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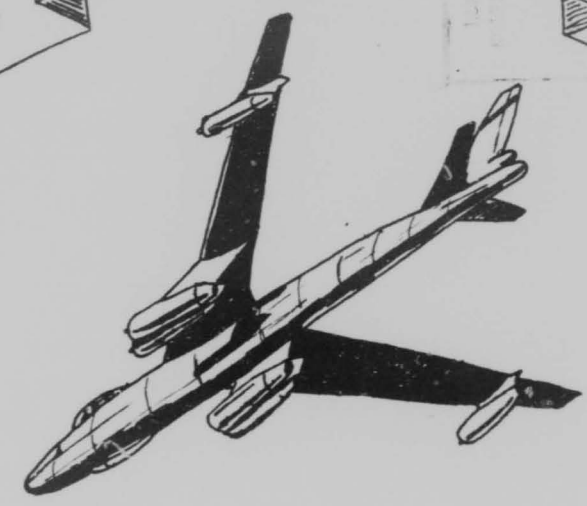

HISTORY

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VOL. 2 NO. 3 1-31 MARCH 1956

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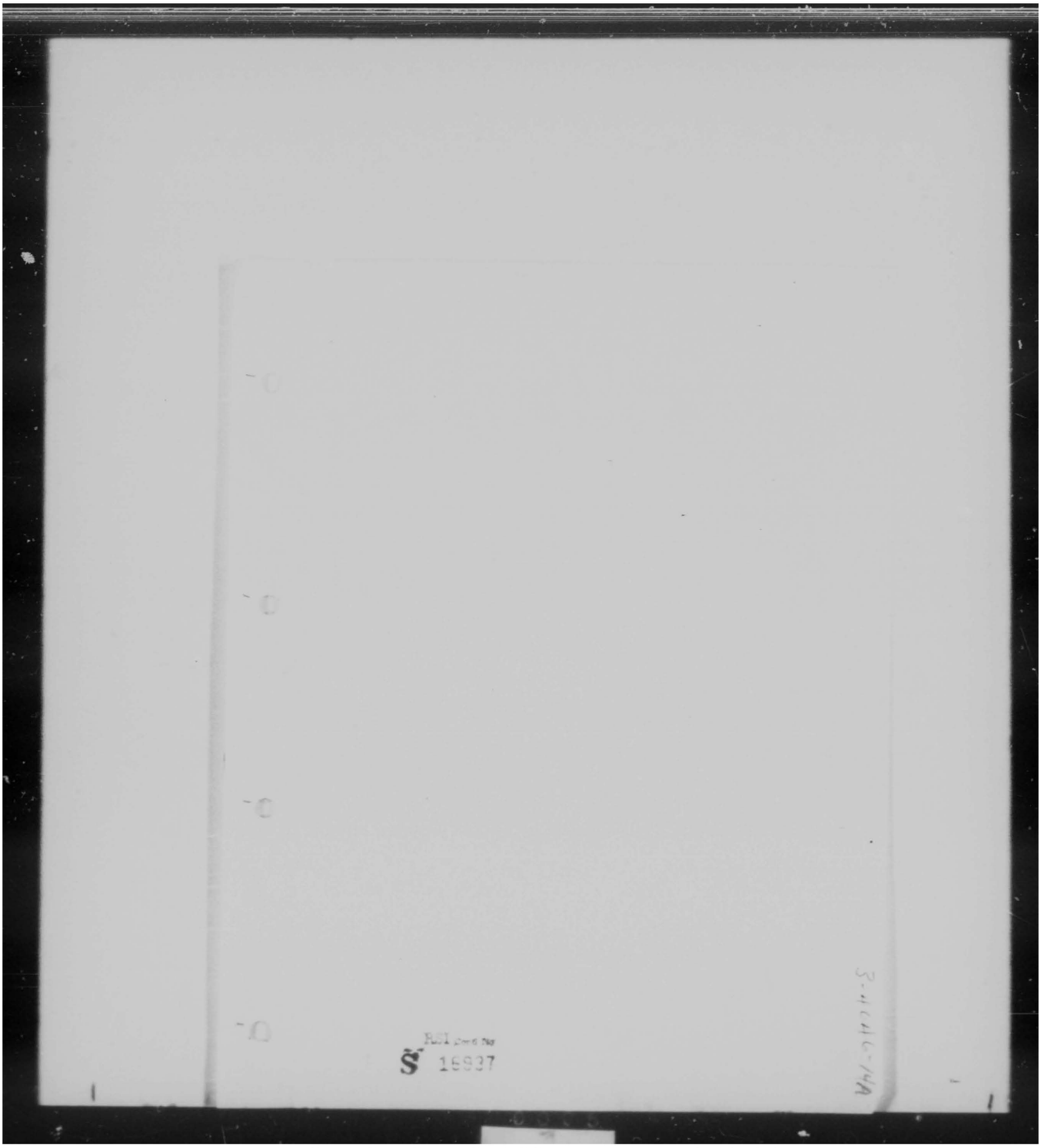

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AUTH: Co, 70 SRW
DATE: 14 May 56
NAME: Walker

HISTORY

OF

70TH STRATEGIC RECONNAISSANCE WING, MEDIUM

SECOND AIR FORCE

STRATEGIC AIR COMMAND

1 March 1956 thru 31 March 1956

Little Rock Air Force Base, Arkansas

ASSIGNED UNITS

Headquarters 70th Strategic Reconnaissance Wing (Medium)
6th Strategic Reconnaissance Squadron (Medium)
26th Strategic Reconnaissance Squadron (Medium)
61st Strategic Reconnaissance Squadron (Medium)
70th Air Refueling Squadron (Medium)
70th Armament and Electronic Maintenance Squadron
70th Reconnaissance Technical Squadron
70th Field Maintenance Squadron
70th Periodic Maintenance Squadron
70th Tactical Hospital

Prepared for the Historical Office, 70th Strategic Reconnaissance Wing, by M/Sgt James C. Lynes, Wing Historian, 5 May 1956.

HISTORICAL OFFICER:

Joseph W. Mitchell
JOSEPH W. MITCHELL
2nd Lt., USAF

WING COMMANDER:

William Burke
WILLIAM BURKE
Colonel, USAF

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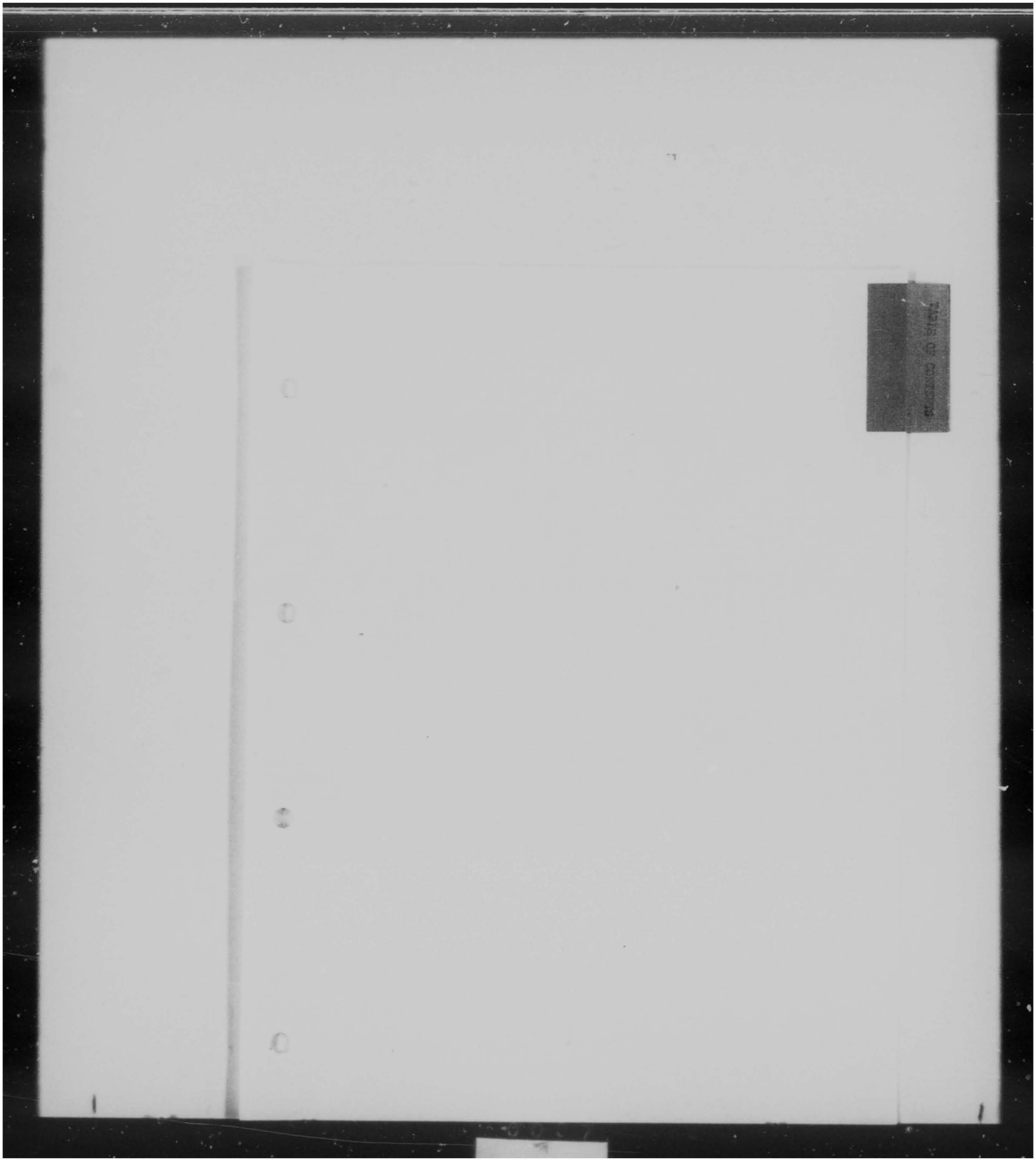

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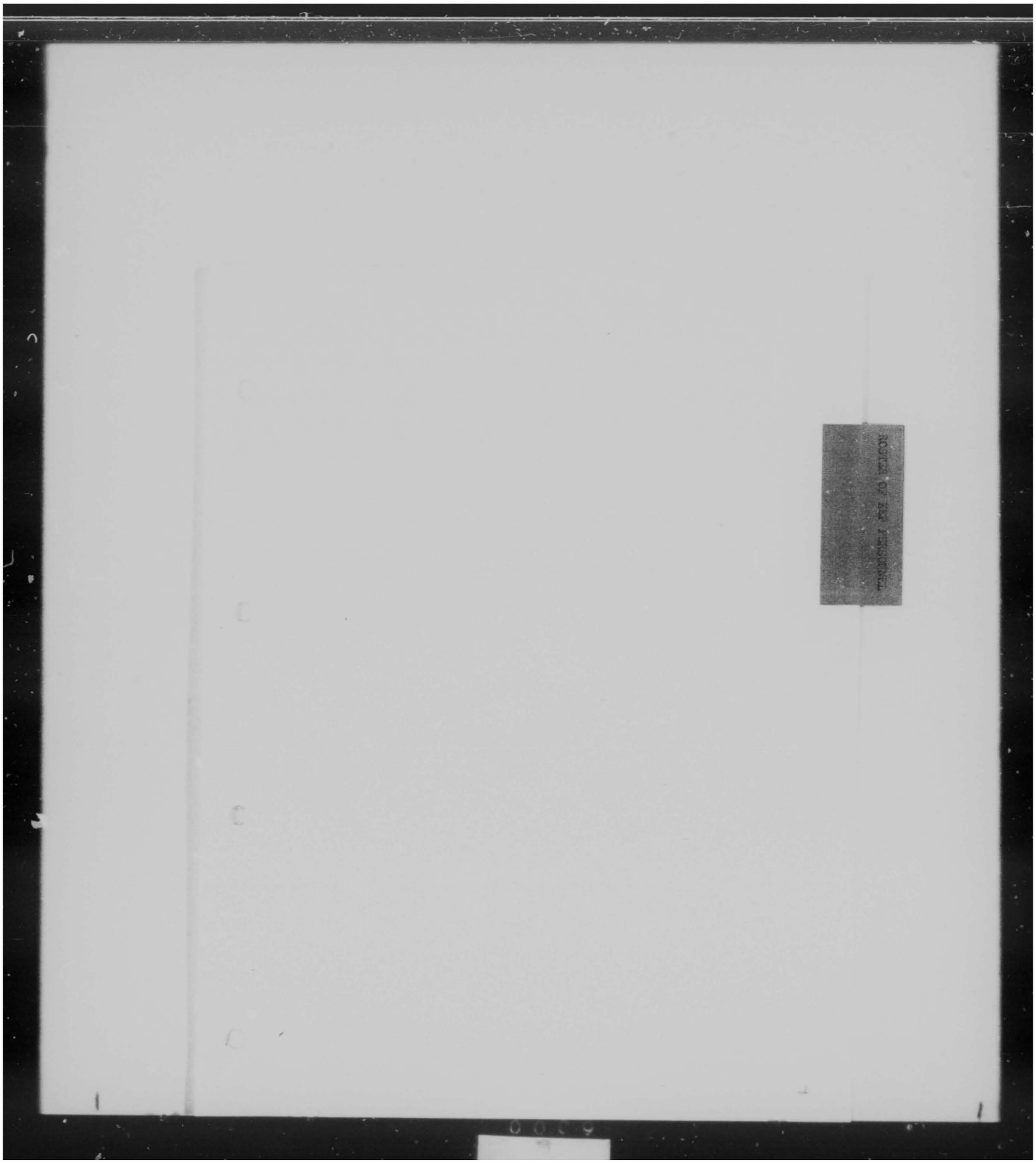

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ROSTER OF KEY PERSONNEL

Burke, William	Colonel	Wing Commander
Hughes, George D	Colonel	Deputy Commander
Walker, Kenneth M	Capt	Wing Adjutant
Duncan, Wayne M	Major	Director of Comptroller
Gaby, Lewis P	Major	Director of Personnel
Ogas, Bernard V	Colonel	Director of Operations
Odom, Archibald D	Lt Col	Director of Material
Schepis, Thomas F	Lt Col	Commander Headquarters Sq
Westbrook, Marston T	Lt Col	Commander 6th SRS
Smith, Kenneth B	Lt Col	Commander 61st SRS
Blumenstock, John H	Lt Col	Commander 26th SRS
Broaddus, Donald A	Lt Col	Commander 70th Air Refueling Squadron
Brown, Frederick I	Major	Commander 70th Rec Tech Sq
Bunce, Beverley H	Major	Commander 70th Armament & Electronic Maintenance Sq
Lamb, Bennett G	Major	Commander 70th Field Maintenance Sq
Florick, Leo	Major	Commander 70th Periodic Maintenance Sq
Bartholomew, Robert E	Capt	Commander 70th Tactical Hospital
Scott, Talma A Jr	Major	Director of Safety

