425	418	11	:16	113		2 700	2 700
	BATESVILLE, ARK											1408	3:18	1404		5 2800	13 781 8
	35-46N 91-38 W IP	CR	225	270/50 +5	230	-5	225	36		425	385	85	:13	92		2 200	2 200
	LITTLE ROCK TARGET											1493	3:31	1496		5 0600	13 561 8
		CR	207	270/50 +6	213	-6	207	36		425	398	70	:10	75		1 700	1 700
												1563	3:42	1571		4 8900	13 391 8

SAC FORM 16 APR 56 18 FC: 275

AF Form 8-56, (Rev. 10-14-56)

COCA COLA A		MISSION FLIGHT PLAN - C										CONTINUATION SHEET			FUEL FLIGHT PLAN	
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
MARSHALL, TEX 57.81	CR	217	270/40	221	-7 1/2	213 1/2	36		425	400	165	125	177		48900	133918
32-32N 94-21W PIP			+4								1728	4+07	1748		4000	4000
LUFKIN, TEX											75	10	78		44900	129918
3120N 94-49 1/2 W P	CR	195	270/40	200	-8	192	36		464	450	1803	4+17	1726		2000	2000
HOUSTON STCL			270/40								99	13	101		42900	127918
TARGET 39M	CR	197	+5	202	-8	194	36		464	450	1902	4+30	1827		2400	2400
COLLEGE STA. VOR											88	13	92		40500	125518
30-37N 96-26W	CR	324	270/35	320	-8 1/2	311 1/2	39		425	404	1990	4+43	1919		1900	1900
TURN POINT											454	7+10	495		38600	123618
31-00N 105-00 W	CR	272	270/35	272	-10 1/2	261 1/2	39		425	390	2444	5+53	2414		10000	10000
ENID, OKLA TERM NAV			0								492	1+05	460		28600	113618
36-24N 97-52W	CR	050	270/45	046	-11	035	39		425	456	2936	6+58	2874		8600	8600
MC CONNELL AFB CAM											82	10K	78		20000	105018
37-39N 97-15W ATT	CR	022	270/45	017	-10	007	39		464	468	3018	7+08	2952		1800	1800
SHAFB	CR	342	270/45	336 1/2	-10	326 1/2	39		425	409	71	10K	75		18200	103218
			-5 1/2								3089	7+19	3027		1400	1400
															16800	101818

SCHEDULE OF TAKE-OFF TIMES

COCA COLA, 5 SEPTEMBER 1956

<u>SLOT</u>	<u>CREW #</u>	<u>ACFT COMDR</u>	<u>TO</u>	<u>AJAX #</u>	<u>ACFT #</u>	<u>SQDN</u>
LEAD	S-03	JONES	1157C	21	578	25BS
#2	R-24	HARMON	1207C	12	545	25BS
#3	L-06	WETZEL	1217C	10	550	25BS
#4	N-29	BEESON	1227C	15	326	25BS
#5	L-41	MILLERICH	1237C	46	564	44BS
#6	R-43	SEARS	1247C	51	582	44BS
#7	L-45	MARKOWSKI	1257C	52	583	44BS
#8	R-48	BURNSTAD	1307C	48	164	44BS
#9	R-71	HARRINGTON	1317C	74	559	45BS
#10	R-90	MCGEE	1327C	72	324	45BS
#11	R-87	DRURY	1337C	85	558	45BS

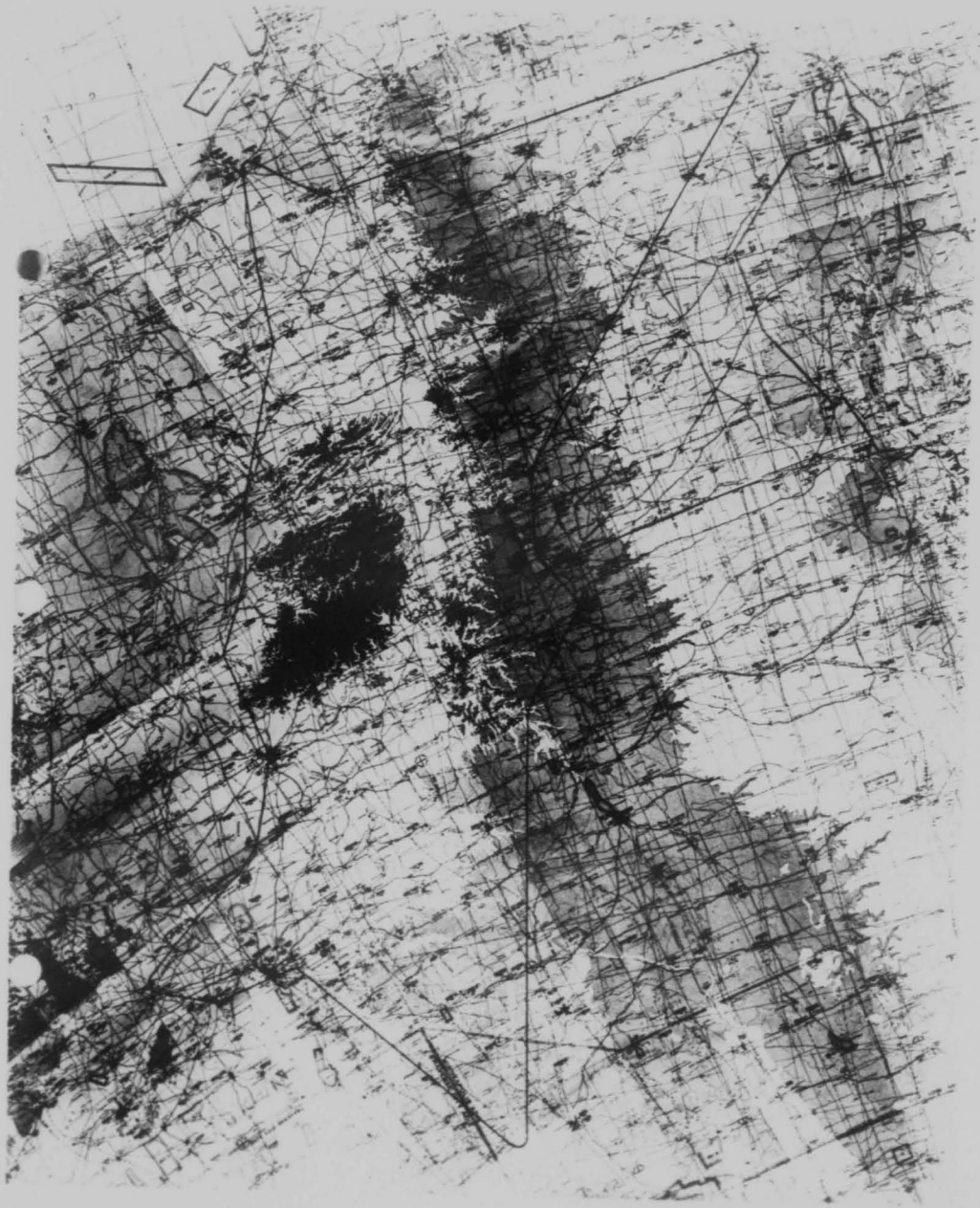
APPENDIX "1"
 HQ 4OBOMWGM
 OFORD 411-56

SCHEDULE OF TAKE-OFF

COCA COLA, 6 SEPTEMBER 1956

<u>SLOT</u>	<u>CREW #</u>	<u>ACFT COMDR</u>	<u>T.O.</u>	<u>AJAX #</u>	<u>ACFT #</u>	<u>SQDN</u>
LEAD	L-38	CREEL	1457C	54	579	44BS
#2	R-44	VIA	1507C	42	320	44BS
#3	N-57	ASH	1517C	40	541	44BS
#4	R-56	THOMAS	1527C	49	561	44BS
#5	S-70	CAMPBELL, J	1537C	77	563	45BS
#6	L-65	IRVING	1547C	73	543	45BS
#7	L-66	GIONET	1557C	71	552	45BS
#8	R-79	ZYSK	1607C	75	158	45BS
#9	L-10	BOWLES	1617C	22	573	25BS
#10	L-14	WHAYNE	1627C	19	575	25BS
#11	L-16	SMITH	1637C	27	466	25BS
#12	N-25	HANAWAY	1647C	17	558	25BS

APPENDIX 2
 HQ 4OBOMWGM
 OPOD 411-56



158

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR 411-56

AIR OPERATIONS

COCA COLA "BRAVO"

17, 19, 20 and 24 SEP 56

120

ANNEX B TO
40BOMWGM
OPORD 411-56
"BRAVO"
12 SEP 56

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX B - AIR OPERATIONS for COCA COLA "BRAVO"

1. Mission accomplishments in order of accomplishment:
 - a. Control Time: HHCP West Lafayette VOR, IND.
 - b. RBS Run: Target _____, ST. LOUIS (See Page 1a).
 - c. Strike Report.
 - d. RBS Run: Target _____, LITTLE ROCK (See Page 1a).
 - e. Strike Report.
 - f. RBS Run: Target _____, HOUSTON (See Page 1a).
 - g. Strike Report.
 - h. Gunnery.
 - i. Navigation Leg to include PLOP's if needed:
 - (1) START: Galveston if PLOP used.
Harlingen is Celestial or Celestial Grid.
 - (2) TERMINATE: El Dorado, KANS (37°47N 96°50W).
 - j. Airborne radar monitored letdown.
 - k. GCA - SHAFB (PPI or Gyro Out Type until both aircraft commander and co-pilot have one (1) each for Quarterly requirement.