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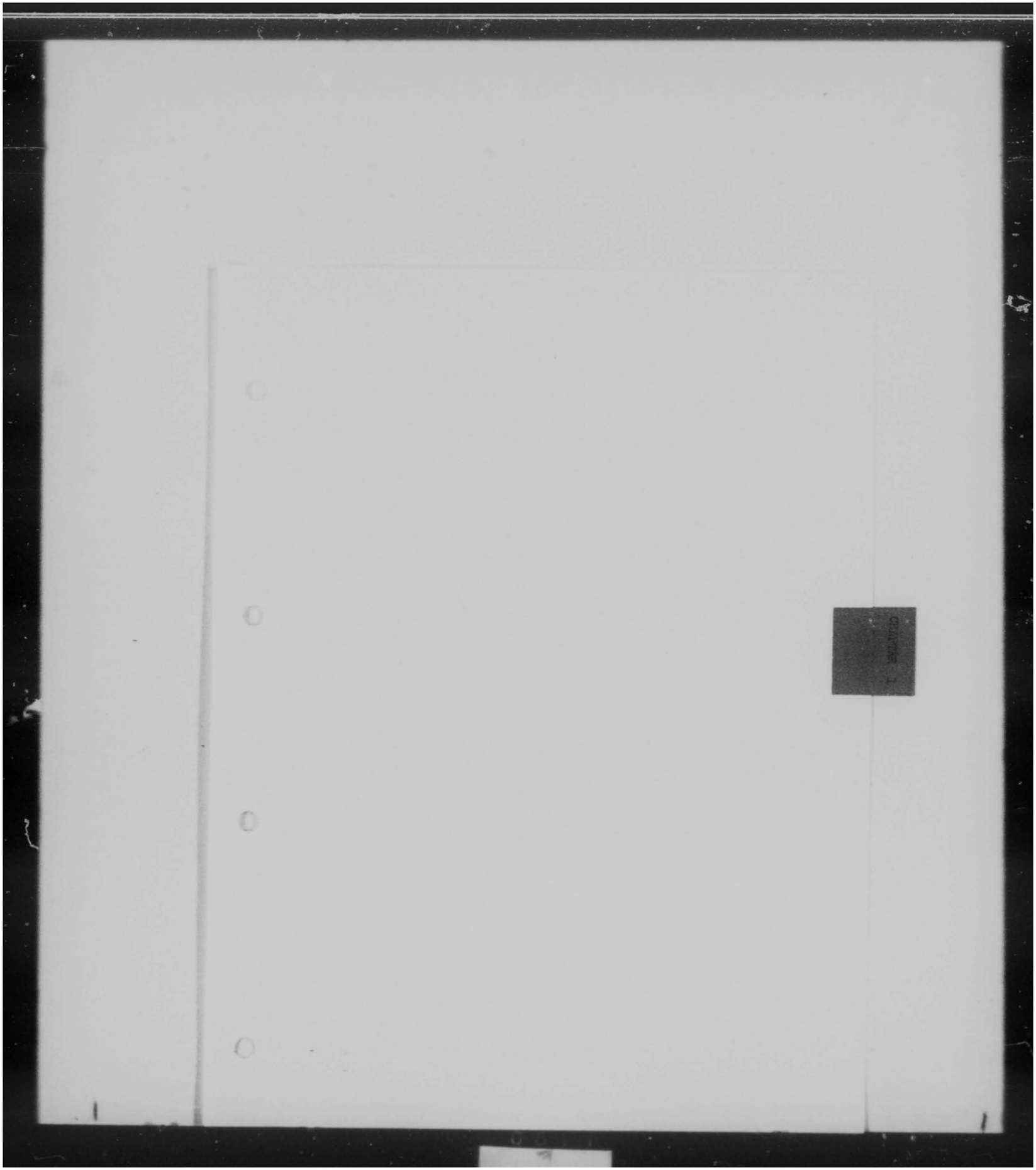

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CHAPTER 1

ORGANIZATION AND ADMINISTRATION . . . . . .Page 5

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ORGANIZATION AND ADMINISTRATION

The 70th Strategic Reconnaissance Wing continued, during March as in February, a vigorous training program to meet the combat ready date[1] set forth by higher headquarters. Flying time set by Higher Headquarters for February was 900[2] hours compared to 1100[3] hours set for March 1956. (Confidential)

As reflected in February history, weather again played an important part in hampering the training program. Flying time utilization was lost due to the lack of Ground Control Approach[4], Instrument Letdown System, and adequate navigational aids. (Confidential)

The supply picture improved slightly with the Wing Unit Mission Equipment at 80.5 percent compared to February at 78 percent. The Wing Unit Support Equipment at the close of March 1956 was 88 percent compared to February at 87 percent. Still, in March as in February, supply was hampered by a severe lack of Base funds. (Confidential)

During March, the 70th Wing received from the 384th Bombardment Wing five clerks in action taken to balance the personnel in the 702X0 career field. The 70th Wing, as of 10 April 1956, was 59 percent manned in this field. However, personnel in other career fields are attempting to fill these clerical slots until the Wing is fully manned. (Confidential)

---

1. Report: (T-6) Subject: "B/RB-47 Conversion Training", and (T-9) Subject: "Non-Combat Ready Training", Exhibit #1A.
2. "IBID"
3. "IBID"
4. Report: (T-12) "Air Training Report", Page 1, Commanders Remarks, Exhibit #2A.

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During March 1956, one key personnel change occurred. Major Talma A. Scott Jr., AO 426 801 was assigned as Wing Director of Safety,[5] effective 2 March 1956, relieving Major John R. Allen, AO 675 900. (Unclassified)

During March 1956, four Wing Staff meetings were held for the[6] Commander to pass on information and orders received from the Division Commander to all Squadron Commanders and to discuss administrative matters pertaining to the Wing. At this meeting each Squadron Commander is given the opportunity to discuss any information they may have which would be of value to the Wing as a whole.

---

5. General Order: "Staff Assignments" GO #1, Hq, 70th SRWg, dated 2 March 1956, Exhibit #3A.
6. Minutes: "Wing Staff Meeting Minutes" held by 7000 for Sq CO's of 70th Wing, Exhibit #4A.

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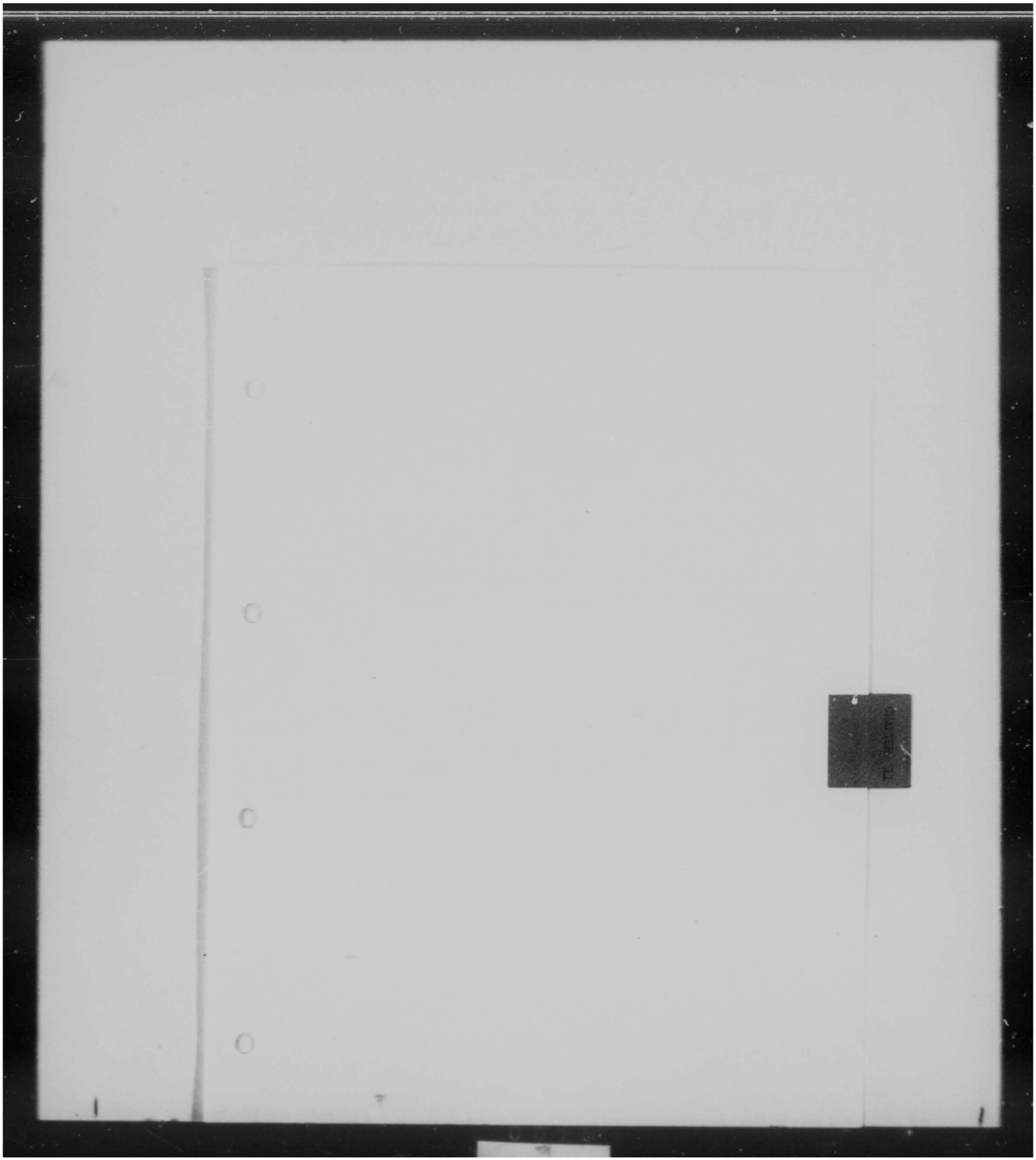

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OPERATIONS AND TRAINING

MARCH 1956

As of 31 March 1956, the 70th Strategic Reconnaissance Wing was scheduled to be 84 percent through the revised training program with a flying time utilization rate of 64 percent. Actually, the 70th SRWg regressed slightly in that only 81 percent[1] of the training program was accomplished with 60 percent flying time utilization. This regression was primarily due to weather and lack of adequate flying facilities at this station. (Confidential)

To accomplish the 1100[2] hours flying time set by Higher Headquarters for March, the 70th Wing required a goal of 1441 hours of RB-47 flying time and 654 hours of flying time for the KC-97's in the Operations Plan.[3] Of this requirement, 1402 hours of RB-47 time and 548 hours of KC-97 time were confirmed by maintenance.[4] Of those hours scheduled and confirmed by maintenance, 1,095:45 hours of RB-47 and 516:00 hours of KC-97G flying time were flown. The inclusion of all miscellaneous and unscheduled hours flown brought the total RB-47 time flown to 1164:25 and the total KC-97G time to 589:40 hours.[5] (Confidential)

---

1. Report: "RCS: 2nd T-6, Subject: B/RB-47 Conversion Training" and RCS: 2nd T-9, Subject: Non-Combat Ready Training, to COMAF 2 from COMADIV 825, Exhibit 1A.
2. "Ibid".
3. "Operations Plan 402-56", dated 1 March 1956, Published by 70th Wing Operations, Exhibit 1B.
4. "Recap of Flying Time for the Month of March 1956," dated 31 March 1956, published by 70th Wing Operations, Exhibit 2B.
5. "Ibid."

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During the month of March 1956, the 70th Strategic Reconnaissance Wing gained two pilots and one observer. The Wing, at the end of March, had a total of 46 crews assigned. As part of the aircrew upgrading program mentioned in the February history,[6] the following crew status changes occurred in March:

N01 upgraded to R01 effective 31 March 1956
N02 upgraded to R02 effective 31 March 1956
N33 upgraded to R33 effective 31 March 1956
N36 upgraded to R36 effective 31 March 1956
N37 upgraded to R37 effective 31 March 1956
N39 upgraded to R39 effective 31 March 1956
N71 upgraded to R71 effective 31 March 1956
N77 upgraded to R77 effective 31 March 1956
IN08 upgraded to N08 effective 9 March 1956
IN38 upgraded to N38 effective 16 March 1956
IN67 upgraded to N67 effective 27 March 1956
IN68 upgraded to N68 effective 7 March 1956
IN69 upgraded to N69 effective 27 March 1956
IN70 upgraded to N70 effective 31 March 1956
IN71 upgraded to N71 effective 7 March 1956
IN72 upgraded to N72 effective 7 March 1956
IN73 upgraded to N73 effective 7 March 1956
IN74 upgraded to N74 effective 9 March 1956
IN77 upgraded to N77 effective 9 March 1956

6. "Forecast RB-47 Aircrew Upgrading", from 70th DO to COMADIV 825, dated 3 February 1956, Exhibit 8A, (February History)

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Still in March as in February, the lack of obstruction and high intensity approach and adequate threshold lighting presented serious flying hazards. Another serious hazard was the incomplete lighting on taxiways B and C, and also the incomplete markings of taxi lines on taxiways and ramp parking areas. Due to the hazards listed above and also a lack of a Ground Control Approach Unit or Instrument Let-down System and adequate navigational aids, weather minimums were higher than those required at bases with complete flying facilities. Consequently, during March, the Wing cancelled 29 sorties totaling 192 hours of flying time due to weather. Due to these restrictions, eight (8) additional sorties were diverted to other bases and four (4) sorties were lost because aircraft on "Remain Over Night" missions to other Strategic Air Command bases were unable to return as scheduled. Of the additional sorties diverted, three (3) remained away four or more days, one (1) three days and one (1) two days due to weather.[7] (Confidential)

Lack of a flight simulator,[8] a CCA unit, and a shortage of C-11 instrument trainers has limited aircraft commanders' and co-pilots' instrument training and has resulted in high clearance weather minimums than would otherwise be necessary. It has imposed additional flight training requirements to stations having these facilities in order to maintain minimum desired instrument proficiency. This has adversely affected the Wing flying time utilization under 50-43 since much flying time and fuel is expended in accomplishing this training. (Confidential)

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7. Report: "Air Training Report for Month of March 1956", Page 1 of Commander's Remarks, (T-12), Exhibit 2A
8. "Ibid".

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Flight simulator training for our combat crews at Barksdale AFB was granted by Second Air Force and began 27 February 1956. The schedule provided for one crew each week for an indefinite period.[9] (Confidential)

Another prevailing problem existing in the Wing was the lack of space for mockups, Mobile Training Detachments, T-1A gunnery trainers and radar trainers, which prevented our crews from accomplishing gunnery and simulator training requirements. To help alleviate this critical loss of training in radar reconnaissance procedures and techniques, observers were sent TDY to Barksdale AFB to accomplish T-2 trainer time during December and January. Only four hours of T-2 time was available to the 70th Wing during January and none was available in February and March 1956. The T-2 trainer has been installed in the 70th Armament and Electronics building and will become operational approximately 2 April 1956. (Confidential)

The accomplishment of hood time for aircraft commanders continued to be a problem. Second Air Force recommended that relief be afforded by allowing aircraft commanders with assigned crew members to log hood time for all GCA's and ILS's that they practice at other stations possessing these facilities. Recommendations[10] for revision of SAC Regulation 51-12 were forwarded by separate message in answer to 2AF message DOTB 0432[11] dated 3 March 1956. (Confidential)

---

9. TWX: COMAF 2 to COMADIV 825, dated 21 February 1956, "Flight Simulator", Exhibit #5A, February History.
10. TWX: COMADIV 825 to COMAF 2, dated 8 March 56, Subject: "SAC Regulation 51-12", Exhibit 6A, February History.
11. TWX: COMAF 2 to COMADIV 825, dated 3 March 56, Subject: "SAC Regulation 51-12", Exhibit 3B.

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Due to the adverse effect upon the Wing's training program caused by bad weather, shortage of supplies, equipment, bombs, ammunition, construction delays, lack of trainers and aerodrome facilities and navigation aids, an extension[12] of the 70th Wing's combat ready date has been requested by separate correspondence. This extension was recommended by the Second Air Force Assistance Team in its staff report[13] dated 26 March 1956 to the 70th Wing and to Second Air Force. (Confidential)

During March, the Operations section revised each of the ten (10) Operations Memorandum[14] previously published. (Unclassified)

The 70th Strategic Reconnaissance Wing was very fortunate in that the Second Air Force Assistance Team visited the Wing from 5 March 1956 through 23 March 1956. The purpose of the visit was to advise and assist in the implementation of procedures and policies necessary in accomplishing the unit mission. Particular attention of the team was directed toward the development and maintenance of Wing combat readiness. (Unclassified)

As stated in the report[15] by the Second Air Force Assistance Team, the Operations and Training Division was manned with competent and experienced personnel who are persistent in their efforts to increase

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12. Letter: 70CO to COMADIV 825, Subject: "Combat Readiness of the 70th Strategic Reconnaissance Wing", dated 28 March 1956; Disposition Form: From Wing Training Officer to 70DO, Subject: "Progress to Combat Readiness", Exhibit 4B
13. Report: 2AF Assistance Team to 70CO, Subject: "Report of Visit to the 70th Strategic Reconnaissance Wing", dated 26 March 1956, Exhibit 5B.
14. Operations Memoranda dated 15 March 56 published by 70DO, Exhibit 6B
15. Report: 2AF Assistance Team to 70CO, Subject: "Report of Visit to the 70th Strategic Reconnaissance Wing", dated 26 March 1956, Exhibit 5B

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the operational effectiveness of the Wing. An adequate job of planning, scheduling, monitoring, and supervising of training is being accomplished. In order to stay abreast of the programmed training, an excessive number of schedule changes were necessitated by the cancellation of many training sorties due to weather. A meeting was held with the training steff and operating techniques and procedures were discussed. Tips and suggestions were made pertaining to good management and control procedures. Possible problem areas were pointed out and recommended solutions were immediately accepted. Some of the problems pointed out were as follows: (Unclassified)

Problem:[16] The Mission Accomplishment Report was not being completed and handled in the manner required by 2AF SOP for Air Training Accomplishments. Additional forms, locally devised, were being used in conjunction with the form and causing an extra work load.

Action: The problem was discussed with all sections and suggestions were made as to how the forms should be used and processed. It was pointed out that by proper use of the report, no additional forms were necessary. A desired mission accomplishment form was drafted and carried to Headquarters Second Air Force Training Section by the team and will be reproduced for the Wing's use as soon as the revised 50-8 regulation is published.

16. Report: 2 AF Assistance Team to 7000, Subject: Report of Visit to the 70th SRW, dtd 28 Mar 56, page 5, Sect. 1, Exhibit 5B

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Problem:[17] Security of the control room is unsatisfactory. There are six doors opening into the control room, including an outside entrance that is used frequently throughout the day.

Action: The team recommended that access rosters be posted on outer doors, and the installation of a wall to block the outside entrance. In addition, when wall maps are installed, block the door to the Director of Safety's office. This will eliminate four door openings and afford adequate security. Work orders were submitted and it is recommended that staff action be taken to expedite this important work.

Problem:[18] No facility has been provided for the display of miniature aircraft showing location of 70th Wing aircraft.

Action: The team discussed plans with the officer in charge of the room to have a map with a metal backing installed for this purpose. This project will be done as soon as modification work orders are approved.

Problem:[19] The Control Room lacks adequate "inter-com" facilities with the squadrons and other control agencies. At the present time, eleven telephones are installed in the Control Room. Several of these phones are extensions within the Control Room and are not needed.

Action: The Control Room is authorized the two digit Bell intercom system, but the installation of these instruments

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17. Report: 2 AF Assistance Team to 7000, Subject: Report of Visit to the 70th SRW, dtd 28 Mar 56, page 6, Sect. 1, Exhibit 5B
18. "Ibid"
19. "Ibid"

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is a long way off. The team recommends every effort be made to procure a 12 station "squawk box" system for the control room. Most control rooms in Second Air Force are using this system very efficiently.

Problem:[20] The present console is too large and occupies a large amount of space.

Action: The team recommended that a modified "U" shaped console be constructed and a plan of the console was discussed with the CIC and the NCOIC.

The following is a summary[21] of March activities of the 70th Strategic Reconnaissance Wing Standardization Section. The RB-47 Standardization Section flew 72 hours Instructor Observer time and 122 hours Instructor Pilot time. Seven (7) training sorties were flown by crews of this section, totaling 45 hours, of which four (4) missions accomplished were for standardization checks for crews L-19 and L-34 of this section. (Unclassified)

Eight (8) complete crew checks were administered, on one of which one crew member failed. Two (2) flight rechecks were accomplished. Five (5) additional checks are in the process of completion. (Unclassified)

The KC-97 Standardization Section performed two special activities during March. The first activity consisted of arranging in booklet form all test questions for both pilot's emergency and proficiency examinations. The second activity was the completion of all KC-97 Operations Memoranda[22] currently in use. (Unclassified)

---

20. Report: 2 AF Assistance Team to 70CO, Subject: Report of Visit to the 70th SRW, dtd 28 Mar 56, page 6, Sect 1, Exhibit 5B
21. Report: (RCS:2nd T-3) Subject: Standardization Activities Report, from 70DOS to COMAF 2, Exhibit 7B.
22. KC-97 Operations Memoranda published by 70DO, Exhibit 6B

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During March, members of this section flew 92 hours of Instructor Pilot time, 71 hours of Instructor Navigator time, 57 hours of Instructor Engineer time and 59 hours of Instructor Boom Operator time. Also in March the following checks were administered: 1. Eight Crew Coordination Flight Checks; 2. 1 51-4 crew check initiated and completed; 21 51-4 individual checks were initiated and completed with five of these checks being failed by individuals. (Unclassified)

The Wing Standardization Board, as reflected in the 2 AF Assistance Team visit report,[23] is effectively organized with experienced, well-qualified personnel. Four lead crews have been assigned to the section. During the initial period of crew upgrading, the standardization crews were required to fly as instructors but have now been relieved from this requirement. Prescribed procedures are being followed and the board is effectively monitoring the combat proficiency of the crews. (Unclassified)

Word was received during March 1956, via the SAC Management Control Statement,[24] that the 70th Strategic Reconnaissance Wing ranked second out of seven non-operationally ready Wings scored in the statement for February. (Secret)

The Air Refueling Squadron, scheduled to be combat ready by 6 March 1956, actually completed their training and were declared combat ready on 10 March 1956 with 20 combat crews assigned. (Confidential)

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23. Report: 2 AF Assistance Team to 7000, Subject: Report of Visit to the 70th SRW, dtd 26 March 1956, page 8, Sect 1, Exhibit 5B
24. Report: Strategic Air Command Management Control Statement, dated 28 March 1956, Subject: "Non-Operationally Ready Wings-February 1956." Exhibit 8B.

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The Air Refueling Squadron of the Wing lost 20 assistant boom operators[25] during March 1956. The authority for the reduction was a TWX from 2AF, DPLM 2233.[26] Consequently, the organization's authorization for boom operators was reduced from 2 boom operators per crew to one per crew. Overages created were grounded. No satisfactory disposition of thise surplus boom operators was received as of the end of March 1956. This problem has created poor morale among the airmen affected and among others who fear they may be affected. A serious problem of flying safety emerged from the loss of the assistant boom operator as indicated in separate correspondence.[27] The Air Refueling Squadron now has a five-man crew authorized. During fuel transfer operations there is no crew member available to check the lower aft compartment for fuel leaks or malfunctions in the hydraulic system. This problem[28] is particularly acute during transfer of fuel in excess of 36,000 pounds. During March, one of the tankers (KC-97G) from the refueling squadron developed a fuel leak in the forward transfer valve during fuel transfer operations. Fortunately, an assistant boom operator was in the lower aft compartment and spotted the leak immediately. His prompt action in reporting this malfunction very probably prevented an accident. Had he not been in the lower

25. Report: "Air Training Report for Month of March 1956 (RCS: 4-SAC-T12) Air Refueling Squadron, page 2, Commander's Remarks, Exhibit 2A.
26. TWX: Subject: SAC T/O 1-1179, from COMAF 2 to COMADIV 825, dtd 13 March 1956, Exhibit 9B.
27. Letter: Subject: "Requirement for Assistant Boom Operators on KC-97 Flight Crews", from COMADIV 825 to COMAF 2, Exhibit 10B.
28. Report: "Air Training Report for month of March 1956 (RCS: 4-SAC-T12) Air Refueling Squadron, page 3 and 4, Commander's Remarks, Exhibit 2A.

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compartment, great amounts of raw fuel would have been pumped into this compartment and probably would not have been detected until strong fumes or fire had been produced. (Confidential)

March was an excellent training month for the Air Refueling Squadron in that the squadron flew four (4) cell missions and all crew members participating received valuable practice in station keeping, formation flying, mass air refueling and rendezvous. (Confidential)

In order to maintain the desired degree of flexibility in the execution of assigned mission, units must be proficient in day and night cell tactics and mass refueling as outlined in SAC Manuals 55-5 and 55-5A.[29] The Wing Commander ordered additional training in cell tactics during March 1956. The Wing participated in two operations, namely, "Operation Jailhouse"[30] and "Operation Leanmeat"[31] in which each unit of the Wing deployed aircraft in cell type tactics and mass air refueling tactics. Aircraft from each squadron were deployed, flew the complete scheduled course, and returned to the station. NOTE: Operation "Jailhouse" consumed 78:35 flying hours of RB-47 time and 44:50 flying hours of KC-97G time. Operation "Leanmeat" consumed 103:45 flying hours of RB-47 time and 77:35 flying hours of KC-97G time. (Confidential)

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29. Letter: COMADIV 825 to COMAF 2, dated 28 March 1956, Subject: "Change to SAC Regulation 51-19 and 50-43 and Second Air Force T-6 and T-9 Programs, Exhibit 11B.
30. "Operations Order 412-56, dated 1 March 1956, Subject: "Operation Jailhouse", Exhibit 12B.
31. Operations Order 413-56, dated 9 March, Subject: "Operation Leanmeat", Exhibit 13B.

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FLYING SAFETY

Flying safety activities during March were centered on weather hazards during Spring and Summer.[32] At the Wing safety meeting, the Base Weather Officer gave an interesting discussion of weather hazards which could be expected during the next few months. Particular emphasis was placed on high wind conditions, temperatures expected and necessity for frequent checks during morning hours due to rapid rises, thunderstorm and tornado activity probabilities and operation of severe weather warning service. (Unclassified)

As reflected in February History, Page 9, Chapter 1, Section II, paragraph 2, the Wing Commander is backing the flying safety program by giving repeated talks and conducting Monthly Commander's Call with Flying Safety as one of the highlights. Attendance at Flying Safety meetings during March was excellent. Squadron level meetings were held during March and the results were very beneficial. (Unclassified)

Also reflected in the February History, Page 9, Chapter 1, Section II, paragraph 1, the Wing's recently initiated inter-squadron safety competition program wnet into high gear during March. More interest in and emphasis on Flying Safety is being shown by all personnel. The safest squadron for the month, winners of nomination for "Combat Crew" Squadron Flying Safety Officer and Maintenance Man of the Month are given special recognition by the Wing Commander at the monthly Commander's Call. Also given recognition are the crews with the high time aircraft for the month. (Unclassified)

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32. Report: Flying Safety Officer's Monthly Campaign Progress Report published by Director of Safety, Exhibit 14B

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CREW OF THE MONTH FOR MARCH 1956

Crew IN07[33] of the 6th Strategic Reconnaissance Squadron (SAC) consisting of Captain Frederick W. Ruschmann, Aircraft Commander; Captain David G. Cook, Pilot; and 1st Lt. Albert W. Junes, Observer, was selected as the Crew of the Month. This selection for crew of the month is based upon performance of duty, handling of malfunctions, time utilization, acceptability factor and adherence to safe principals of flight. This crew flew 34 hours during the month, attaining 91 percent utilization and almost perfect acceptability factors. On two missions during this period, in-flight malfunctions were encountered. On one of the occasions, Lt Junes was able to immediately diagnose the difficulty in the radar set, correct it, and continue the mission in a minimum amount of time. On the other occasion, the radar malfunction was impossible to correct and in-flight the crew replanned the mission to obtain maximum accomplishments. Captain Ruschmann and his crew,[34] by their thorough pre-flights, have found two items which could have been hazardous if unnoticed. One item necessitated an engine change and the other pertained to a fuselage leak which was corrected prior to flight. In addition to their regular missions during this period, this crew has completed all phases of the Wing Standboard with grades well above average. This crew acted and accomplished all phases of flying in a professional manner, commendable to the Air Force, Strategic Air Command, Second Air Force, the 70th Wing and to the 6th Strategic Reconnaissance Squadron.

33. Report: Flying Safety Officer's Monthly Campaign Progress Report, published by Director of Safety, Exhibit 14B
34. Photograph: Crew of Month, March 1956, Exhibit 15B

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FLYING SAFETY OFFICER OF THE MONTH FOR MARCH 1956

Captain Keith L. Thrash[35] was selected as the Flying Safety Officer of the Month for March 1956.[36] (Unclassified)

This officer was assigned to this duty in March, yet has made tremendous progress in organizing and implementing a vigorous safety campaign. He began by chronologically arranging all safety messages, bulletins, reports, TWX's and meeting minutes. He made folders to maintain correspondence which is read by all crews. He personally sees that all incident reports are submitted promptly and daily urges crew members to submit incidents to him. He gives lectures on safety to both the officers and the airmen of the organization, covering material completely and clearly. The performance displayed by Captain Thrash clearly indicates an active interest in this assignment. This officer is a great credit to the Air Force, Strategic Air Command, Second Air Force, the 70th Wing and to the 6th Strategic Reconnaissance Squadron. (Unclassified)

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35. Photograph: Flying Safety Officer of the Month for March 1956, Exhibit 16B.
36. Report: Flying Safety Officer's Monthly Campaign Progress Report, published by Director of Safety, Exhibit 14B.