NOTE:

1. Crews Refueling:
 - (1) One (1) Optional refueling (18M#).
 - (2) Maximum hook-ups.
 - (3) Three (3) 5-minute Drys for aircraft commander.
 - (4) Three (3) 5-minute Drys for co-pilot, if authorized.

ANNEX B TO
40BOMWGM
OPORD 411-56
"BRAVO"

2. Targets and method of Bombing for "COCA COLA" missions scheduled during the month of September:

<u>STREAM DATE</u>	<u>ST LOUIS</u>	<u>LITTLE ROCK</u>	<u>HOUSTON</u>
17, 19, & 20 (R&N September CREWS)	III A TGT RADAR OFFSET OAP TGT "D" SIDETRACK	TGT "B" VISUAL RUN OAP E INDUST AREA (RADAR OFFSET IF TGT OBSCURED)	TGT "A" RADAR DIRECT MACH .81 HI JINKS
24 September (R&N CREWS)	TGT "D" RADAR DIRECT SIDETRACK	TGT "D" VISUAL RUN OAP E INDUST AREA (RADAR OFFSET IF TGT OBSCURED)	TGT "C" VISUAL RUN OAP TGT "A" MACH .81 (RADAR OFFSET IF TGT OBSCURED & HI JINKS)

- NOTE:
1. Sidetrack requirement above may be deleted:
 - a. When a ready observer has two (2) record sidetrack runs.
 - b. When a non-ready observer has three (3) practice sidetrack runs.
 2. Visual requirement above may be changed to radar offset:
 - a. When a ready observer has two (2) reliable visual record runs.
 - b. When a non-ready observer has five (5) practice visual runs.

3. HI-JINKS (IBDA) requirement above may be deleted:

When a ready observer has two record HI-JINKS RUNS.

a. Non-ready crews will accomplish ALL HI-JINKS RUNS.

4. In no instance will the MACH .81 requirements be deleted.

1a.1

ANNEX B TO
4OBOMWGM
OPOD 411-56
"BRAVO"
12 SEP 56

3. Normal RBS scoring procedures; i.e., no crew discussion of score coded or otherwise on interplane. Crews are reminded to comply with latest issue of SAC REG 50-4 and appropriate Annexes.
4. TAS of 425K, not .74 MACH, will be maintained for all Bomber Streams except that portion when .81 M (465K) RBS Runs and camera attacks are briefed on particular targets, and specified days that various Coca Cola missions are flown.
5. Aborting aircraft will clear streams to the right, 25 miles, descending 3000 feet below lowest briefed altitude.
6. DANGER AREAS ARE:

195: Brookville, Kansas	228:
197: Manhattan, Kansas	226:
187: Grand Marais, Minnesota	227:
76: Glenview, ILL.	223:
343: Gray AFB, Texas	494:
212: Guadalupe Mts, N.M.	492:
7. ALTERNATE AIRFIELDS:

Lincoln	Barksdale	Altus
Offutt	Forbes	Biggs
Whiteman	Carswell	Mc Connell
Little Rock	Abilene, TEX.	
8. Highest Terrain enroute: 8,751 feet near Salt Flat.

9. Aircraft commanders will monitor position of aircraft at all times to avoid danger areas and to keep from making ADIZ violations.
10. Take-off times will be adjusted at pre-take off meeting to make HHCP, West Lafayette VOR good.
11. SEQUENCE OF EVENTS:

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
-----	T.O. - 3:00	Pre-Take-off Meeting, Base Operations Planning Room
-----	T.O. - 2:00	Stations
-----	T.O. - 0:35	Check in AJAX - Fuel Reading
-----	T.O. - 0:25	Co-pilot set in RBS PREQ: 384.6, 251.0, 356.8. START ENGINES
-----	T.O. - 0:18	TAXI
-----	T.O. - 0:01	Fuel Reading
-----	T.O. - 0:00	Take-off on HACK
-----	T.O. / 0:02	Turn on course, 20° bank, MH 046, Climb 310K Check in with AJAX TUNE IN LAMONI VOR 116.7
-----	T.O. / 0:23	LEVEL OFF; Odd - 32M; Even - 29M Fuel Reading, Start Transfer Turn MH 044
-----	T.O. / 0:31	OVER LAMONI VOR 116.7 ARTC Position Report Get ST LOUIS ALT Setting TURN MH 059 TUNE IN POLO VOR 112.3
-----	T.O. / 0:45	Bomb Equipment and Tone Check

ANNEX B TO
40BOMWCM
CPORD 411-56
"BRAVO"
12 SEP 56

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
---	T.O. / 0:58½	OVER POLO VOR; Turn MH 094, Start Climb Take Fuel Reading TUNE SOUTH BEND VOR 115.5
---	T.O. / 1:08	OVER CHICAGO - ARTC Position Report LEVEL OFF: Odd - 36M; Even - 33M
---	T.O. / 1:11	Measure ALT over LAKE MICHIGAN OBSR Compute Ballistics Work Control Problem on West Lafayette (HHCP)
---	T.O. / 1:17	OVER SOUTH BEND Turn MH 129 TUNE FT WAYNE VOR 114.6
---	T.O. / 1:25	OVER FT WAYNE Turn MH 252 TUNE WEST LAFAYETTE VOR 112.0
---	T.O. / 1:39½	HHCP WEST LAFAYETTE VOR Turn MH 257 Co-pilot call ST LOUIS RBS 384.6 PRE-IP PROCEDURES
---	T.O. / 1:50	OVER <u>PIP</u> CHAMPAIGN Turn MH 240 PRE-IP Check List requested by OBSR Wind Run - DECATUR, ILL TUNE IN TROY VOR 117.2
---	T.O. / 1:56	OVER <u>IP</u> - DECATUR, ILL. Turn MH 221 UNSLAVE N-1 IP Check List called for by OBSR
---	T.O. / 1:58	Bomb Run Check List at OBSR's request. Co-pilot set in TH on DG
---	T.O. / 2:03	SOM cut call to RBS by Co-pilot

ANNEX B TO
4080HWGM
OPORD 411-56
"BRAVO"
12 SEP 56

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
---	T.O. # 2:09 $\frac{1}{2}$	TOT. BOMBS AWAY OVER ST LOUIS Recheck ALT. Post RELEASE Check Position Report - Get LITTLE ROCK ALT Setting Turn MH 186 TUNE WALNUT RIDGE VOR 115.7 Fuel Reading Strike Report RESLAVE N-1
---	T.O. # 2:26	OVER IIP POPLAR BLUFF Recheck ALT over Airport Turn MH 224 IIP Check List at OROB's call Co-pilot call LITTLE ROCK RBS 251.0
---	T.O. # 2:39	OVER IP BATESVILLE Turn MH 207 IP Bomb Run Procedures: Double Check Offsets Co-pilot set in TH on DG TUNE-IN LITTLE ROCK VOR 113.9 Bomb Run Check List UNSLAVE N-1
---	T.O. # 2:42	SOM out RBS call by Co-pilot
---	T.O. # 2:49 $\frac{1}{2}$	TOT. BOMBS AWAY LITTLE ROCK Recheck ALT - Post RELEASE Check ARTC Position Report Get HOUSTON ALT Setting Turn MH 214 Strike Report RESLAVE N-1
---	T.O. # 3:01	ABRAM TEXARRANA ARTC Position Report to TEXARRANA Radio Fuel Reading
---	T.O. # 3:10	ACCELERATE TO 650 TUNE-IN CROSBY CO. VOR 117.4

ANNEX B TO
LOROMGEM
OPORD 411-56
"BRAYO"
12 SEP 56

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
_____	T.O. / 3:15	OVER <u>PIP</u> MARSHALL Recheck ALT over HARRISON CO. Airport Turn MH 192° PIP Check List Check OBSR reset offsets Co-pilot take Fuel Reading TUNE LUFKIN VOR 112.1 Co-pilot call HOUSTON RBS 356.8 OBSR take Wing Run on LUFKIN
_____	T.O. / 3:25	OVER <u>IP</u> LUFKIN, TEX. IP Check List Bomb Run Procedures Turn MH 194 TUNE-IN HOUSTON VOR 114.1 UNSLAVE N-1
_____	T.O. / 3:31	50M out RBS call by Co-pilot Bomb Run Check List Co-pilot set in TH on DG
_____	T.O. / 3:37½	<u>TGT; BOMBS AWAY</u> HOUSTON IBDA HI-JINK Turn Post Release Check List ARTC Position Report Strike Report Turn MH 119 RESLAVE N-1 TUNE-IN GALVESTON VOR 112.8 DECELERATE TO .74M or 425 TAS
_____	T.O. / 3:42½	OVER GALVESTON VOR Turn MH 182½ START NAV LEG if PLOP's used Co-pilot Prepare for Gunnery (27°58N - 94°53W)
_____	T.O. / 3:59	<u>TURN POINT.</u> MH 208½ Co-pilot Fire Guns if OBSR Clears area by Radar AC take Fuel Reading
_____	T.O. -/ 4:13½	<u>TURN POINT.</u> MH 264° Terminate Firing TUNE BROWNSVILLE VOR 116.3