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INTELLIGENCE DIVISION

DIRECTORATE OF OPERATIONS

History for March 1956

1. General

The Second Air Force Assistance Team spent three weeks with the 70th Strategic Reconnaissance Wing and that time was fully justified as far as Intelligence was concerned. The Intelligence member of the team constantly briefed, suggested, and corrected in all phases of Intelligence, but concentrated mostly on preparation for the EWP as is elaborated below in Section IV. (Unclassified)

The Division participated in its first actual training operations "Jailhouse"[37] and "Leanmeat"[38]. While the operations were conducted primarily for training in cell tactics and cell air refueling, it was an ideal time to give our untrained personnel (who form nearly all our personnel) training in actual debriefing of crews and in the preparation of combat reports. Intelligence personnel not only accomplished the Intelligence Summary Report, but also were assigned to the Wing Control Room where they were responsible for preparing the required combat reports in accordance with SAC Manual 55-8. (Confidential)

Security is still the big problem. The new permanent Target Intelligence Training building is expected to be completed by October 1956. A work order was submitted in February to the

37. Operations Order 412-56 dated 1 March 1956, Subject: "Operations Jailhouse", Exhibit 12B
38. Operations Order 413-56 dated 9 March 1956, Subject: "Operation Leanmeat", Exhibit 13B

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AIC for securing the EWP storage rooms and was disapproved because of the dire shortage of funds. However, as it was necessary to be prepared by 27 April 1956 to receive a large amount of classified target materials, the Wing Commander signed an emergency work order which was approved by the base. It is still not known when the project will be acted upon. The point of the story is that security problems could be obviated in large part if security were given its proper priority in designing a new airbase. (Unclassified)

2. Requirements Branch

The classified reading room for the combat crews and staff became operational this month. The room contains current intelligence publications, survival publications, an aircraft recognition board, and current event displays. In order to make maximum use of the space, the publications have been concentrated in a rack built of an old in-out tray and a shelf added below.[39] The room is continually being improved. The opening of the room has been publicized by posters in the squadrons' mission planning rooms and Recon Tech's critique rooms. Any items considered to be of importance are posted, such as current affairs maps listed in "Newsweek", "Time" or "U.S. & World News Reports". (Unclassified)

A chart[40] was devised to indicate the amount of intelligence training completed, which is 63 percent as of this date. The format for the chart impressed the Second Air Force Assistance Team, but it was suggested that the small chart of 12" x 15" be enlarged to 30" x 32".

39. Photograph of rack built for Literature, Exhibit 17B.
40. Photograph of "Intelligence Training Chart", Exhibit 18B.

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The Second Air Force Assistance Team had prints made of the finisned product to be used as a guide in the preparation of similar charts by other Second Air Force Wings. (Unclassified)

Library index cards were received from the Director of Intelligence, Second Air Force, together with an instruction pamphlet. Forty-eight (48) cards have been completed and have proven to be very usable. The Second Air Force index allows for a very detailed breakdown in all categories. Some of the breakdowns are too detailed, however, and would not be worthwhile at wing levels. (Unclassified)

Since October 1955, this division has tried to get the Geneva Convention Identity Cards (DD Form 528). This item had to be followed up monthly. This month the cards were finally received and are now being completed. (Unclassified)

Work on the survival folders has been delayed due to the detailed inventories requested by Second Air Force on airfields and seaplane stations of the world, survival publications, NIS's and NIS Gazeteers. These inventories are worthwhile, however, since they will allow fairer distribution of these publications. (Unclassified)

The Air Refueling Squadron Intelligence Officer, at the recommendation of the Second Air Force Assistance Team, has been assigned duty as EWP Study Officer for the Air Refueling Squadron. Immediate planning was begun to devise a Combat Mission Folder that would be suitable for an air refueling squadron. It was decided to make two hardback folders of two categories: Deployment and Refueling

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with separating tabs to include such items as flight plans, JN charts, mercator charts, WAC charts, mission flimsies, certificates of crew proficiency, and general information. Both folders are then placed in a red expansion jacket on which is placed a crew study roster, the format[41] for which was recommended by the Second Air Force Assistance Team. (Confidential)

The team thought so well of the folders that copies were requested for distribution to other Air Refueling Squadrons. (Unclassified)

3. Operational Intelligence

In Operations "Jailhouse" and "Leanmeat" the Operational Intelligence Branch was responsible for arranging the transportation, refreshments, and debriefing of all crews, though all division personnel participated. These missions gave the Intelligence personnel much needed experience in debriefing crews on actual missions. The cooperation received from Base Transportation and the Food Service Squadron was outstanding. (Unclassified)

One of the problems that first confronted intelligence was the incomplete coordination between the control tower, control room, and the debriefing room. Coordination was perfected in a short time and debriefing ran very smoothly thereafter. It was found that by using an airman from the section in each truck, the crews were transported to the debriefing room more expeditiously. (Unclassified)

41. Photostat of Form recommended by 2AF Assistance Team, Exhibit 198

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[illegible] Intelligence Summary Reports (I-2) debriefing forms [illegible] were experimented with until the present form was devised. With this form the debriefer can extract the vital Intelligence information from the crews more efficiently. (Unclassified)

[illegible] Targets Branch

During March all activity in the Air Targets Branch continued to be directed toward establishing the ZOI support capability that will be required when the division receives its foreign target materials. Progress toward this goal has been satisfactory with the receipt of essential supply items used in the compilation of the Target Planning and Combat Mission Folders. (Unclassified)

The Intelligence Officer of the Second Air Force Assistance Team conducted a general briefing designed to more fully acquaint all concerned with the administration, maintenance, reporting, and requisitioning of both foreign and domestic target materials and their related reports. Special emphasis was placed on ZOI target materials and the preplanning that is necessary prior to the receipt of these materials. Recommendations were made concerning the space required for the storage of materials, the security problems involved, and the methods of filing to be used. (Unclassified)

The Assistance Team also prepared an itemized list of the expendible supplies that are essential to adequately support the desired program. Action was immediately initiated to procure these items on an emergency requisition. In compliance with the Assistance Team recommendations and consistent with the exigent nature of the ZOI,

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[illegible]. Report: "Intelligence Summary Report", TCAAS Form 30, Exhibit #CCB.

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the basic layout of the Target Planning Folders was immediately drawn up and a work order prepared for ozalid reproductions of an approved title sheet and contents sheet to be attached to each folder. Another work order was placed for folder partitions tabs. When these work orders and the supply items requested arrive, work on the actual construction of the physical folders will begin. Careful, comprehensive notes were taken on the entire general briefing. These have been subsequently used to assure that all suggestions and recommendations have been, or will be complied with. (Unclassified)

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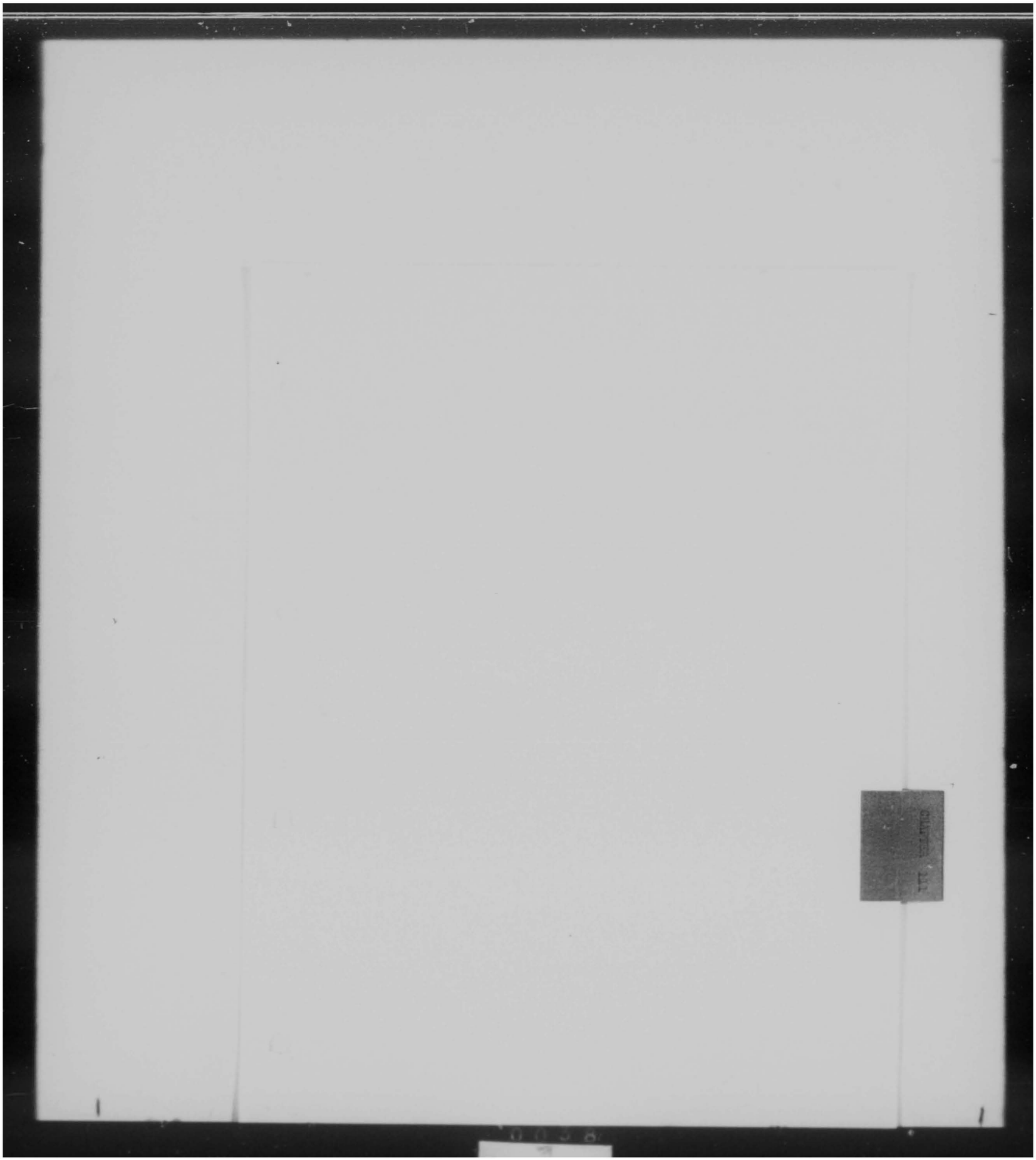

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CHAPTER III

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PERSONNEL

Personnel activity for March was highlighted by a visit by the Second Air Force Assistance Team. Numerous shortcomings were revealed in the records keeping section and several recommendations for the improvement of currently acceptable methods of operations were made by the team.[1] (Unclassified)

The Airmens section still showed the effects of a hasty records conversion last summer which is further complicated by the arrival of personnel with incomplete or partially converted records. Numerous errors were discovered on the AF Form four and sevens. The manning and status section was adequate but needed streamlining. (Unclassified)

Upon recommendation of the Second Air Force Assistance Team, the Airmens section abandoned the checking of records with the individual concerned present and began an item by item cross-check and correction of the basic records. (Unclassified)

The status book was revised and currently reflects projected gains and losses through July 1956. (Unclassified)

To further extend the capability and versatility of the personnel with the section, a vigorous study and cross-training program is currently in effect.[2] This program will increase the capability of the section and allow projected losses of key personnel to be absorbed without a critical reduction in overall efficiency. (Unclassified)

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1. Report: "ZAF Assistance Team Visit" Dated 26 March 1956, Section III, Exhibit #57.
2. Report: "ZAF Assistance Team Visit" dated 26 March 1956, Section III, pages 2 & 3, Exhibit #57.

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The Officers Records Section was found to be in a satisfactory condition. However, a revision of the currently satisfactory method of suspending Officer Effectiveness Reports was recommended and had been put into effect by the end of March. The new system differs from the old system primarily in that ER's are now suspended by a tabbing system rather than a roster system which was cumbersome and difficult to keep current.[3] (Unclassified)

Upon visiting the Reconnaissance Technical Squadron, the Assistance Team discovered that there was a definite need for Officers in the Photo Interpreter Field and a recommendation was made that the Manning Document be reviewed and revised to authorize the necessary personnel.[4] In compliance with the recommendation a position analysis was prepared and forwarded through channels to Second Air Force requesting that six AFSC 2054 (Intelligence Officer) personnel be deleted and six AFSC 2044 (Photo Interpreter) personnel be added to the present Manning Document. (Unclassified)

The Morning Report and Pay sections were functioning satisfactorily however,[5] it was recommended that the morning report and pay cards be checked against the basic officer and airman records and this check is presently being accomplished. (Unclassified)

During March the 70th SRW On-the-Job program up-graded a total of 79 personnel. The majority of the up-grading took place in the Boob

3. Report: "ZAT Assistance Team Visit" dated 26 March 1956, Section III page 3, Exhibit #5B.
4. Report: "ZAT Assistance Team Visit" dated 26 March 1956, Section III page 4, Exhibit #5B.
5. Report: "ZAT Assistance Team Visit" dated 26 March 1956, Section III page 3, Exhibit #5B.

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Navigation System, Inflight refueling and Photo Equipment Repairman career field subdivisions, with 21, 13 and 23 up-gradings or reclassifications taking place in each career field respectively. (Unclassified)

Administrative activities continued to be plagued by a lack of personnel. As of 31 March 1956, there were 51, 702 career field people assigned against an authorization for 67.[6] This shortage of clerks adversely affects the administrative capability and efficiency of the Wing and requires that approximately 20 personnel in other career fields be utilized as part time typists. This situation is particularly acute at the squadron level where the burden of submitting reports falls all to often on the first sergeants who must work overtime to meet suspense dates. In situations where the first sergeant is overburdened with paperwork the morale of personnel assigned is adversely affected because the first sergeant has too little time to properly handle the personnel who have problems. As of 31 March 1956, no study has been made to substantiate this statement. However, the April history will reflect the results of a survey of this situation. (Unclassified)

As of 31 March 1956, the 472X0 (Ground Power Mechanic) career field, had 13 personnel assigned against an authorization for 27.[7] Of these 13, six are at the three skill level, 10 are at the five skill level and two are at the seven skill level against an authorization for three at the three skill level, 17 at the five skill level and five at the seven skill level. This shortage of people causes the ground

6. Report: (T-12) Air Training Report, page 3, Commanders Remarks, Exhibit #2A.
7. Report: (T-12) Air Training Report, page 4, Commanders Remarks, Exhibit #2A.

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power section to work a considerable amount of overtime (approximately eight hours per week) which adversely affects morale and over a period of time will lower the reenlistment rate in this section. (Unclassified)

Morning Reports for 31 March 1956, indicated 1520 airmen and 388 officers assigned against an authorization for 433 officers and 1602 airmen. These figures reflect a loss of 9 airmen and a gain of five officers. (Unclassified)

These figures do not reflect critical shortages body-wise. However, the shortage of skilled personnel remains a problem in almost every career field. (Unclassified)

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8. Report: "Morning Report Summary", published by 2nd Lt. Joseph W. Mitchell, Exhibit 10.

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RECRUITMENT DATA

The 70th Strategic Reconnaissance Wing during March discharged 24 personnel.[9] Of the 24 personnel discharged, 11 chose to reenlist at this station to fill their own vacancy as compared to 38 discharged in February with 19 reenlisting at this station. The reenlistment rate for March in the 70th Wing was 45.8 compared to 50 percent for February.

9. Report: "Reenlistment Rates for March 1956, dated 3 April 1956, published by the Base Recruiting Office, Exhibit 20.

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MAINTENANCE MAN OF THE MONTH FOR MARCH

Airman Second Class Gerald W. Christy, AF 19 520 011 was selected as Maintenance Man of the Month for March from the 70th Periodic Maintenance Squadron. (Unclassified)[10][11]

Airman Christy is assigned as an engine mechanic at Dock #21 of the 70th Periodic Maintenance Squadron. In this duty assignment he is assigned to an engine at the start of an inspection and he removes all necessary parts and inspects the engine in accordance with the work cards for first and second periodic inspections. This duty involves approximately 20 man hours expended on each engine. Airman Christy has performed five inspections without Quality Control finding any discrepancies after he had completed the engine. He is always through with his portion of an inspection before the rest of the crew and assists them in completion of their work. (Unclassified)

Airman Christy is very conscientious and readily assumes additional duties and responsibilities. He is the type individual that is always busy and has an attitude that is desired of all airmen in the Air Force. Airman Christy is a neat appearing model airman and has contributed much to the successful operation of his dock. (Unclassified)

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10. Photograph: Airman Second Class Gerald W. Christy, AF 19 520 011, Exhibit #30.
11. Report: "Flying Safety Officer's Monthly Campaign Progress Report", published by the Wing Director of Safety, Exhibit #AAA.

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COMMENDATIONS

At the monthly Commander's Call of the 70th Strategic Reconnaissance Wing held on 2 April 1956, the following named personnel received personal recognition from the Commander:

Most Hrs Aircraft for month of March by Squadrons

6th SRS: T/Sgt Ransom, Archel L. C/C[12] 42:45 hours.
A/1C Mozar, Richard S. Ass't C/C

26th SRS: A/1C Taylor, William B. C/C 41:00 hours.

61st SRS: A/1C Laird, Darrel E. C/C[13] 39:25 hours.
A/2C Koerlin, Sidney F. Ass't C/C

70th ARTS: M/Sgt Thrower, Frank A. C/C[14] 51:05 hours.
A/2C Graham, Braxton T. Ass't C/C

Management Award:

S/Sgt Anderson Dooley Jr.[15] was awarded a check, a lighter and a letter of personal congratulations from the Commanding Officer for his management award.

Commandant's Award:

M/Sgt Charles Cupton was awarded a plaque as Runner-up for Top Student at the NCO Academy at Barksdale AFB, Louisiana and was #2 in Academic Standings in his class.

Also, the Wing now has two NCO's attending the Academy in the persons of M/Sgt Philip J. Tosa, Wing Sgt. Major and M/Sgt Leroy S. Dame, Line Chief of the 26th SRS.

12. Photograph: T/Sgt Archel L. Ransom and Colonel Burke, Exhibit #4C.
13. Photograph: A/1C Laird and Colonel Burke, Exhibit #5C.
14. Photograph: M/Sgt F. A. Thrower and Colonel Burke, Exhibit #6C.
15. Photograph: S/Sgt Anderson Dooley and Colonel Burke, Exhibit #7C.
16. Photograph: 1st Sgt Charles Cupton and Colonel Burke, Exhibit #8C.

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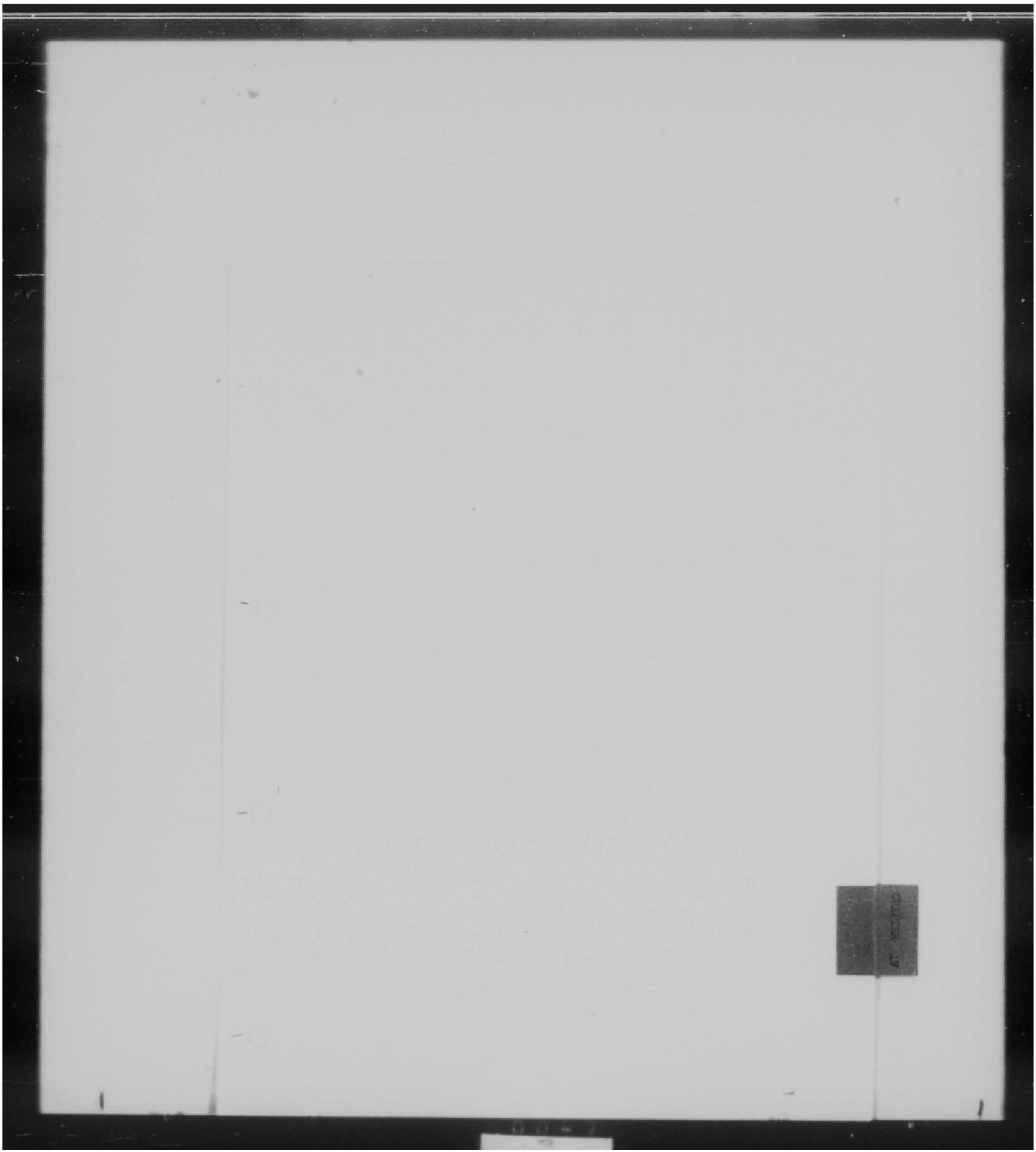

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CHAPTER IV

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MATERIAL

At the end of March 1956, the 70th Strategic Reconnaissance Wing had 80.5 percent of the required Unit Mission Equipment[1] and 88 percent of the required Unit Support Equipment[2] on hand. There were no significant shortages in the Unit Support Equipment for the Wing. (Unclassified)

The shortage of hand tools and test equipment is adversely affecting the mission of the 70th Wing. This shortage is caused by severe lack of base funds. (Unclassified)

At the direction of Headquarters SAC and Second Air Force, a Supply Improvement Program[3] has been initiated. As the 70th Wing consists of ten squadrons, the Supply Improvement Team consists of ten personnel, one Officer and nine Airmen. Since organization of this team, the unit supply activity of eight of the squadrons in the wing has been brought up to SAC standards in accordance with the rating system set forth in SAC Regulation 67-38. Excess property valued at approximately $40,000 has been turned in to Base Supply by the Supply Improvement Team. (Unclassified)

The lack of qualified personnel in supply is seriously hampering the Supply program. Indications were that this situation would become even more acute in the future. Projected personnel losses exceed gains.

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1. Report: "Unit Mission Equipment Report for March 1956, Exhibit 71D.
2. Report: "Unit Support Equipment Report for March 1956, Exhibit 72D.
3. Letters: Headquarters SAC to 2AF and 2AF to CO 70th IW 325, & Guide "Supply Improvement Program Guide published by Headquarters SAC, Exhibit 73D.

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In an effort to alleviate this situation, airmen within the Wing have been transferred in supply.[4] This has resulted in a certain degree of success. Personnel experienced in certain phases of supply have been assigned to slots where with their experience would greatly benefit the Wing. (Unclassified)

The 70th Wing's Unit Mission Equipment percentages were for the most part hampered by a severe lack of base funds.[5] As of 27 March the total dollar value of local purchase MES shortages for the 70th Wing was $35,526.33. This total represents shortages in Class 253, 253, 178 and several Federal classes, which have been coded local purchase by the depot. $27,000 of this figure represents a shortage of 24,190 hand tools. (Confidential)

The shortage of the Class 170 test equipment will continue to adversely affect our maintenance capability and since the estimated delivery dates are late in 1956 and 1957, additional emphasis needed to be placed on these items.[6] Twenty-five (25) Supply Difficulty letters were submitted in March on those items which affect the Combat capability of the Squadrons involved.[7] (Unclassified)

On March 29, 1956, a disposition form was initiated in the Division Material Office to the Wing Commanders on this station listing[8]

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4. D/F: "Transfer of Airmen", DM to 6100 and CO, AFB 34, dated 30 March 1956, Exhibit #4D.
5. Report: "Air Training Report for March", (RCS-12) page 3, para. c, Commanders Remarks, dated March 1956, Exhibit #2A.
6. "Ibid".
7. "Ibid".
8. D/F: DIV/LM to 7000, 33400, dated 29 March 1956, "Individual Equipment Requirement for Personnel During Operation of Base Defense Plan", Exhibit #5D.

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Individual equipment requirements for personnel during operation of base defense plan. (Unclassified)

The 70th Air Refueling Squadron during March received a new Unit Authorization List (UAL)[9]. The old UAL was based on the strength of 243 personnel. The new UAL is based on a strength of 293 personnel. The new UAL was published by the SAC B-47 Equipment Evaluation and Audit Team, Barksdale AFB, Louisiana. Very few errors were noted in the new UAL and it is considered to be adequate for the Wing. Most of the additional items required were readily available. (Unclassified)

9. UAL: "Unit Authorization List", on file in 70th Wing Supply.

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LOGISTICS

During March the preparation and publication of the Base Mobility plan of the 70th Wing and Air Refueling Squadron was the continuing priority objective of this section. (Unclassified)

Considerable valuable information and assistance was provided to the section during the visit of the Second Air Force Assistance Team. The logistics representative of this team worked with the logistics section of the Wing and with the individual squadron mobility officers during three weeks in March. As a result, considerable portion of the Wing mobility plan in preparation was revised to align concepts with the material presented by the assistance team members. (Unclassified)

Specific actions of this section during March in addition to preparing the basic mobility plan were accomplished as follows:

a. The first 15,000 lb high capacity fork lift was received on the station and was allocated to the 70th Field Maintenance Squadron for daily use. This fork lift will be of considerable assistance in loading of unit KC-97 type aircraft. For maximum use the construction of extension arms for this fork lift was initiated on 22 March 1956.[10] (Unclassified)

(1) Mobility meeting of all unit mobility officers and NCO's was conducted on 13 March 1956.[11] The important items covered were as follows: Lack of storage

10. S/F: "Lift, Fork, 15,000 lbs. capacity, 210 Inch High lift", from 70CEf to CO, 70F 3, dated 22 March 1956, Exhibit #6D.
11. Meeting: "Minutes of Mobility Meeting held 13 March 1956, Exhibit #7D.

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space for Tac Hospital, material of a minimum of 1700 sq. ft. required, only 600 sq. ft. is available. The Surgeon, 2AF has been appraised of this problem. It is not now possible to assemble and package the Tac Squadron Medical Element for deployment until additional storage space is available. (Unclassified)

(2) Construction of mobility boxes has been hampered by lack of materials, however, a limited quantity of plywood has been received and priority has been given to construction of boxes for support of the Air Refueling Squadron. (Unclassified)

Annex "A", "Reception and Utilization Plan"[12] (Unclassified) to the 70th SRW Mobility Plan was completed and forwarded to the Commander 2AF with letter, subject: "Reception and Utilization Plan"[13] (Unclassified). Annex "A" is the 70th Wing Reception and Utilization Plan for the MMC type "B" maintenance back up support team and was completed in accordance with the provisions of SAC Manual 400-3. A request was included in the letter noted above to authorize the supervisor of the type "B" team assigned to the 70th Wing to visit the Wing as soon as practicable for the purpose of familiarization with the plan. (Secret)

On 10 March 1956, the J-2 Report,[14] "Airlift and Planning Date", concerning the deployment of the 70th Air Refueling Squadron to Harmon

12. Plan: Annex "A", "Reception and Utilization Plan", Exhibit #8D.
13. Letter: Subject: "Reception and Utilization Plan", from 70SAL to COMAF 2, 14 March 1956, Exhibit #9D.
14. Report: "Airlift and Planning Date", (J-2) dated March 1956, Exhibit #10D.

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Air Force Base on or about 25 June 1956 was submitted to Commander 2AF. The report reflected projected deployment of 104 crew members, 424 passengers and 66,000 lbs of cargo to deploy on unit aircraft and six cargo courier personnel, 90,000 lbs of cargo to deploy on support aircraft. The support aircraft requirement includes eight R-4360 built up engines and two raw R-4360 engines. (Confidential)

In connection with Air Refueling Squadron deployment, a letter,[15] subject: "Request for TDY Movement of Contractor Technicians" was forwarded to Commander, 2AF on 30 March 1956. The following contractor technicians were indicated in this letter: Mr. Waterman Y. Brown Jr., Benaix Aviation Corporation; Mr. Norman D. Atkinson, United Aircraft Service Corporation; Mr. W. W. Booth, Boeing Aircraft Corporation or his replacement; Mr. Vernon A. Lesley, United Aircraft Service Corporation, or his replacement. (Confidential)

In order to determine the requirement for deployment of material and personnel with the Air Refueling Squadron and its rotational TDY, a letter[16] was dispatched to the Commander, Harmon AFB, subject: "70th Air Refueling Squadron Deployment" (Unclassified) on 30 March 1956. Information was provided concerning number of personnel planned for deployment and the number of flyaway kit engines. Information was requested concerning the Base Support Items which were short at Harmon against Column "A" Section A through E, attachment #1, ECL 67-00-2, 31 October 1955 and Column "B", Section B through D,

15. Letter: Subject: "Request for TDY Movement of Contractor Technicians" to CG 2AF 2, dated 30 March 1956, Exhibit #11D.
16. Letter: Subject: "70th Air Refueling Squadron Deployment", (Unclassified), dated 30 March 1956 to Commander, Harmon AFB, Exhibit #12D.