ANNEX B TO
4OBOMWGM
OPORD 411-56
"BRAVO"
12 SEP 56

<u>TIME</u>	<u>TIME FACTOR</u>	<u>INFORMATION</u>
---	T.O. / 4:45 $\frac{1}{2}$	OVER WASHINGTON, TEXAS Turn MH 310 $\frac{1}{2}$ START NAV LEG if Celestial or Celestial Grid ARTC Position Report TUNE MIDLAND VOR 114.8
---	T.O. / 5:27	OVER SAN MIDLAND VOR - ARTC Position Report Fuel Reading
---	T.O. / 5:34 $\frac{1}{2}$	TURNS POINT. 32 $^{\circ}$ 22N 103 $^{\circ}$ 00W. MH 029 TUNE IN SAYRE VOR 115.2
---	T.O. / 6:13	OVER WAGE - ARTC Position Report TUNE IN WICHITA VOR 113.8
---	T.O. / 6:32	OVER KIDSLAND, KANS. Terminate NAV LEG Turn MH 304 $\frac{1}{2}$. RESLAVE N-1 ARTC Position Report Co-pilot contact Tanker if refueling, and give ETA to RENDEZ POINT Aircraft not refueling, contact SHAFB APP. CONT. TUNE SALINA VOR 115.3
---	T.O. / 6:42 $\frac{1}{2}$	OVER SHAFB - Let Down, GCA and LAND Turn MH 327 Fuel Reading
<u>FOR AIRCRAFT REFUELING</u>		
---	DESCENT RANGE	DESCEND during RENDEZVOUS and MAKE CONTACT
---	T.O. / 6:53	OVER RENDEZVOUS POINT - Make CONTACT. Take-on 100% Fuel
---	T.O. / 7:03	OVER HASTINGS - Turn MH 242 Make Dry Contacts (3 for AC and 3 for Co-pilot if Qualified)
---	T.O. / 7:31	OVER MC COOK - Have Tanker Make ARTC POS Report Turn MH 179
---	T.O. / 7:56	OVER SCOTT CITY - Turn MH 067
---	T.O. / 8:31	OVER SHAFB - Let Down, GCA, and LAND

ANNEX B TO
LOBM/WM
OPORD 411-56
"ERAVO"
12 SEP 56

MISSION FLIGHT PLAN		O. O. AND NICKNAME CCGA COLA "BRAVO"		UNIT 40BWM	TYPE ACFT B-47E	WAVE	CELL CALL SIGN	REMARKS		
ACFT BASIC	POUNDS	FM	18,722	BOMBS				RUNWAY		
CREW	750	CM	17,951	AMMO	440			PRESSURE ALT	LENGTH	AIR TEMP
OIL	423	AM	21,921	WATER AUG	4,800			1500'	13,330'	100°
ATO		FWD AUX	6,336	STATIC		NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
RACK		BP	18,006	START ENGINES AND TAXI FUEL ALLOWANCE	2,500	NR EMPTY ATO REQUIRED		9,900'		
EXT TANKS WEIGHT (Empty)	1,590	ATO	8,064	TAKE-OFF GROSS		ATO FIRING SPEED		TAKE-OFF DISTANCE	TAKE-OFF SPEED	
MISCELLANEOUS		TOTAL FUEL	91,000					8,600'	152k	
CHAFF								CRITICAL WIND COMPONENT		
OPERATING	84,074				177,822			1ST LEG	2ND LEG	3D LEG

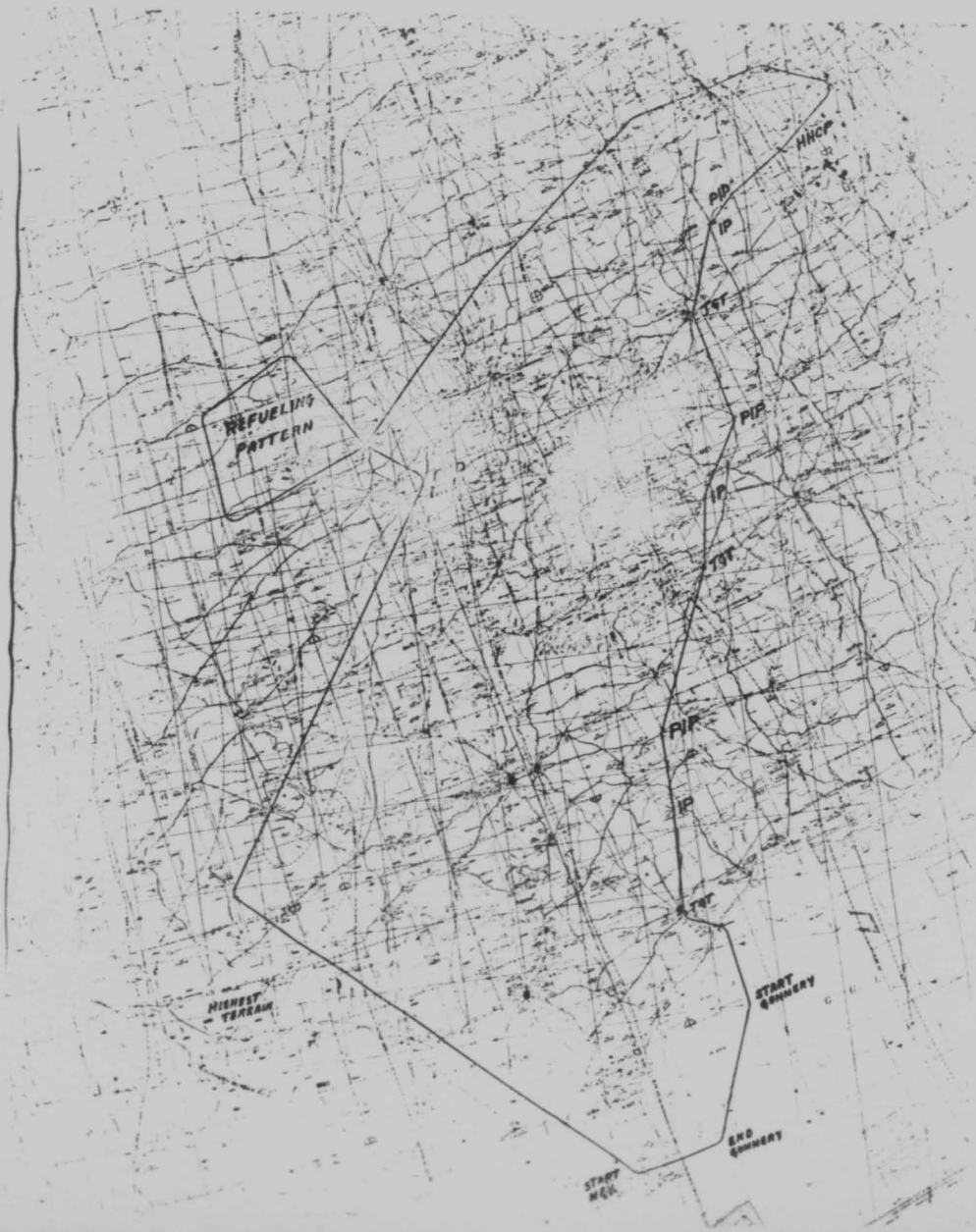
PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
SHAFFB				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	START ENG, TAXI, T/O and ACCEL															61000	180,322
	L/O POSITION	CL	057	270/25									03	15		4005	9,405
	LAMONJ VOR			270/55			32M	.74	410	430		137	123	145		86395	170,917
	40-36N 43-58W	CR	057	-4	053	-9	044			425	470	202	131	202		78395	162,917
	POLO VOR											217	127	195		76515	161,037
	41-57N 89-32W		068	-3	065	-6	059				475	419	158	397		5390	5,390
	L/O											39	105	35		71135	155,657
	SOUTH BEND VOR		095	72	095	-2	093	36M			465	458	1103	432		700	700
	41-45N 86-19W		095	72	095	-2	093				480	107	113	96		70435	154,957
	PT WAYNE VOR											565	1117	528		2525	2,525
	41-03N 85-16W		125	74	129	0	129				470	64	108	57		67910	152,432
	LAFAYETTE VOR											629	1125	585		1450	1,450
HHCP	40-22N 86-50W		250	72	252	-1	251					89	114	103		66460	150,982
	CHAMPAIGN, ILL											718	1139	658		2635	2,635
PIF	40-07N 88-14W		257	71	259	-2	257					65	108	74		63825	148,347
	DECATUR, ILL											781	1150	762		1830	1,830
IF	39-49N 88-55W		239	74	243	-3	240					35	105	39		61995	144,517
	ST LOUIS		219	75	224	-4	220					818	1155	801		950	950
TGT	POPLAR BLUFF											92	114	99		61045	145,567
	36-45N 90-23W		184	76	190	-5	185					210	2109	900		2420	2,420
FIP	BATESVILLE											111	115	113		58625	143,147
	35-46N 91-18W		225	74	230	-5	224					1021	2125	1013		2630	2,630
IP	LITTLE ROCK		207	75	213	-6	206					85	113	95		55995	140,517
TGT												1106	2139	1108		2170	2,170
												70	110	74		53855	138,377
												1176	2149	1182		1675	1,675
																52180	136,702