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attachment #5, Appendix #4, SCL 67-00-2, 31 October 1956. Particular attention is invited to engine build up equipment in view of the directed deployment of the R-4360 engine build up capability. (Unclassified)

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MAINTENANCE

Maintenance activities during March began with the publication of the monthly maintenance order.[17] It had been previously determined that if conditions permitted, there would be 228 RB-47 sorties consisting of 1402 flying hours and 89 KC-97 sorties consisting of 548 flying hours. The average sortie time planned was 6.1 hours for both the RB-47 and the KC-97. (Unclassified)

The Wing maintenance activities provided Operations with aircraft to fly one hundred and eighty-three (183) RB-47 sorties consisting of 1164 hours flying time. There were 96 KC-97 sorties flown consisting of 589 flying hours. The average length of sorties flown was 6.17 flying hours for RB-47 and 6 flying hours for KC-97. (Unclassified)

The RB-47's had an abort rate of 19.2[18] percent; 32 of these aborts were caused by material failure, three were due to maintenance error; four aborts were attributed to other causes, namely three to Bomb-Nav system and one to landing gear; one abort was caused by an aircrew error on the camera system. The KC-97's had an abort rate of five percent; three aborts were caused by material failure; one was maintenance error and one was due to other causes. (Confidential)

The abort rate for January of 22.7 percent for RB-47's, February abort rate of 12.9 per cent for RB-47's and March abort rate of 19.2 percent gives an average RB-47 abort rate of 18.2 percent. For the KC-97's the January abort rate was 7.2, February was 6.6 and March was 5 percent, giving an average of 6.2 percent. (Unclassified)

17. Monthly Maintenance Order, 56-3, dated 28 February 1956, Exhibit 13D.
18. Report: "Aircraft Malfunction and Abort Report", dated 1-31 March 1956, COMADIV 825 to COMAF 2, Exhibit 14D.

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The majority of these aborts continued to be caused by material failure. Corrective action to reduce aborts involved constant review of preflight work cards and continued maximum training. The Wing maintenance effort is still being hampered by shortage of personnel, lack of formal classroom facilities and a lack of highly trained personnel. (Unclassified)

Aircraft hours distribution[19] in percent for the Wing and the Air Refueling Squadron is as follows:

	RB-47	KC-97
1. In-Commission	72.9	79.9
2. AOCP	2.1	1.5
3. TOC	0.6	0.0
4. Periodic Maintenance	7.6	7.5
5. Malfunction/Maintenance	16.8	11.1
TOTALS	100.0	100.0

As reflected in the February History, the Maintenance Manhour Accounting System, recently started, had numerous errors made on the individual time cards. Close supervision by the supervisors has eliminated most of the errors; however, constant screening of the time cards will result in more time utilized in productivity and less in non-productive work. (Unclassified)

19. Report: "Maintenance Statistics for March 1956", published by the Analysis Section of Maintenance Control, Exhibit 15D.

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The 70th Strategic Reconnaissance Wing during March received three more of the MB-1 type RB-47 maintenance docks,[20] used for housing aircraft while performing periodic inspections. Also during March, the long-awaited-for Armament and Electronics[21] building was received by the 70th Wing. (Unclassified)

As of March 1956, there were 48 RB-47 aircraft and 22 KC-97 aircraft in the 70th Wing which were operationally ready. There were ten RB-47's and six KC-97's out of commission for maintenance. There were 13 RB-47's and three KC-97's in possession not operationally equipped. There were four RB-47's with armament deficiencies. The code for this deficiency is AFLN (A-Fire Control & Gunnery; F-Action Taken or to be Taken; L-Place where action is taken, organizational maintenance; N-Parts unavailable.) There were 46 RB-47[22] tactical crews assigned and 24 KC-97 tactical crews assigned. Six RB-47 crews were operationally ready and 20 KC-97 crews were operationally ready. (Secret)

Supply Liaison notes an average of .96 RB-47's per day AOCP which is 2.01 percent of the total RB-47's. This is an improvement over the 6.02 percent in February. The ANFE rate for RB-47's was 10.8 percent per day or 22.87 percent of the total RB-47's. An improvement was noted in that the February ANFE rate was 32.2 percent. The daily average AOCP rate for KC-97's was .34 aircraft or 1.56 percent of total which

20. Report: "Monthly Maintenance Facility Information" (K-2) Exhibit 16D.
21. "Ibid", page 2.
22. Report: "Aircraft and Crew Status" (1-AF-V14) 26 Mar 56, Exhibit 17D.

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was an improvement over the 4.96 percent for February. The daily ANFE rate for the KC-97's was 3.1 aircraft or 14.3 percent of the total. This was an improvement over the February ANFE rate of 32.2.[23]

The following items affected the Wing maintenance capability during the month of March:[24]

1. Maintenance control radio network was incomplete. The remote stations for A & E Squadron and Field Maintenance Squadron have an EDD of 1958.

2. Installation of new segregated telephone system was partially complete. This situation hindered proper communication in the maintenance organization. The estimated date of completion of the new dial telephone system is unknown.

3. Lack of engine test stand precluded testing engines prior to installation on the aircraft. Latest information indicated contract completion on/or about 1 June 1956.

During March, the Analysis Section of Maintenance Control compiled and published Maintenance Manhour Statistics[25] and also General Report of Maintenance Trends[26] which were of great value to each squadron in the Wing with regard to accurate manhour accounting, placing more emphasis on better and higher quality of maintenance performed. (Unclassified)

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23. Report: "Aircraft Status and Purpose of Flight", Exhibit 18D.
24. Report: "Aircraft Scheduling Report" (SAC-F1) dated March 1956, Exhibit 19D.
25. Report: "Maintenance Manhour Statistics for March", published by the Analysis Section of Maintenance Control, Exhibit 20D.
26. Report: "General Report of Maintenance Trends for March", published by the Analysis Section of Maintenance Control, Exhibit 21D.

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During the period 1 through 31 March, there were nine engine changes[27] performed in the 70th Wing, as compared to six for the month of February. Of the nine jet engine changes, six were changed due to foreign object damage. In an effort to eliminate these unnecessary engine changes, an extensive program was initiated in the Wing against foreign object damage with good results. There was only one engine removed for foreign object damage the first ten days of April as a result of the increased program to eliminate foreign object damage. (Unclassified)

Information via the SAC A-15[28] report indicated that there were 40 RB-47 type engines and 14 KC-97 type engines in Flyaway Kits on the station. Column "G" of the SZC A-15 Report indicates that there were seven engines changed during March and the 3-AMC-A19 reports showed that nine were changed. The difference in the number of engine changes reflected in these reports is the reporting dates for each report covers a different period. (Unclassified)

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27. Report: "Installed Aircraft Engine Report", Exhibit 22D.
28. Report: "Aircraft Engine Report" (SAC-A-15) dated 26 March 1956, Exhibit 23D.

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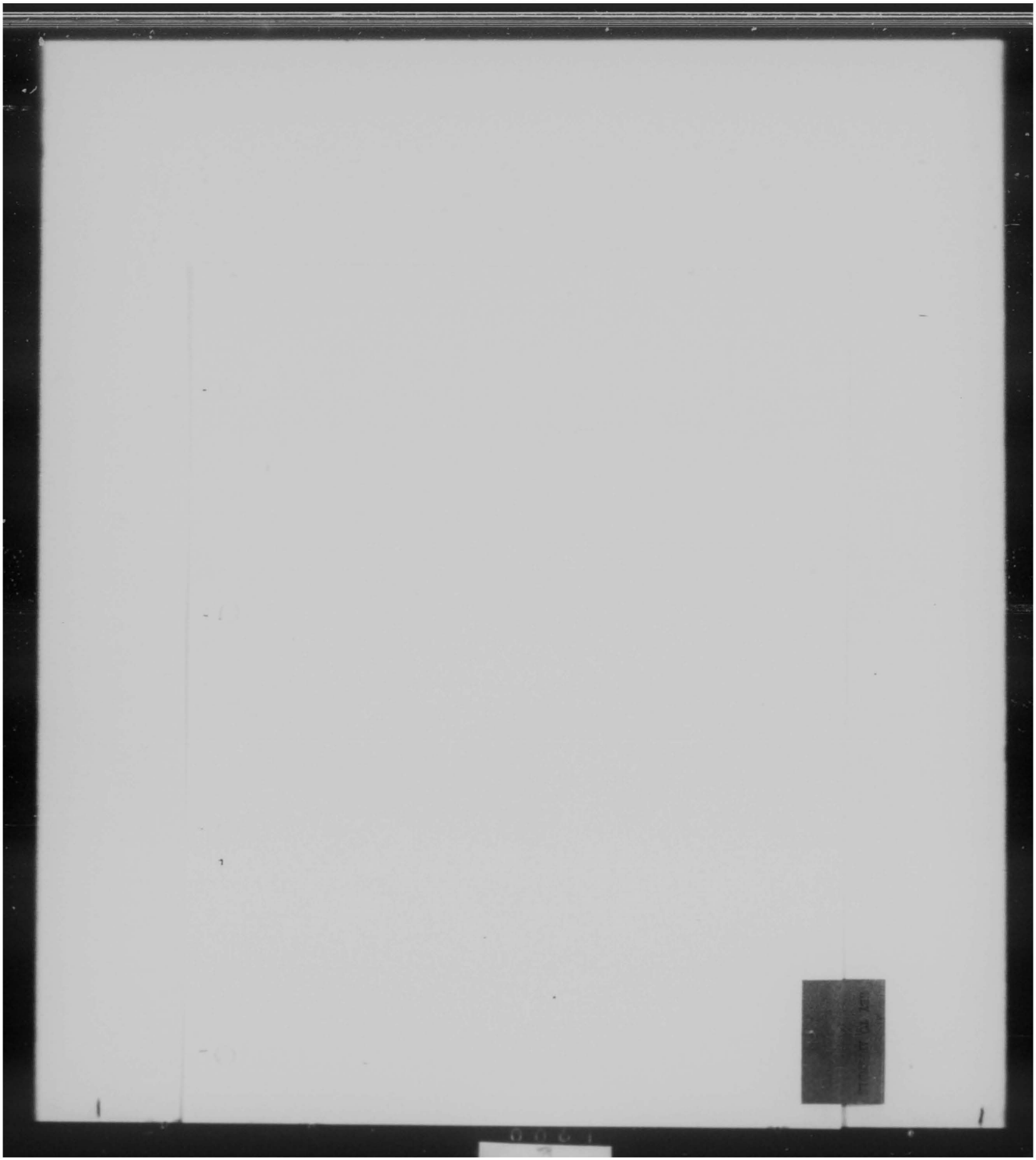

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KEY TO APPENDIX

1A. Report: Subject: "B/RB-47 Conversion Training" and "Non-Combat Ready Training", (T-6 & T-9), Exhibits combined.

2A. Report: "Air Training Report" (T-12) Page 1, Commanders Remarks.

3A. General Order: "Staff Assignments" GO #1, Hq, 70th SRWg, dated 2 March 1956.

4A. Minutes of Meeting: Subject: "Wing Staff Meeting Minutes", conducted by the 70th Wing CO.

1B. Report: Subject: "Operations Plan 402-56", dated 1 March 1956, published by 70th Wing Operations.

2B. Report: Subject: "Recap of Flying Time for the Month of March 1956", published by 70th Wing Operations.

3B. TWX: COMAF 2 to COMADIV 825, dated 3 March 1956, subject: "SAC Regulation 51-12".

4B. Letter: Subject: "Combat Readiness of the 70th Strategic Reconnaissance Wing", 70CO to COMADIV 825, dated 28 March 1956; Disposition Form: Subject: "Progress to Combat Readiness", 70th Wing Training Officer to 70DO.

5B. Report: 2AF Assistance Team to 70CO, Subject: "Report of Visit to the 70th Strategic Reconnaissance Wing", dated 26 March 1956.

6B. Memorandum: "Operations Memorandum" dated 15 March 1956, published by 70DO.

7B. Report: Subject: "Standardization Activities Report", from 70DOS to COMAF 2 (2nd T-3).

8B. Report: "Strategic Air Command Management Control Statement", dated 28 March 1956, Subject: "Non-Operationally Ready Wings - February 1956".

9B. TWX: Subject: "SAC T/O 1-1179", from COMAF 2 to COMADIV 825, dated 13 March 1956.

10B. Letter: Subject: "Requirement for Assistant Boom Operators on KC-97 Flight Crews", from COMADIV 825 to COMAF 2.

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11B. Letter: Subject: "Change to SAC Regulation 51-19 and 50-43 and Second Air Force T-6 and T-9 Programs" CONFIDENTIAL to CC/AP 2, dated 23 March 1956.

12B. Order: Subject: "Operations Jailhouse", Operations Order 412-56, dated 1 March 1956.

13B. Order: Subject: "Operations Lemonade", Operations Order 413-56, dated 9 March 1956.

14B. Report: "Flying Safety Officer's Monthly Campaign Progress Report" published by Director of Safety.

15B. Photograph: "Crew of the Month for March 1956".

16B. Photograph: "Flying Safety Officer of the Month for March 1956".

17B. Photograph: "Rack Built for Literature in Intelligence Office".

18B. Photograph: "Intelligence Training Chart".

19B. Photostat: "Form Recommended by SAC Assistance Team".

20B. Report: "Intelligence Summary Report", 70-Rpt Form 30.

1C. Report: "Morning Report Summary", published by 2nd Lt. Joseph W. Mitchell.

2C. Report: "Reenlistment Rates for March 1956, dated 9 April 1956, published by the Base Recruiting Office.

3C. Photograph: "Airman Second Class Gerald W. Christy, AF 19520011.

4C. Photograph: "T/Sgt Archel L. Ranson and Colonel Burke.

5C. Photograph: "A/1C Harrel E. Laird and Colonel Burke.

6C. Photograph: "T/Sgt Frank A. Thrower and Colonel Burke.

7C. Photograph: "S/Sgt Anderson Dooley and Colonel Burke.

8C. Photograph: "1st Sgt Charles Cupton and Colonel Burke.

1D. Report: Subject: "Unit Mission Equipment Report for March"

2D. Report: Subject: "Unit Support Equipment Report for March"

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3D. Letters: Headquarters SAC to 2AF and 7AF to CC/DCDV 325, and Guide "Supply Improvement Program Guide" published by Headquarters SAC.

4D. D/F: Subject: "Transfer of Airmen", 70DX to 6100 and CO, AAE Squadrons, dated 30 March 1956.

5D. D/F: Subject: "Individual Equipment Requirement for Personnel During Operation of Base Defense Plan", DEV/AF to 7000 and 3040D dated 29 March 1956.

6D. D/F: Subject: "Lift, Fork, 25,000 Lbs. Capacity, 210 Inch High Lift", dated 28 March 1956 to CO, 7000S from 70DX.

7D. Minutes of Meeting: Subject: "Minutes of Mobility Meeting", held 13 March 1956.

8D. Plan: Subject: "Reception and Utilization Plan", Annex "A".

9D. Letter: Subject: "Reception and Utilization Plan", to CC/AF 2 from 70DX, dated 14 March 1956.

10D. Report: Subject: "Airlift and Planning Data", (D-2) dated March 1956.

11D. Letter: Subject: "Request for TDY Movement of Contractor Technicians" to CC/AF 2, dated 30 March 1956.

12D. Letter: Subject: "70th Air Refueling Squadron Deployment" (Unclassified), dated 30 March 1956 to Commander, Harmon AFB.

13D. Order: "Monthly Maintenance Order", dated 29 February 1956.

14D. Report: Subject: "Aircraft Malfunction and Abort Report", dated 1-31 March 1956, CC/DCDV 325 to CC/AF 2.

15D. Report: Subject: "Maintenance Statistics for March 1956", published by the Analysis Section of Maintenance Control.

16D. Report: Subject: "Monthly Maintenance Facility Information", (M-1).

17D. Report: Subject: "Aircraft and Crew Status", (1-AF-W14) dated 26 March 1956.

18D. Report: Subject: "Aircraft Status and Purpose of Flight".

19D. Report: Subject: "Aircraft Scheduling Report", (SAC-W1) dated March 1956.