Air Force - SAC, OMB 0-104K

COCO COLA BRAVO

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM		FLT COND	T.C.	WIND D/V			T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS			TIME	AIR DIS			ETA	FUEL FLIGHT PLAN	
ROUTE	DRIFT			ACC GND DIS	ACC TIME	ACC AIR DIS								PRED FUEL REMAINING	GROSS WT								
PIP	MARSHALL, TEXAS 32-32N 94-31W	CR	217	270/40 +4	221	-7%	213%	36M	.74	405	400		165	25	177	1391	3:14	1359		52180	136702		
IP	LUFKIN, TEXAS 31-20N 94-49W		195	75 +5	200	-8	192	✓	.81	414	450		75	10	77	1916	3:24	1936		3800	3800		
T&T	HOUSTON, TEXAS GALVESTON, TEXAS 29-54N 94-42W		197	75 +5	202	-8	194	✓	↓	↓	450		99	13	101	1515	3:37	1537		48380	132902		
	27-58N 94-53W		186	75 +9%	180%	-8	182%	✓	.79	425	452		40	05	36	1555	3:42	1572		2000	2000		
	26-10N 96-15W HARLINGEN, TEX.		213	79 +9%	217	-8%	208%	✓			420		80	11%	82	1635	3:54	1654		46380	130802		
	26-11N 97-43W		273	0 +9%	273	-9	269	39M			390		131	19%	138	176	4:13	1792		2400	2400		
	39-22N 103-00W EL DORADO, KAN.		324	-9 -9%	320	-10	310	✓			403		81	12	85	1897	4:25	1877		43980	128502		
	37-47N 96-50W		099	270/45 -9%	039%	10%	029	✓			453		463	1:09	488	2310	5:34	2365		754	754		
O.P.	SHAFF		320	-9%	315%	-10	305%	✓	↓	↓	395		436	57%	407	2796	6:32	2772		43226	137798		
R.P.	RENO, POINT	DS	343	270/45 -6	337	-10	327	157M			425		70	16%	74	2816	6:42	2896		91256	125978		
	ON LOAD	RFL	343	✓	337	-10	327	✓			425		2886	6:53	2921	41	10	42		2940	2940		
	HASTINGS	CR	343	270/45 -5	338	-10	328	✓			250		250	248	2927	7:03	2969		1770	1770			
	MCCOOK	CR	252	✓	253	-11	242	✓			250		108	28	119	3035	7:31	3020		36798	111490		
	SCOTT CITY	CR	186	✓	191	-12	179	✓			250		103	25	109	3198	7:56	3184		7324	7324		
	SHAFF	CR	079	✓	078	-11	067	✓			250		160	33	196	3298	8:31	3330		19579	104116		



COCA COLA "BRAVO"SCHEDULE17 SEP 56

<u>SLOT</u>	<u>CREW</u>	<u>ACFT COMMANDER</u>	<u>TAKE-OFF</u>	<u>HHCT</u>	<u>AJAX</u>	<u>ACFT</u>	<u>SQDN</u>	<u>RENDEZ TIME</u>
*LEAD	L-65	IRVING	1600	1740	81	576	45	2255
*#2	R-56	THOMAS	1610	1750	49	561	45	2305
*#3	R-25	HANAWAY	1620	1800	14	557	44	2315
#4	R-90	NICHOLAS	1630	1810	78	161	25	
#5	R-20	ELLIS	1640	1820	22	573	25	
#6	R-83	SCHUPPERT	1650	1830	70	548	45	
#7	R-77	SCOTT	1700	1840	79	566	45	
#8	R-87	DRURY	1710	1850	75	158	45	
#9	L-66	GIONET	1720	1900	71	552	45	
#10	L-16	SMITH	1730	1910	13	554	25	
#11	L-37	CLEVELAND	1740	1920	44	546	44	
#12	L-38	CREEL	1750	1930	54	579	44	
#13	R-51	MAXEY	1800	1940	55	581 581	44	

*Scheduled for Tanker

ANNEX B TO
4CBOMWGM
OPORD 411-56
"BRAVO"
12 SEP 56

COCA COLA "BRAVO"SCHEDULE

19 SEP 56

<u>SLOT</u>	<u>CREW</u>	<u>ACFT COMMANDER</u>	<u>TAKE-OFF</u>	<u>HHCT</u>	<u>AJAX</u>	<u>ACPT</u>	<u>SQDN</u>	<u>RENDEZ TIME</u>
*LEAD	S-04	DUNAWAY	1750	1930	16	159	25	0045
#2	R-33	ABBOTT	1800	1940	55	581	45	
#3	R-81	HOUSER	1810	1950	86	609	45	
#4	R-19	WOLFE	1820	2000	21	578	25	
#5	R-23	FITSCHEN	1830	2010	27	466	25	
#6	R-24	HARMON	1840	2020	12	545	25	
#7	R-83	SCHUPPERT	1850	2030	83	587	45	
#8	R-64	CAMPBELL	1900	2040	72	324	45	
#9	5X	LIEBICH	1910	2050	84	590	45	
#10	R-56	THOMAS	1920	2100	40	541	44	
#11	R-51	MAXEY	1930	2110	50	570	44	
#12	S-39	GALLIGAN	1940	2120	45	322	44	

ANNEX B TO
 4OBOMWGM
 OPORD 411-56
 "BRAVO"
 12 SEP 56

COCA COLA "BRAVO"

SCHEDULE

20 SEP 56

<u>SLOT</u>	<u>CREW</u>	<u>ACPT COMMANDER</u>	<u>TAKE-OFF</u>	<u>HHGT</u>	<u>AJAY</u>	<u>ACFT</u>	<u>SQDM</u>	<u>RENDKZ TIME</u>
*LEAD	R-47	MARTIN	1300	1440	54	579	44	2055
#2	L-16	SMITH	1310	1450	20	574	25	2005
#3	R-87	DRURY	1320	1500	75	158	45	2015
#4	R-77	SCOTT	1330	1510	79	566	45	2025
#5	R-42	WHLFORD	1340	1520	48	164	44	2035
#6	R-44	VIA	1350	1530	42	320	44	
#7	R-52	WUGBALL	1400	1540	49	561	44	
#8	S-03	JONES	1410	1550	17	558	25	
#9	R-11	ONDES	1420	1600	13	554	25	
#10	R-21	DAVIS	1430	1610	14	557	25	
#11	R-50	NICHOLAS	1440	1620	78	161	45	
#12	L-80	MISTERMAN	1450	1630	73	543	45	
#13	L-66	GIGNET	1500	1640	71	552	45	

*Scheduled for Tanker

ANNEX B TO
4080MWH
OPORD 411-56

COCA COLA "BRAVO"

SCHEDULE

24 SEP 56

<u>SLDT</u>	<u>CREW</u>	<u>ACFT COMMANDER</u>	<u>TAKE-OFF</u>	<u>HHCT</u>	<u>AJAX</u>	<u>ACFT</u>	<u>SQDN</u>	<u>RENDEZ TIME</u>
*LEAD	R-21	Houser	0950	1130	86	609	45	1645
#2	L-16	SMITH	1000	1140	16	159	25	1655
#3	R-52	WOODALL	1010	1150	52	583	44	1705
#4	R-46	RICHTER	1020	1200	55	581	44	
#5	R-11	ONDES	1030	1210	10	550	25	
#6	R-19	WOLFE	1040	1220	21	578	25	
#7	R-21	FITSCHEM	1050	1230	15	507	25	
#8	X1	LYEY	1100	1240	85	548	45	
#9	R-64	CAMPBELL	1110	1250	72	301	45	
#10	R-87	SCHUPPERT	1120	1300	70	548	45	
#11	L-36	CLARK	1130	1310	40	541	44	
#12	S-39	GALLIGAN	1140	1320	45	302	44	

*Scheduled for Tanker

ANNEX B TO
40BOWOM
OPORD 411-56
"BRAVO"
12 SEP 56

ANNEX "C"
COMMUNICATIONS
OPERATIONS ORDER 411-56

"COCA COLA ALPHA"

IN ADDITION
ORDER 411-56
ANNEX "C"

HEADQUARTERS, 40BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS

ANNEX "C", OPERATIONS ORDER 411-56, COCA COLA: COMMUNICATIONS

1. Lead and last aircraft in each Bomber Stream will make ARTC position reports as listed in "SEQUENCE OF EVENTS."
 - a. The 2nd aircraft in the stream will be responsible for monitoring a possible air abort by #1, causing #2 to be responsible for position reports, as lead aircraft in the stream.
 - b. Next to the last aircraft scheduled in each stream will be responsible for checking to see that last aircraft scheduled in stream gets off and consequently makes position reports.
2. Lead aircraft will operate IFF on Mode 2. All others will be on standby.
 - a. Aborting aircraft will turn IFF to Mode 2.
 - b. All aircraft monitor guard for possible call from GCI stations.
3. Interplane and Control Room 221.0.
4. RBS call in will be made to:
ST LOUIS (P) 384.6 (S) 258.2
LITTLE ROCK (P) 251.0
HOUSTON (P) 356.8 (S) 240.6

HQ 40BOMBWGM
OPORD 411-56
ANNEX "C"

4. a. HF back-up RBS will be 5710.5 kcs
5. Strike report will be submitted to a station at least 1500 miles away. Reports should contain instructions for relay to Franklin ALFA.
6. RECALL: If necessary, recall will be effected thru ARTC or RBS complexes.
 - a. Crews should double check Salina weather at College Station VOR, Texas, to see if it might indicate a change in flight plan direct to Salina. In case of inclement weather, this would be the obvious point to which a "RECALL" would be relayed if it was needed.