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20b. Report: Subject: "Maintenance Manhour Statistics for March", published by the Analysis Section of Maintenance Control.

21b. Report: Subject: "General Report of Maintenance Trends for March", published by the Analysis Section of Maintenance Control.

22b. Report: Subject: "Installed Aircraft Engine Report".

23b. Report: Subject: "Aircraft Engine Report" (AIC A-12), dated 27 March 1956.

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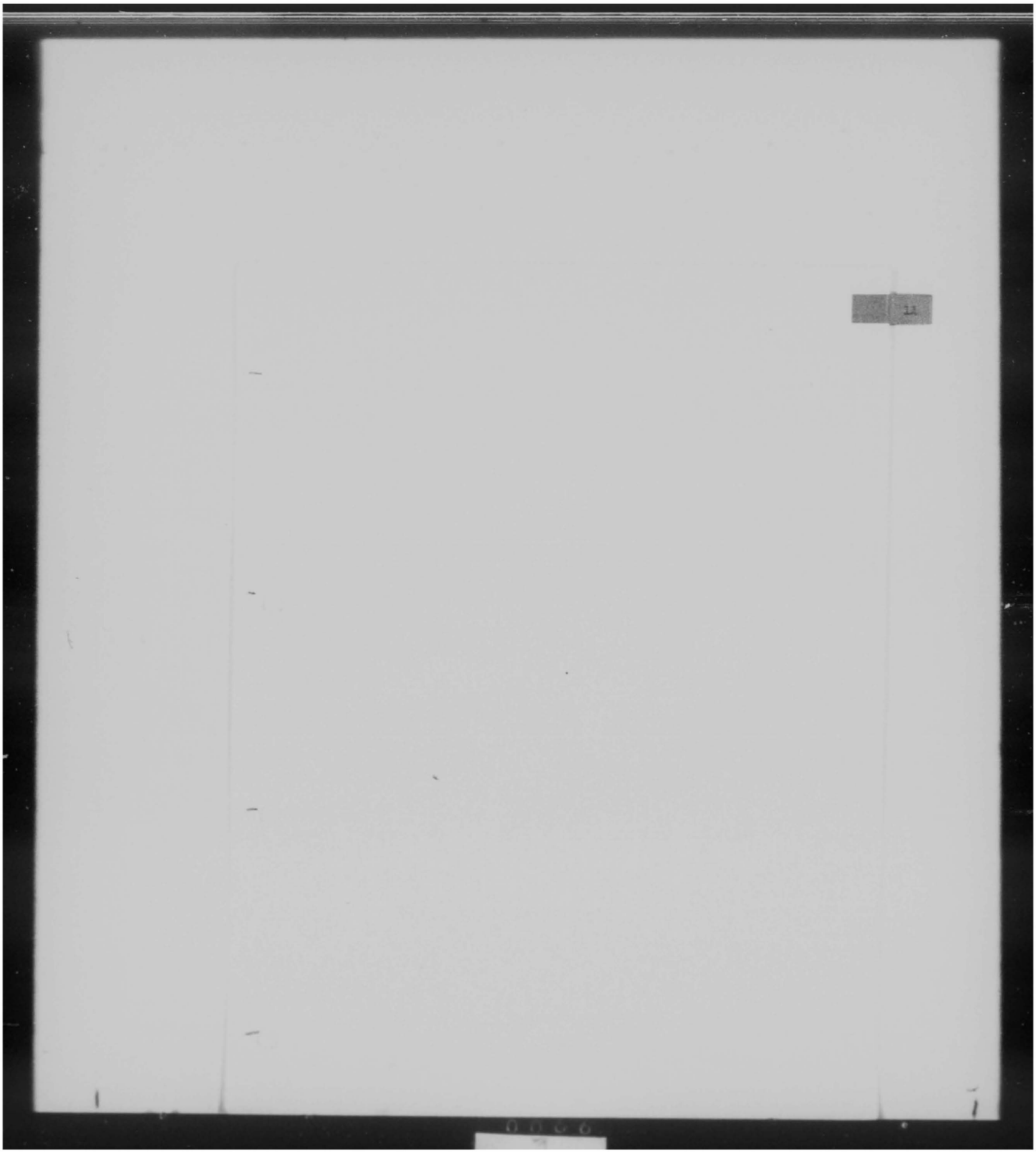

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CONAIR 825 LITTLE ROCK AFB, JACKSONVILLE, ARK.

PRIORITY

COMAF 2 BARKSDALE AFB, LA.

/CONFIDENTIAL/70LCT_____. ACR DO. SUBJECT: B/RB-47 CONVERSION TRAINING. RCS: 2NC T-6. THIS REPORT IS FOR THE PERIOD ENDING 2400 HOURS 31 MARCH 1956. SUBJ MESSAGE IN TWO PARTS. PART I. ITEM A: ONE HUNDRED FIFTY-FOUR (154); ITEM B: ONE HUNDRED TWENTY (120); ITEM C: ONE HUNDRED SIXTY-EIGHT (168); ITEM D: ONE HUNDRED FIFTY-TWO (152); ITEM E: THREE HUNDRED ONE (301); ITEM F: THREE HUNDRED SEVENTY-EIGHT (378); ITEM G: TWO HUNDRED EIGHTY-SEVEN (287); ITEM H: THREE HUNDRED NINETY-SEVEN (397); ITEM I: ONE HUNDRED TWENTY-SIX (126); ITEM J: THREE HUNDRED SEVEN (307); ITEM K: SEVENTY-FIVE (75); ITEM L: NINETY-EIGHT (98); ITEM M: NINETY-EIGHT (98); ITEM N: FIVE HUNDRED EIGHTY-FIVE (585); ITEM O: ONE HUNDRED TEN (110); ITEM P: EIGHT HUNDRED TWENTY (820); ITEM Q: SIX HUNDRED (600); ITEM R: SEVENTY-THREE (73); ITEM S: TWO HUNDRED THREE (203); ITEM T: ONE HUNDRED SIXTY-FOUR (164); ITEM U: SIXTY-THREE (63); ITEM V: FIFTY-FIVE (55); ITEM W: ZERO (0); ITEM X: ZERO (0); ITEM Y: TWENTY-TWO (22); ITEM Z: FORTY-NINE (49); ITEM AA: SIX THOUSAND TWO HUNDRED NINETY-FIVE (6295); ITEM BB: THREE HUNDRED NINETY-ONE (391); ITEM CC: ZERO (0); ITEM DD: SIX THOUSAND SIX HUNDRED SIXTY-SIX (6666); ITEM EE: FORTY (40); ITEM FF: THIRTY-TWO (32); ITEM GG: EIGHTY-ONE PERCENT (81%); ITEM HH: SIXTY PERCENT (60%); ITEM II: TEN (10); PART II. DURING THIS PERIOD, NINE (9) SORTIES AND 60 TRAINING HOURS WERE LOST DUE TO WEATHER. FIFTEEN (15) ACTUAL PHOTOPLANE RUNS WERE LOST DUE TO WEATHER OVER AVON PARK RANGE. ARRANGEMENTS HAVE BEEN MADE TO FLY ACTUAL PHOTOPLANE MISSIONS AT THE BOMBING RESOLUTION RANGE AND EXPECT TO USE THAT RANGE DURING APRIL WHEN WEATHER PRACTICALLY BARS THE USE OF AVON PARK. REQUEST WRITTEN CONFIRMATION OF THE WAIVER OF ECM SWEEP JAMMING RUNS AND ECM CHAFF DISPENSING RUNS PRIOR TO THE COMBAT READY DATE. SINCE THESE REQUIREMENTS REPRESENT 73.3 HOURS OF TOTAL UTILIZATION, REQUEST PERMISSION TO REDUCE FACTOR 4690 to 4617.2. SEVEN (7) SORTIES AND 46 HOURS WERE FLOWN PRACTICING CELL TACTICS AND MASS AIR REFUELING. THE WING TRAINED EIGHT (8) B-36 PILOTS WHO COST THE WING 12 SORTIES TOTALING 72 HOURS. THIS REPRESENTS 50-43 TRAINING OF ONE COMBAT READY CREW. THE MAJOR FACTORS AFFECTING THE TRAINING STATUS OF THE WING ARE SHORTAGE OF MAN T OES AND TEST EQUIPMENT, AIRCORP'S LIMITATIONS, BAD WEATHER AND LIMITED NAVIGATIONAL AIDS, CONSTRUCTION DELAYS, AND MANY MONTH'S SHORTAGE OF BOMBS AND MUNITIONS. THE WING HAS REQUESTED A 30-DAY EXTENSION ON THE COMBAT READY DATE BY SEPARATE CORRESPONDENCE.

EUGENE F HART, CAPT, USAF, AC TRNG OFF.
70LCT/EFH/fw/2 Apr 56 3298

I CERTIFY THAT THIS IS A TRUE COPY
KENNETH M. WALKER
Captain USAF
Adjutant

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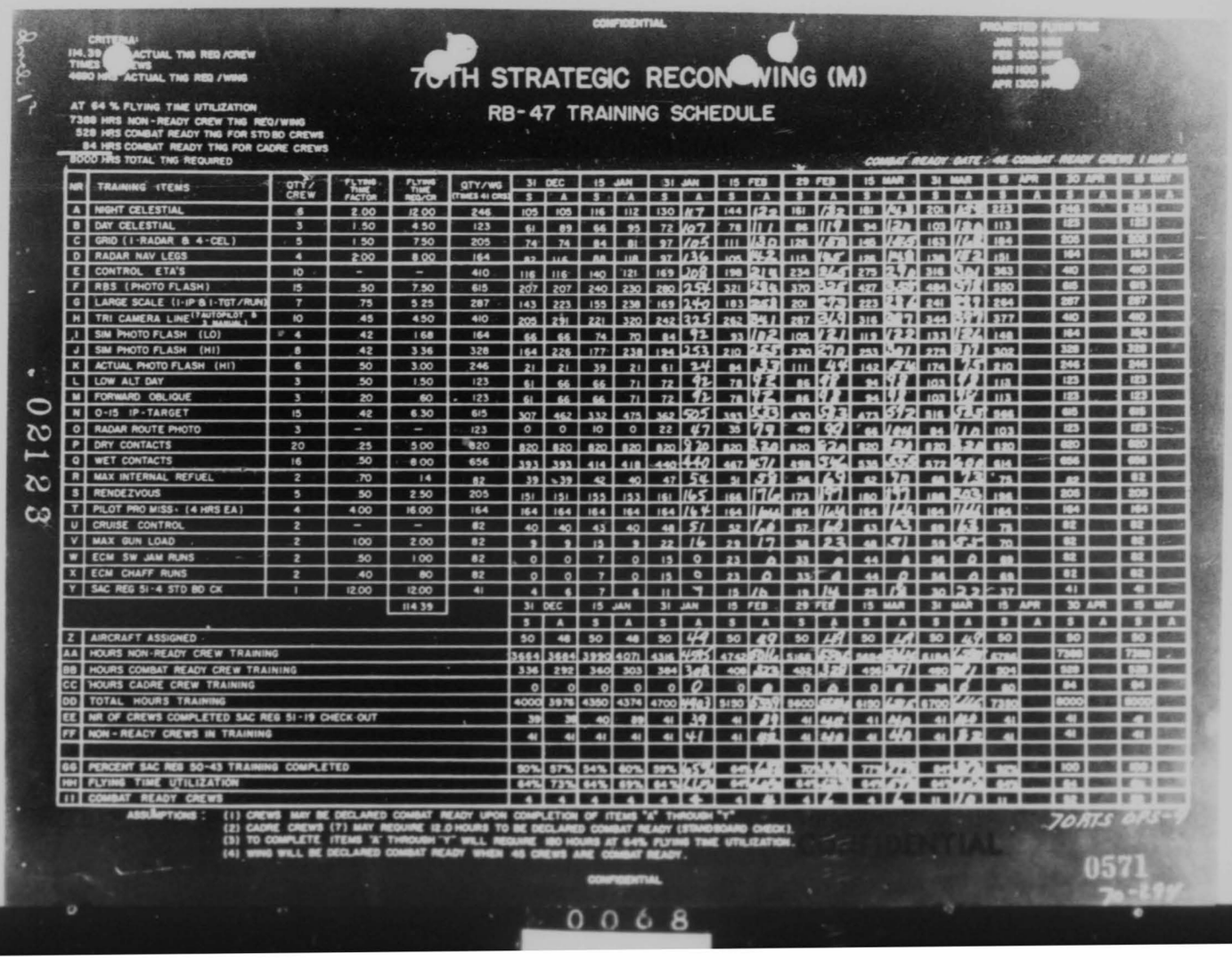

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CRITERIA:
114.39 ACTUAL TNG REQ /CREW
TIMES CREWS
4680 HRS ACTUAL TNG REQ /WING

AT 64 % FLYING TIME UTILIZATION
7380 HRS NON-READY CREW TNG REQ/WING
520 HRS COMBAT READY TNG FOR STD BD CREWS
84 HRS COMBAT READY TNG FOR CADRE CREWS
8000 HRS TOTAL TNG REQUIRED

PROJECTED FLYING TIME
JAN 700 HRS
FEB 900 HRS
MAR 1100 HRS
APR 1300 HRS

70TH STRATEGIC RECON WING (M)