HQ 40BOMWGM
OPORD 411-56
ANNEX "C"

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX D

TO

OPERATIONS ORDER

SERIAL NR 411-56

COCA COLA "BRAVO"

17, 19, 20 and 24 SEP 56

AIR REFUELING

ANNEX D TO
40BOMWGM
OPORD 411-56
"BRAVO"
12 SEP 56

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX D - AIR REFUELING

1. Rendezvous equipment will be operated by all Receivers. APN-76 Switches will be in the "ON" and "STANDBY" positions at take-off with the proper Transmit and Receive settings selected. When abeam Gage Radio turn Receiver Switch from "STANDBY" to "ON".
2. Tanker aircraft will turn on radar beacon 30 minutes prior to Receiver ETA to rendezvous.
3. Receiver aircraft will monitor 133.2 Mcs with OMNI Receivers during air refueling rendezvous. KC-97's experiencing communications difficulties, will intermittently transmit position and other information in the blind on 133.2 Mcs (VHF) on a non-interference basis.
4. Receiver aircraft will monitor 115.2 Mcs, using OMNI receiver during refueling.
5. Call Sign for Receiver and Tanker aircraft will be the assigned Tactical Call Sign.
6. If Receivers scheduled for Tankers abort, successive Receivers in the stream will utilize the available Tankers. All B-47's will contact AJAX CONTROL upon arrival in the Salina Area to ascertain the availability of Tankers.
7. Refueling altitudes are listed in the schedule that follows. 29.92 used for altimeter setting. On-load of fuel will be 18,000 Pounds.
8. In addition to accomplishing an optional-type wet transfer, crews should avail themselves of the opportunity for practice and to accomplish at least 3 dry contacts by aircraft commander and 3 dry contacts by the co-pilot if he is qualified.

ANNEX D TO
40BOMBWG

9. REFUELING RENDEZVOUS:

AIR REFUELING SCHEDULE17 SEP 56

<u>RECEIVER CALL</u>	<u>TANKER CALL</u>	<u>ALTITUDE</u>	<u>RCVR TKR</u>	<u>APN-76 RCVR</u>	<u>APN-11</u>	<u>REFUEL FREQUENCY</u>
AJAX 81	PANCAKE 20	17,000	6	8	3	291.9
" 49	" 19	16,000	5	7	2-1	256.2
" 14	" 29	15,000	4	6	1-2-1	250.2

19 SEP 56

AJAX 16 -	PANCAKE 26	15,000	6	8	3	291.9
-----------	------------	--------	---	---	---	-------

20 SEP 56

AJAX 54	PANCAKE 30	19,000	6	8	3	291.9
" 20	" 29	18,000	5	7	2-1	256.2
" 75	" 13	17,000	4	6	1-2-1	250.2
" 79	" 14	16,000	8	6	3-1	260.2
" 48	" 21	15,000	7	5	1-2	318.0

24 SEP 56

AJAX 86	PANCAKE 26	17,000	6	8	3	291.9
" 16	" 25	16,000	5	7	2-1	256.2
" 52	" 22	15,000	4	6	1-2-1	250.2

ANNEX D TO
40BOMWGM
OPORD 411-56
"BRAVO"
12 SEP 56

HEADQUARTERS 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "D" AIR REFUELING

BERTON H BURNS
Colonel USAF
COMMANDER

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel USAF
Wing Director of Operations

HQ 40BOMWEM
OPORD 411-56
ANNEX "D"

COPY TWO

COPY TWO

COMNAV 802 COMNAV HILL AFB KANS
COMAF 8 WESTOVER AFB MASS

25/1530 SEP 56 UNCLASSIFIED

/UNCLAS/4000 090266 . SUBJECT: PAGE SEVEN V. REFERENCE
YOUR MESSAGE DOT30 52115, 19/2100Z SEP 56. A. 40BN WILL NEED
FROM TWENTY-FIVE TO THIRTY AIRCRAFT TO MEET BRIDGEMAN PERCENT
REQUIREMENT; B. THIS WING WILL SCHEDULE TWENTY-SEVEN TO
THIRTY AIRCRAFT. C. ABOVE FIGURES CAN ONLY BE ESTIMATES
SINCE THIS WING HAS NO INPUT SCHEDULE ON NEW AIRCRAFT ANTIC-
IPATED IN OCTOBER. D. NO DIFFICULTY IS ANTICIPATED IN MAN-
NING THE NECESSARY QUALIFIED CREWS.

UNCLASSIFIED

HILDING L. JACOBSON, JR. MAJ, USAF
400T 24 SEP 56 522/8354

ANDREW S. LOW, COL, USAF
DIV DIR OF OPERATIONS

CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE
1st Lt., USAF

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
0800 hours, 28 September 1956

Presiding: Colonel Wilson

DIVISION COMMANDER

Ground Breaking Ceremonies: Ground breaking ceremonies for the new base housing will be held at 1300 hours, this date. Wing commanders will not be required to attend.

Flying Violations: Recent receipt of flying violation reports indicate that action must be taken to preclude such violations. Colonel Low was requested to work on this problem.

60-2 Requirements: Letter received from Eighth Air Force reference 60-2 requirements. Emphasis will be placed on strict compliance with 60-2 and a close accounting of records.

Day Room, Barracks and Squadron Operations Inspection: The next inspection is tentatively scheduled for the last week in October. Reenlistment charts will be included in the inspection. Colonel Wilson asked that work start immediately on mending fences around walks, touch-up painting, etc.

Reenlistment: A poor showing was made by Smoky Hill, reenlistment-wise, for the month of August. Present figures indicate that September's rate will be considerably higher. A meeting was called with the major commanders on this subject.

Youth Center: The formal opening of the Youth Center was held Saturday, 22 September. Colonel Wilson congratulated those concerned on the improvements and progress made on the project.

Eighth Air Force Inspection Follow-up: Lt Col Crawford and responsible personnel will brief the Division Commander Monday morning, 1 October, reference inspection follow-up items.

Removal of Barber Shop from A&E: It is required that the barber shop presently located in A&E be moved to another location. This item will be brought up for discussion at the NCO Councils.

Squadron NCO Councils: Squadron NCO Councils will be held Monday, 1 October. Squadron commanders will be present at the council meetings.

Eighth Air Force NCO Advisory Council: Tentatively scheduled to be held at Smoky Hill on 23 - 25 October. Plans for this meeting will be handled by Mr. Dice and Sergeant Gemes.

Barracks Signs: Colonel Wilson stated he was pleased with the appearance of barracks signs now in place. It was suggested that the Installations Engineering Officer visit Portsmouth AFB at the next opportunity to observe the type of signs in use at that base.

Dependents Assistance Course: The Base Commander will coordinate with the 40th Wing and the rear echelon of the 310th Wing regarding another Dependents Assistance Course. A definite date for the course will be announced at the next Division Staff meeting.

Checklist of Weak Areas: At the recent Commanders' Conference, General Sweeney presented the commanders with a brochure outlining weak areas. It was prepared by the Eighth Air Force Assistance Team for use as a checklist. This booklet will be reproduced so that copies will be available, and members of the Division Staff will use it as a checklist during the coming months.

Sergeant Interviews: Interviews reveal that some personnel have been on the base for more than two weeks and have not yet had a squadron commander interview. Squadron commanders will talk to all incoming personnel, both officers and airmen. The initial interview is a great aid in the reenlistment area.

Police Blotter: It was noted that there was a considerable increase in police blotter incidents over the weekend. Commanders will check this area closely.

Briefing by Eighth Air Force Standboard Inspection Team: Recent inspection by the Eighth Air Force Standboard Inspection team revealed that the base was rated satisfactory in the overall inspection; however, there were several administrative discrepancies. On any recurring discrepancies, the commander, squadron commander and individual concerned will be required to brief Colonel Wilson. The overall problem is administrative omissions - inattention to duty and unfamiliarity with the regulations.

Briefing: Colonel Wilson presented the weekly briefing on maintenance, operational and incident statistics. He asked that Major Ritchard brief him on the method of computation reference the crew status statistics.

DIRECTOR OF MATERIEL

Butler Buildings: Lt Col Griffin reported on the status of Butler buildings. Colonel Wilson stated that he felt the use of tents and a security guard would be preferable in some cases to the Butler buildings as the base would then be in a position to request better type construction. However, he will contact General Burchinal on this subject.

DIRECTOR OF PERSONNEL

OJT Testing Cycle Results: The testing results for the month of August were somewhat disappointing. Colonel Lilley stated he did not believe this was indicative of a trend, but suggested that commanders or OJT supervisors interview the people who failed the test.

DIRECTOR OF OPERATIONS

60-9 Deviations: Deviations as of 28 September: For the 40th Bomb Wing, 8.9 per cent; for the 310th Bomb Wing, 7.9 per cent.

SURGEON

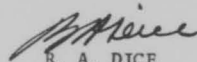
Polio Vaccine: Polio vaccine is now available for all military personnel and their dependents, 25 years and under.

COMPTROLLER

Authorized Transportation: Major Ritchard emphasized that orders must cover mode of transportation used by personnel. Determination will be made when orders are confirmed that personnel can be paid under those orders.

IEO

Meeting of Regional National Engineering Society: The Regional National Engineering Society met at the Officers Club on 27 September. Members were favorably impressed with the appearance and expansion of the base.



R. A. DICE
CWO, W-2, USAF
Assistant Adjutant

COPY TX

CONFIDENTIAL

COPY TX

/CONFIDENTIAL/ CS 32079. SUBJECT: CRITERIA FOR PACE SETTER V. REFERENCE IS MADE TO EIGHTH AIR FORCE REGULATIONS 51-31 AND 51-32. THIS MESSAGE IN SEVEN PARTS. PART I. WING AWARDS, BRIGADIER GENERAL JACK ROBERTS TROPHY. A. MINIMUM FORCE REQUIREMENTS WILL BE: (1) SEVENTY PER CENT OF POSSESSED AIRCRAFT WHICH ARE NOT ON TDY ORDERED BY HIGHER HEADQUARTERS. FOR THE PURPOSE OF THIS MISSION, UNITS WILL CONSIDER FIFTY AS THE MAXIMUM NUMBER OF POSSESSED AIRCRAFT; THEREFORE, THE MAXIMUM FORCE REQUIRED BY THIS HEADQUARTERS WILL NEVER EXCEED THIRTY-FIVE AIRCRAFT. THIS DOES NOT PRECLUDE THE UNIT FROM SCHEDULING ADDITIONAL AIRCRAFT IF DESIRED. (2) UNITS WILL BE PENALIZED WHEN NOT MEETING THE ABOVE SEVENTY PERCENT FIGURE. TEN POINTS FOR EACH AIRCRAFT LESS THE REQUIRED SEVENTY PERCENT NUMBER WILL BE DEDUCTED FROM THE POINTS NORMALLY RECEIVED IN THIS CATEGORY. EXAMPLE: UNIT REQUIRED AIRCRAFT IS THIRTY-FIVE AIRCRAFT, THIRTY-FOUR ARE AIRBORNE OR NINETY-SEVEN PER CENT OF THE REQUIRED AIRCRAFT, THE TEN-POINT PENALTY MINUS THE PERCENTAGE AIRBORNE WOULD REDUCE THE POINT VALUE TO EIGHTY-POINTS OUT OF A POSSIBLE ONE HUNDRED POINTS. (3) THE NUMBER OF AIRCRAFT POSSESSED WILL BE TAKEN FROM THE LATEST COMBAT AVAILABILITY REPORT, RCS: V-1. END OF PART ONE

CERTIFIED TRUE COPY:

James W. Ragdale
 JAMES W. RAGDALE
 1STLT, USAF

CONFIDENTIAL

HEADQUARTERS
8026 AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

C

2 October 1956

SUBJECT: Violations of Flying Regulations

TO: Commander, 40th Bombardment Wing (M), Smoky Hill AFB, Kansas
Commander, 310th Bombardment Wing (M), Smoky Hill AFB, Kansas
Commander, 8026 Air Base Group, Smoky Hill AFB, Kansas

1. I am concerned with an increase in the number of reported violations of flying regulations. We should take pride in flying professionally, and prompt, corrective action should be taken whenever personnel of this Division become involved in such reports.

2. The following policy is instituted immediately: Whenever an alleged violation of flying regulations has been reported to or received by this headquarters, the following personnel will be required to brief me why the incident happened and what corrective action has been taken:

- a. The individual mentioned in the violation.
- b. His squadron commander.
- c. His wing commander.
- d. The Division Director of Operations.

3. The Division Directorate of Operations will be the responsible agency to make the appointment for this meeting and will notify personnel listed above of the time and date.

JAMES W. WILSON
Colonel, USAF
Commander

CERTIFIED TRUE COPY:

JAMES W. RAGSDALE
1st Lt., USAF

TRUE COPY

TRUE COPY

1430 6 Sep 56 UNCLAS

COMADIV 802 SISKIY HILL AFB KANS

DEFERRED

COMDR SAC TASK FORCE, TH LE AFB GREENLAND

UNCLAS/40C _____ . RADNOTE FROM COL BURN'S TO COL ROY
COMPTON. LT COL BORMAN HAS BRIEFED ME ON THE SPLENDID COOPERATION
AND ASSISTANCE THE 40TH AREFS RECEIVED FROM YOU AND YOUR STAFF,
ON THEIR RECENT DEPLOYMENT. I WISH TO EXTEND HIS THANKS AND MY
SINCERE APPRECIATION FOR THE OUTSTANDING PART YOU PLAYED IN
MAKING THE 40TH DEPLOYMENT SUCH A SUCCESS.

UNCLAS 1 1

BERTON H. BURNS, COL, USAF

40C/gen/6 Sep56

8200

TRUE COPY

James W. Raggsdale
JAMES W. RAGGSDALE
1st Lt. USAF

TRUE COPY

TRUE COPY

TSAC

4 September 1956

SUBJECT: Evaluation of the 40th Air Refueling Squadron.

TO: Colonel B. H. Burns
Commander 40th Bomb Wing
Smoky Hill Air Force Base
Salina, Kansas

Dear Tex:

In accordance with SAC Reg 20-9 I am required to write an evaluation on each refueling squadron Commander and submit this evaluation to the Wing Commander.

In the case of Lt Col Bohman I feel it would be an injustice to both him and Maj Munday if I made a formal evaluation since Col Bohman was only here for approximately thirty (30) days. Instead I want to fulfill the requirement by a personal letter to you with an overall evaluation of the squadron.

During the period 28 June to 5 Sept the 40th AREFS flew 1397 hours and 224 sorties with an abort rate of less than 10%. During the month of July the unit participated in operation "RedCap" with superior results. The month of August was spent accomplishing unit training in accordance with SAC Reg 51-19 and 51-4

Both Col Bohman and Maj Munday were extremely cooperative in their relation with the Task Force Liaison Team and it was a pleasure to work with an organization that exhibited such morale and professional skill as the 40th. All procedures, recommendations and suggestions were readily accepted by the organization and at no time was there anything but aggressiveness and attention to duty displayed by the entire unit.

There were no major violations or regulations by any of the officers, and only one incident of any consequence by an airman. The general appearance and military courtesy of the personnel was well above average. In addition the maintenance on the aircraft was far above that of previous units. Much of this can be contributed to Col Bohman and Maj Munday's personal daily contact and their desire to see the unit maintain the high standard of discipline and morale expect of an Air Force Unit. I would say without reservation that the 40th AREF Sq is fully capable of carrying out their assigned BWP mission successfully.

I'll be leaving here about the 13th of September and if you get a

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

TSAC, Evaluation of the 40th Air Refueling Squadron, Cont'd.

chance drop out to Walker AFB to see us. Give my regards to Phil and the children.

Sincerely

s/t/ROY C. CROMPTON
Colonel USAF
Deputy Comdr, Thule Task Force

40C (4 SEP 56)

1st IND

HQ 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill AFB, Salina, KANS, 21 SEP 56

TO: LTCOL Thomas S. Bohman, Commander, 40th Air Refueling Squadron,
40th Bombardment Wing, Smoky Hill AFB, Salina, Kansas

My congratulations to yourself, Major Munday, and the 40th Air Refueling Squadron for the excellent job you did during the recent TDY.

s/t/BERTON H. BURNS
Colonel, USAF
Commander

CERTIFIED TRUE COPY:

James W. Ragdale
JAMES W. RAGSDALE
1STLT, USAF

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
					40th Air Refueling Sqda.	Sept 1956	1	3	9 SAC T-12																			
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS						D. NAVIGATION									
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCH	6 TOTAL REFUELINGS		7 DAY REFUELINGS		8 NIGHT REFUELINGS		9 IN RADIO SILENCE		10 KC-97 FIGHTER REFUELINGS 20,000 LBS		11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12-76		14 NR OF DAY CELESTIAL NAVIGATION LEGS	15 NIGHT CELESTIAL			16 NUMBER OF NAVIGATION LEGS	17 NR OF PRESS. PATTERN (SCR718)	18 NUMBER OF NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	53-54	56-58	60-62	63-65
T-03	KC097	03	26	-	01	01	01	01	-	-	01	01	-	-	01	01	-	-	01	01	-	02	03	16	-	03	01	01
T-20	KC097	06	38	-	02	02	02	02	-	-	-	-	-	-	02	02	-	-	02	02	01	01	08	-	-	04	01	01
T-34	KC097	02	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	15	-	-	02	02	02
Stdb. Petals		11	81	-	03	03	03	03	-	-	01	01	-	-	03	03	-	-	03	03	01	04	-	-	-	09	04	04
T-01	KC097	02	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	02	-	-
T-08	KC097	05	36	-	03	03	-	-	03	03	02	02	-	-	04	04	-	-	04	04	01	03	05	08	12	05	01	01
T-09	KC097	08	47	-	04	04	-	-	04	04	02	02	-	-	07	07	-	-	05	05	01	03	02	10	15	09	02	02
T-12	KC097	04	25	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	01	02	01	03	-	-	02	-	-
T-13	KC097	07	51	-	02	02	02	02	-	-	-	-	-	-	01	01	-	-	01	01	-	01	08	-	-	01	01	01
T-15	KC097	05	31	-	05	05	01	01	04	04	-	-	-	-	05	05	-	-	02	02	-	02	12	12	-	-	-	-
T-17	KC097	05	35	-	02	02	-	-	02	02	01	01	-	-	03	03	-	-	02	02	-	03	00	03	05	03	01	02
T-17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	06	11	-	-	-	-
T-19	KC097	06	40	-	02	02	-	-	02	02	01	01	-	-	03	03	-	-	02	02	02	03	05	08	10	04	01	02
T-21	KC097	01	11	-	02	02	-	-	02	02	02	02	-	-	-	-	-	-	-	-	-	01	11	-	-	01	02	02
T-23	KC097	06	40	-	04	04	01	01	03	03	03	03	-	-	03	03	-	-	02	02	02	03	03	10	19	06	02	02
T-25	KC097	05	31	-	05	04	02	02	03	02	03	03	-	-	03	03	-	-	01	01	-	02	02	07	-	06	01	02

SAC FORM 1 APR 54 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-SAC, OMB

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
					40th Air Refueling Sqdn.	Sept 1966	2	2	0 SAC T-12																			
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS				D. NAVIGATION											
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER SORTIES	4 FLYING TIME	5 USCM	6 TOTAL REFUELINGS		7 DAY REFUELINGS		8 NIGHT REFUELINGS		9 IN RADIO SILENCE		10 KC-97 FIGHTER REFUELINGS 20,000 LBS		11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 NR OF DAY CELESTIAL NAVIGATION LEGS	15 NIGHT CELESTIAL			16 NUMBER OF NAVIGATION LEGS	17 NR OF PRESS. PATTERN (SCR-71B)	18 NUMBER OF NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
					29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T-29	KC097	05	44	-	02	02	01	01	01	01	01	01	-	-	02	02	-	-	02	02	02	02	03	06	-	02	01	02
T-30	KC097	07	54	-	04	04	01	01	03	03	02	02	-	-	03	03	-	-	02	02	01	03	00	05	08	05	02	02
T-30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	08	09	-	-	-	-
T-32	KC097	04	30	-	02	02	01	01	01	01	02	02	-	-	03	03	-	-	01	01	-	01	05	-	-	02	02	01
T-32	KC097	06	43	-	03	03	03	03	-	-	03	03	-	-	03	03	-	-	01	01	02	01	12	-	-	03	02	02
T-36	KC097	01	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	00	-	-	02	01	02
T-41	KC097	05	30	-	02	02	-	-	02	02	01	01	-	-	02	02	-	-	01	01	01	02	06	18	-	05	02	02
T-42	KC097	06	46	-	03	03	-	-	03	03	03	03	-	-	03	03	-	-	03	03	02	30	04	05	05	05	01	02
T-42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	10	15	-	-	-	-
T-47	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ready to go	-	08	022	-	46	45	12	12	34	33	26	26	-	-	46	46	-	-	30	30	16	42	-	-	-	63	22	27
H-44 NOT-READY to go	KC097	06	33	-	10	10	08	08	02	03	03	-	-	09	09	-	-	04	04	-	01	05	-	-	02	-	-	-
Ready to go	-	03	33	-	10	10	08	08	02	02	03	03	-	-	09	09	-	-	04	04	-	01	05	-	-	02	-	-
Ready to go	-	107	736	-	59	58	23	23	36	35	30	30	-	-	57	57	-	-	37	37	17	47	-	-	-	74	26	31

CONFIDENTIAL

PART III
SOS: 9-220 T12SQUADRON COMMANDERS REMARKS
40th Air Refueling Squadron

1-30 September 1956

1. Hours flown performing missions ordered by:

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) Operations "HIDEOUT"	220:00	227:45

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished on September 1956.

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	00:00	00:00
2	Non Ready Crew Training	30:00	32:50
3	Ready Crew Training	401:00	475:25
	TOTAL	431:00	508:15
	HIGHER HEADQUARTERS	220:00	227:45
		651:00	736:00

(a) Reference priority 3: Extension of flying time on combat ready crew sorties resulted in additional flying time and training.

(2) Flying Time programmed for October 1956.

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	Air Force Reg 60-2	00:00
2	Non ready crew training	80:00
3	Ready crew training	571:00
	TOTAL	651:00

- Weather or local conditions: Not applicable for this reporting period.
- Air Traffic Control Delay Information: Not applicable for this reporting period.
- Restrictive Directives: Not applicable for this reporting period.
- Combat Crew Member Gains and Losses:
 - Crew Members Gained: Not applicable for this reporting period.
 - Crew Member losses:
 - One aircraft commander Transferred to Wing Staff
 - Two co-pilots Discharged
- Crew Member Changes:
 - Two aircraft commanders Two ready crews
 - Nine co-pilots Eleven ready crews
 - Two navigators Two ready crews

70-4328-6 7377

CONFIDENTIAL

CONFIDENTIAL

40th Air Refueling Squadron Commander's Remarks

September 1956

- (d) Three ready, team operators Three ready crews
7. New Crews:
- (a) IM-45 10 September 1956
- (b) IM-46 10 September 1956
- (c) T-47 29 September 1956
8. Crew Status Changes:
- (a) IM-44 to M-44 10 September 1956
- (b) M-44 disbanded 28 September 1956
9. Standardization Crews:
- (a) Wing Standardization Crew
- T-20 1 June 1956
- (b) Squadron Standardization Crews:
- T-03 23 September 1955
- T-34 1 August 1956
10. Additional Material and Personnel Problems: Not applicable for this reporting period.
11. Refueling Data:
- (a) Number of refueling sorties scheduled and confirmed - 52
- (b) Number of sorties:
1. Airborne 49
 2. Effecting complete electronic rendezvous 43
 3. Transferring required fuel 40
- (c) Number of aborts due to:
1. Adverse weather 0
 2. Aircraft malfunction 6
 3. Electronic rendezvous equipment 0
 4. Refueling equipment malfunction 3
 5. Other causes:
 - A. Receiver too low on fuel to attempt transfer 2
 - B. Receiver slipway doors malfunction 1
- (d) Mass Mite Cell refueling: None scheduled or flown during this reporting period.
- (e) Fuel transferred:
1. Gallons 1,54,691
 2. Pounds 998,300

CONFIDENTIAL

CONFIDENTIAL

40th AIF Refueling Squadron Commander's Remarks

12. Comments or Recommendations of the Squadron Commander:

- (a) Redeployment of the squadron to the ZI was executed as briefed with 100% on time take off's.
- (b) The formation of one M crew later upgraded to combat ready status and two IM crews was accomplished as forecast during September. Within the next forty-five days the loss of four flight engineers will cause four combat ready crews to be without engineers. This loss will be partially compensated by the upgrading of two IM crews by 1 December 1956. There are no possibilities of having more than twenty combat ready crews by 1 December due to non availability of engineers.
- (c) Noncombat ready crew training progressed very favorably with one crew being upgraded to T status as predicted. The two newly formed M crews are projected combat ready in November, but slow progress by one engineer may cause one crew to be upgraded at a later date.
- (d) The maintenance effort of this squadron will be seriously hampered within the next three months as approximately twelve crew chiefs are being discharged before 1 January 1957.

During the month of October and November the aircraft will be undergoing prop modifications #10-97-271 and engine modifications #10-97-338 and 10-97-318 that will necessarily reduce the number of scheduled sorties, and flying time. In addition, the requirement to furnish refueling sorties to other than the parent wing has reduced our capability of scheduling night cell missions, multiple rendezvous, and night refueling sorties which may preclude completing these 50-8 requirements.

13. Ground Training

- a. Combat crews attending SAC Reg 50-24 Training 20
- b. Combat crews attending SAC Reg 50-24 Training 0
- c. Combat crews scheduled to attend Deck Training during October 0
- d. All crews have completed phase III of SAC Reg 50-24 training during TDY except for range qualifications which was not possible to accomplish while TDY. Range qualification for all effected personnel will be accomplished by the end of the present training quarter.

Thomas S. Bohman

THOMAS S. BOHMAN
LT. COLONEL, USAF
Commander

3
CONFIDENTIAL

7377

CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Snaky Hill Air Force Base
Salina, Kansas

Part IV. Wing Commander's Remarks, RCS: 9-SAC-TL2

September 1956

1. Concur.
2. This document is classified CONFIDENTIAL in accordance with paragraph 3a(2), SAC Regulation 50-23, 1 May 1956, as amended.

Burton H Burns
BORTON H BURNS
Colonel, USAF
Commander

CONFIDENTIAL

7377

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE						ORGANIZATION		DATE PREPARED				FOR WEEK OF				
KC-97						40ARS		7 Sept				11 - 14 Sept 56				
ACFT SERIAL NUMBER A	TAKE-OFF TIME AND DATE B	CREW NR C	DURATION (Hours) D	AIRCRAFT COMMANDER E	TYPE MISSION F	WING G	OPERATIONS REMARKS H	AIR REFUELING INFORMATION I	RADAR				DATE DOCKS J	MAINTENANCE REMARKS K	DATE POST-FLT DUE L	
									APN	APN	APN	APN				
	13 Sept															
162	1930	T-09	3+45	Loenker	IFR		Rendz 21:00 Max offload Gran 41 Mission 2									
154	1120	T-12	4	Gillette	P.P.											
322	1125	T-19	4	Tyndall	P.P.											
	14 Sept															
155	1050	T-31	5	Galloway	P.P.											
158	1115	T-29	4	Perrault	P.P.											
329	1055	T-20	6	Fiorillo	Nav											
153	1120	T-13	4	Weisel	P.P.											
161	1400	T-25	4	Adams	IFR		310 Rendz 15:30 Gran 12 Mission -1-24000#									

NO CHANGES WILL BE MADE IN THIS SCHEDULE WITHOUT THE APPROVAL OF THE 40BOMWG COMDR.

Berton H. Burks
 BERTON H. BURKS, COL, USAF
 COMMANDER

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE						KC-97	ORGANIZATION	DATE PREPARED	FOR WEEK OF				DATE	MAINTENANCE	DATE	
ACFT SERIAL NUMBER A	TAKE-OFF TIME AND DATE B	CREW NR C	DURATION (Hours) D	AIRCRAFT COMMANDER E	TYPE MISSION F	AR FUEL G	WING FUEL H	OPERATIONS REMARKS I	AD REEUELING INFORMATION J	RADAR				DOCS	REMARKS K	POST-FLT DUE L
										42	11	12	76			
	11 Sept															
155	1015	T-31	8	Calloway	Nav											
158	1029	T-29	8	Perrault	Nav											
329	1129	T-20	4	Fiorillo	IFR			310 Rendz 13:00-24:00# Gran 13 Mission 1-Revers								
153	1050	T-13	4	Weisel	Trans											
	12 Sept															
257	1729	T-15	4	Frazeur	IFR			Max offload - Drys Gran 54 Mission 2 Gran 3' 310 Rendz 19:00 Rendz 20:00								
157	1015	T-32	8	Hilland	Nav											
120	1020	T-17	8	Skaggs	Nav											
327	1025	T-41	8	Grantham	Nav											
160	1045	T-42	8	Langhorne	Nav											
321	1050	T-30	8	Quiroga	Nav											
328	1115	T-34	4	Watson	Nav Stand Board											
	13 Sept															
326	0001	T-08	3+45	Hope	IFR Stand Board			310 Rendz 0130 Max of load Gran 61 Mission 2								
319	1050	T-03	8	Varner	Nav											
149	1115	T-01	4	Mc Lain	P.P.											
159	1015	T-23	8	Krantkramer	Nav											

Wing Historian

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE							ORGANIZATION			DATE PREPARED	FOR THE WEEK OF	
R-47							25 BOMBON			6 Sept 56	10-14 Sept 56	
ACFT SERIAL NUMBER	ACFT CMDR CREW NR	T.O. TIME DATE	DURA TION HOURS	FUEL LOAD	AIR MUNITIONS	IFR	CAMERA	UTIL	OPERATIONS REMARKS		MAINTENANCE REMARKS	POST FLT
12 Sept												
557	Mosier L-12	0355	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	COL Burns	WTO	9/21
573	Bowles L-10	0356	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	LT Gere	WTO	
578	Wolfe R-19	0357	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	MAJ Marable	WTO	9/17
595	Wetzel L-06	0358	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	MAJ Jacobson	WTO	9/24
558	Jones S-03	1555	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	LT Nystrom	WTO	9/17
575	Whayne L-14	1556	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	CAPT Mordil	WTO	9/24
545	Harmon R-24	1557	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	LT Griffiths	WTO	9/20
326	Davis R-21	1558	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	LT Kline	WTO	9/19
554	SPARE		13	108	700RDS CHAFF	X	0-15-23		Strong Heart	SPARE	WTO	9/21
13 Sept												
579	Dunaway S-04	0355	13	108	700Rds CHAFF	X	0-15-23		Strong Heart	CAPT Hurt	WTO	9/14
574	Smith L-16	0356	13	108	700Rds CHAFF	X	0-15-23		Strong Heart	LT Johnson	WTO	9/26

SAC FORM 344 - 1 Feb 55

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE							ORGANIZATION		DATE PREPARED		FOR THE WEEK OF	
E-47							25BOMRON		6 Sept 56		10-14 Sept 56	
ACFT SERIAL NUMBER	ACFT CMDR CREW NO	T.O. TIME DATE	D/FRA TIME HOURS	FUEL LOAD	AIR EQUIPMENTS	IFR	CASING	UTIL	OPERATIONS REMARKS		MAINTENANCE REMARKS	POST FLT
		13 Sept										
567	Gallien L-13	0357	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart	LT Lowry	WTO	
554	Ondes R-11	0410	13	108	700 Rds CHAFF	X	0-15-23		Strong Heart (Make Up Spare)	LT Borgren	WTO	
		14 Sept										
605	Wing Test	1329	1	1					Dock Test		Dock Test Hop	
466	Test	0950	1	1					FLAP TEST			
NOTE: ALL STRONG HEART T.O. TIMES SUBJECT TO CHANGE TO MAKE HHCP GOOD.												
NO CHANGES WILL BE MADE IN THIS SCHEDULE UNLESS APPROVED BY THE 40BOMW COMDR.												
										<i>RBB</i> For BERTON H. BURNS, COL, USAF COMMANDER		

SAC FORM 364 - 1 Feb 55

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE							ORGANIZATION			DATE PREPARED	FOR THE WEEK OF	
B-47							44 BOMBON			6 Sept 56	10-14 Sept 56	
ACFT SERIAL NUMBER	ACFT CMDR CREW NO	T.O. TIME DATE	DURATION HOURS	FUEL LOAD	AIR MUNITIONS	IFR	CAMERA	UTIL	OPERATIONS REMARKS	MAINTENANCE REMARKS	POST FLT	
		10 Sept										
569	Wing Test Crew	1229	1:30	1					DOCK TEST HOP			
		12 Sept										
561	Via R-44	0359	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Gray	WTO 9/18	
322	Galligan S-39	0409	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Adams	WTO 9/14	
570	Millerick L-41	0410	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Mc Ewen	WTO 9/17	
104	Burnstad R-48	0411	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Penton	WTO 9/17	
582	Sears R-43	0412	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Akita	WTO	
581	Richter R-46	0413	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Fleming	WTO 9/13	
546	Cleveland L-37	1609	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Maxey - Mangan	WTO 9/18	
583	Markouski L-45	1610	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Crane	WTO 9/19	
579	Creel L-38	1611	13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	Mc Mullen	WTO 9/21	
555	SPARE		13	108	700 Rds CHAFF	X	15-23		13,471# in Bomb Bay	(SPARE)	WTO 9/27	

SAC FORM 364 - 1 Feb 55

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE						ORGANIZATION		DATE PREPARED		FOR THE WEEK OF		FIRST PT
ACFT SERIAL NUMBER	ACFT CODE OR CHG	T.O. TIME DATE	OPER TIME HOURS	FUEL LOAD	AIR MILITONS	IFR	C-ORNA	UTIL	OPERATIONS REMARKS	MAINTENANCE REMARKS	10-14 Sept 56	
		12 Sept										
541	SPARE		13	108	700 Rds CHAFF	X	15-23		13471# in Bomb Bay	(SPARE)	WTO	9/14
		13 Sept										
569	Martin R-47	0358	13	108	700 Rds CHAFF	X	15-23		13471# in Bomb Bay	Rempton- No Gary	WTO	9/24
555	Wohlford R-42	0411	13	108	700 Rds CHAFF	X	15-23		13471# in Bomb Bay	Hitt Make-Up (Spare)	WTO	9/27
541	Clark L-36	0412	13	108	700 Rds CHAFF	X	15-23		13471# in Bomb Bay	Fowler Make-Up (Spare)	WTO	9/14
564	5X	0429	6	108	700 Rds CHAFF	X	15-23		13471# in Bomb Bay		If not used as a WTO WE Spare	9/14
		14 Sept										
320	Ash N-57	1029	6½			X	15-23		IP Hi Jinks CK Out	St Louis 12-1500	WTO	9/21
NOTE: ALL STRONG HEART T.O. TIMES SUBJECT TO CHANGE TO MAKE HHCH GOOD.												
NO CHANGES WILL BE MADE IN THIS SCHEDULE UNLESS APPROVED BY THE 40BOMWG COMDR.												
										RBB <i>RBB</i> Lt Col for BERTON H. BURNS, COL, USAF COMMANDER		

DAG FORM 246 - 1 Feb 55

WEEKLY AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE						ORGANIZATION		DATE PREPARED		FOR THE WEEK OF	
B-47						45th BOMBGR		6 SEPT 56		10-14 SEPT 56	
ACFT SERIAL NUMBER	ACFT CREW CREW NO	T.O. TIME DATE	DRA-TION HOURS	FUEL LOAD	AIR CONDITIONS	IFR	CANSEA	UTIL	OPERATIONS REMARKS	MAINTENANCE REMARKS	POST FLT
11TH SEPT 56											
563	R-90 DRURY	1220	6½	7			15-23		SCRUGGS WOLKING TAYLOR OK CITY 15-1600 TO TUCSON	DRAG ANGLE	
543	R-87	1225	6½	7	700 Rds 20MM		15-23		OKC 16,17	WTO	9-12
576	W.TEST	1229	1	1			15-23		DOCK TEST HOP		
12TH SEPT 56											
552	SPARE IRVING		13	108M	CHAFF 700 RND	X	15-23			WTO SPARE	9-21
324	R-65 SCHUPPERT	0422	13	108M	CHAFF 700 RND	X	15-23		WI NICHOLS	WTO	9-13
556	R-83 HOUSER	1613	13	108M	CHAFF 700 RND	X	15-23		WII HAMILTON	WTO	9-14
609	R-81 MUSTERMAN	0424	13	108M	CHAFF 700 RND	X	15-23		WI AULL	WTO	9-14
171	L-80 MILLER	0421	13	108M	CHAFF 700 RND	X	15-23		WI DAVIS	WTO	9-18
548	R-78 SCOTT	1612	13	108M	CHAFF 700 RND	X	15-23		WII THOMAS	WTO	9-19
566	R-77 HARRINGTON	0423	13	108M	CHAFF 700 RND	X	15-23		WI COL IVEY	WTO	9-21
559	R-71 CAMPBELL	1559	13	108M	CHAFF 700 RND	X	15-23		WII FRANCIS	WTO	9-24
571	S-70	0420	13	108M	CHAFF 700 RND	X	15-23		WI M O'NEILL	WTO	
13TH SEPT 56											
552	GIONET L-66	0409	13	108M	CHAFF 700 RND 20MM	X	15-23		WIII ASTORINO	MAKE UP SPARE	9-21
158	R-79 GRIMM	0359	13	108M	CHAFF 700 RND	X	15-23		WIII LIBBICH		
	S-60	0400	13	108M	CHAFF 700 RND	X	15-23		WIII COL BOWDEN ALL STRONG HEART T.O. TIMES SUBJECT TO CHANGE TO MAKE HHCP GOOD RHS Burns BURNES H. BURNS, COL, USAF, COMDR:		9-17

MAC FORM 34 - 1 Feb 55

NO CHANGES WILL BE MADE TO THIS SCHEDULE WITHOUT THE APPROVAL OF THE LOGSME COMDR.