RB-47 TRAINING SCHEDULE

COMBAT READY DATE: 46 COMBAT READY CREWS 1 MAY 60

NR	TRAINING ITEMS	QTY/ CREW	FLYING TIME FACTOR	FLYING TIME REQ/CR	QTY/WG (TIMES 46 CREWS)	31 DEC		15 JAN		31 JAN		15 FEB		29 FEB		15 MAR		31 MAR		15 APR		30 APR		15 MAY	
						S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
A	NIGHT CELESTIAL	6	2.00	12.00	246	105	105	116	112	130	117	144	132	161	152	181	171	201	193	223		246		246	
B	DAY CELESTIAL	3	1.50	4.50	123	61	89	66	95	72	107	78	117	86	114	94	124	103	134	113		123		123	
C	GRID (1-RADAR & 4-CEL)	5	1.50	7.50	205	74	74	84	81	97	105	111	120	126	138	140	153	153	167	184		205		205	
D	RADAR NAV LEGS	4	2.00	8.00	164	92	116	88	118	97	136	105	142	115	146	126	159	138	174	151		164		164	
E	CONTROL ETA'S	10	-	-	410	116	116	140	121	169	208	198	218	234	246	275	287	316	328	363		410		410	
F	RBS (PHOTO FLASH)	15	.50	7.50	615	207	207	240	230	280	296	321	338	370	376	427	434	484	491	550		615		615	
G	LARGE SCALE (1-IP & 1-TGT/RUN)	7	.75	5.25	287	143	223	155	238	169	249	183	263	201	278	223	287	241	301	264		287		287	
H	TRI CAMERA LINE (TAUTOPLOT & PHOTOMAP)	10	.45	4.50	410	205	291	221	320	262	375	282	341	287	345	318	367	346	377	377		410		410	
I	SIM PHOTO FLASH (LO)	4	.42	1.68	164	66	66	74	70	84	92	93	102	105	111	115	122	133	124	148		164		164	
J	SIM PHOTO FLASH (HI)	8	.42	3.36	328	164	226	177	238	194	253	210	256	230	270	253	287	278	291	302		328		328	
K	ACTUAL PHOTO FLASH (HI)	6	.50	3.00	246	21	21	39	21	61	34	84	55	111	49	142	74	174	74	230		246		246	
L	LOW ALT DAY	3	.50	1.50	123	61	66	66	71	72	92	78	104	86	97	94	98	103	104	113		123		123	
M	FORWARD OBLIQUE	3	.20	60	123	61	66	66	71	72	92	78	104	86	97	94	98	103	104	113		123		123	
N	O-15 IP-TARGET	15	.42	6.30	615	307	462	332	475	362	505	383	508	430	523	472	552	518	552	568		615		615	
O	RADAR ROUTE PHOTO	3	-	-	123	0	0	10	0	22	47	35	79	49	90	66	104	86	114	103		123		123	
P	DRY CONTACTS	20	.25	5.00	820	820	820	820	820	820	930	820	930	820	930	820	930	820	930	820		820		820	
Q	WET CONTACTS	16	.50	8.00	656	393	393	414	418	450	440	467	457	488	494	538	535	572	568	614		656		656	
R	MAX INTERNAL REFUEL	2	.70	14	82	39	39	42	40	47	56	51	69	56	69	62	78	68	78	78		82		82	
S	RENDEZVOUS	5	.50	2.50	205	151	151	153	153	161	165	166	176	173	180	180	187	188	188	188		205		205	
T	PILOT PRO MISS+ (4 HRS EA)	4	4.00	16.00	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164		164		164	
U	CRUISE CONTROL	2	-	-	82	40	40	43	40	48	51	52	68	57	68	63	73	68	73	73		82		82	
V	MAX GUN LOAD	2	1.00	2.00	82	9	9	15	9	22	16	29	17	38	23	48	31	59	39	70		82		82	
W	ECM SW JAM RUNS	2	.50	1.00	82	0	0	7	0	15	0	23	0	33	0	44	0	56	0	82		82		82	
X	ECM CHAFF RUNS	2	.40	80	82	0	0	7	0	15	0	23	0	33	0	44	0	56	0	82		82		82	
Y	SAC REG 51-4 STD BD CK	1	12.00	12.00	41	4	6	7	8	11	7	15	16	19	14	25	18	30	22	37		41		41	
				114.39																					

		31 DEC		15 JAN		31 JAN		15 FEB		29 FEB		15 MAR		31 MAR		15 APR		30 APR		15 MAY	
		S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
Z	AIRCRAFT ASSIGNED	50	48	50	48	50	49	50	49	50	48	50	49	50	49	50		50		50	
AA	HOURS NON-READY CREW TRAINING	3664	3664	3920	4071	4316	4315	4750	4744	5166	5204	5660	5677	6184	6204	6744		7380		7380	
BB	HOURS COMBAT READY CREW TRAINING	336	292	360	303	384	308	400	326	454	358	496	397	480	371	504		520		520	
CC	HOURS CADRE CREW TRAINING	0	0	0	0	0	0	0	0	0	0	0	0	36	0	56		84		84	
DD	TOTAL HOURS TRAINING	4000	3976	4280	4374	4700	4623	5150	5070	5620	5562	6156	6076	6700	6575	7380		8000		8000	
EE	NR OF CREWS COMPLETED SAC REG 51-19 CHECK OUT	39	36	40	39	41	39	41	41	41	41	41	41	41	41	41		41		41	
FF	NON-READY CREWS IN TRAINING	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41		41		41	
GG	PERCENT SAC REG 50-43 TRAINING COMPLETED	90%	97%	94%	100%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%		100%		100%	
HH	FLYING TIME UTILIZATION	64%	73%	64%	69%	64%	64%	64%	64%	64%	64%	64%	64%	64%	64%	64%		64%		64%	
II	COMBAT READY CREWS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		4		4	

ASSUMPTIONS: (1) CREWS MAY BE DECLARED COMBAT READY UPON COMPLETION OF ITEMS "A" THROUGH "Y"
(2) CADRE CREWS (7) MAY REQUIRE 12.0 HOURS TO BE DECLARED COMBAT READY (STANDBOARD CHECK).
(3) TO COMPLETE ITEMS "A" THROUGH "Y" WILL REQUIRE 180 HOURS AT 64% FLYING TIME UTILIZATION.
(4) WING WILL BE DECLARED COMBAT READY WHEN 46 CREWS ARE COMBAT READY.

70ATS 6PS-9

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PRIORITY

COMAF 2 BARKSDALE AFB, LA.

/CONFIDENTIAL/7ODOT_____. FOR DO. SUBJECT: NON-COMBAT READY TRAINING PLAN, RCS: 2ND T-9, FOR THE 70TH AIR REFUELING SQUADRON THROUGH 2400 HOURS 10 MARCH 1956. THIS MESSAGE IN TWO PARTS: PART 1. ITEM A: TWENTY-ONE (21), ITEM B: TWENTY-TWO (22): ITEM C:(1) TWO SLASH ELEVEN (2/11); ITEM C/2: TWO SLASH FOURTEEN (2/14); ITEM C(3): ONE SLASH SIX (1/6); ITEM C(4); FOUR SLASH TWENTY-FOUR (4/24); ITEM C(5); TWENTY SLASH ONE HUNDRED TWO (20/102): ITEM C(6): FORTY-ONE SLASH ONE HUNDRED FIFTY-SEVEN (40/157): ITEM D: EIGHT SLASH ELEVEN (8/11): ITEM E: TWENTY (20): ITEM F: TWENTY-ONE (21): ITEM G: TWENTY-TWO (22): ITEM H: TWENTY (20): ITEM I:(1) TWENTY-SEVEN SLASH TWENTY-TWO (27/22); ITEM I:(2) THIRTY-TWO SLASH TWENTY (32/20); ITEM I(3); THIRTY-SEVEN SLASH TWENTY-FOUR (37/24); ITEM I(4): THIRTY-SEVEN SLASH TWENTY-TWO (37/22); ITEM I(6): TWENTY SLASH SIX (20/6). PART 11. THE COMBAT READY DATE FOR THE AIR REFUELING SQUADRON WAS MET AS PROGRAMED AND REQUEST PERMISSION TO DISCONTINUE 2ND T-9 REPORT AS OF THIS DATE.

EUGENE E. HART, CAPT, USAF, AIR TRNG OFF

7ODOT/LFH/mfw/12 MAR 56 3298

I CERTIFY THAT THIS IS A TRUE COPY.

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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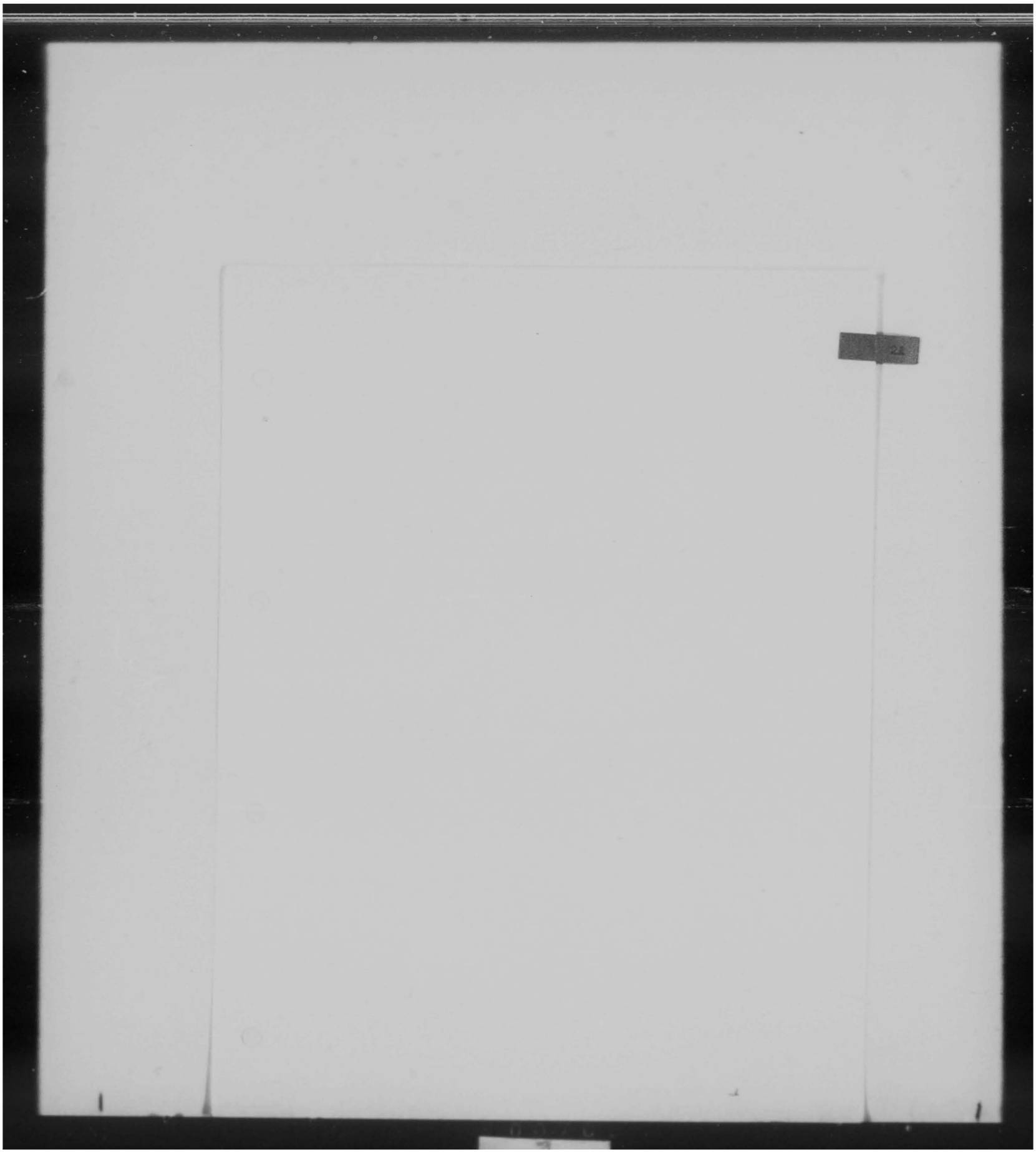

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C O N F I D E N T I A L

70th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report for Month of March 1956
RCS: 3-SAC-T12

1. Hours flown performing Missions Ordered by Higher Headquarters:

a. Six (6) sorties were flown by the 3947th Strategic Evaluation Squadron for 32:35 hours.

b. Twelve (12) instructional sorties toteling 68:20 were furnished eight (8) selected B-36 pilots.

2. Weather or Local Conditions Which Affect Training: The following aerodrome limitations and hazards are hampering our training mission:

a. Lack of obstruction, high intensity approach and adequate threshold lights presents a hazard. Taxiway lighting is not complete on taxiways B and C.

b. Stabilization of shoulders along taxiways B and C is not complete.

c. Due to the hazards listed above and a lack of a GCA or ILS system and adequate navigation aids, weather minimums must be higher than those required at bases with complete airbase facilities. During March 1956, the Wing cancelled 29 sorties toteling 192 hours due to weather. Due to these restrictions, 8 additional sorties were diverted to other bases and 4 sorties were lost because aircraft on RON to other SAC bases were unable to return as scheduled. Of the 8 additional sorties diverted, 3 remained away four (4) or more days, 1 three (3) days and 1 two (2) days due to weather.

3. Restrictive Directives: None.

4. Crew Member Gains and Losses:

a. Crew Members Gained: 2 Pilots
1 Observer

b. Crew Members Lost: 2 Pilots - Being released from service.
1 Observer - Being released from service.

5. Crew Member Changes: 2 Pilots
1 Observer

6. New Crews: None

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7. Crew Status Changes:

N01 upgraded to R01 effective 31 March 56
N02 upgraded to R02 effective 31 March 56
N33 upgraded to R33 effective 31 March 56
N36 upgraded to R36 effective 31 March 56
N37 upgraded to R37 effective 31 March 56
N39 upgraded to R39 effective 31 March 56
N71 upgraded to R71 effective 31 March 56
N77 upgraded to R77 effective 31 March 56
IN08 upgraded to N08 effective 9 March 56
IN38 upgraded to N38 effective 16 March 56
IN67 upgraded to N67 effective 27 March 56
IN68 upgraded to N68 effective 7 March 56
IN69 upgraded to N69 effective 27 March 56
IN70 upgraded to N70 effective 31 March 56
IN71 upgraded to N71 effective 7 March 56
IN72 upgraded to N72 effective 7 March 56
IN73 upgraded to N73 effective 7 March 56
IN74 upgraded to N74 effective 9 March 56
IN77 upgraded to N77 effective 9 March 56

8. Standardization Board Crews:

70th SRW Standardization Crew: L48
6th SRS Standardization Crew: L19
26th SRS Standardization Crew: L34
61st SRS Standardization Crew: 181

9. Additional Material and Personnel Problems:

a. The supply shortages listed below are hampering accomplishment of the Wing mission. Specific data on each item is as follows:

Stock Number	Nomenclature	Amt	Recn No.	Date	Depot Action	Date & Control Number	Letter Supply Difficulty
8100-221821	Compressor 200 PSI	2 ea	17A-55-1025	15 Jan 55	EDD 30 Apr 56	BMAPA 1-1	14 Dec 55
8100-221821	Compressor 200 PSI	2 ea	17A-55-1015	15 Jan 55	EDD 30 Apr 56	BMAPA 1-2	14 Dec 55
8100-221821	Compressor 200 PSI	2 ea	17A-55-1002	15 Jan 55	EDD 30 Apr 56	BMAPA 1-3	14 Dec 55
8100-221821	Compressor 200 PSI	4 ea	17A-55-1127	10 Mar 55	EDD 30 Apr 56	BMAPA 1-4	14 Dec 55
8TAA-966000-42	Watch, Master	19 ea	38-55-1007	1 Mar 55	EDD 15 Feb 56	BMAPA 5	14 Dec 55

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Stock Number	Nomenclature	Amt	Reqn No.	Date	Depot Action	Date & Control Number	Letter Supply Difficulty
8TAA-993000	Watch,hack	63	38-55-1001	15 Jan 55	EDD Nov 55	BMAPA 59	14 Feb 56
8TAA-966000	Watch,Nav, Master	46	38-55-1003	15 Jan 55	EDD Nov 55	BMAPA 76	16 Feb 56
8TAA-966000-42	Watch, Master	19 ea	38-55-1011	15 Jan 55	EDD 15 Feb 56	BMAPA 6	14 Dec 55
7CAC-802150	Tester	2 ea	17C-56-108	16 Nov 55	EDD Jun 56	BMAPA 13	14 Dec 55
7CAC-136650	Bridge	1 ea	17C-55-1066	15 Jan 55	EDD Mar 56	BMAPA 15	23 Dec 55
7CAC-133240	Synchro-nizer	1 ea	17C-55-1065	15 Jan 55	EDD Jul 56	BMAPA 16	23 Dec 55
7CAC-801950	Tester	2 ea	17C-55-1082	15 Jan 55	EDD Sep 56	BMAPA 17	23 Dec 55
7CAC-734506	Tester	2 ea	17C-56-107	15 Nov 55	EDD Jul 56	BMAPA 19	23 Dec 55
7CAD-805645	Tester	1 ea	17C-55-2091	9 Mar 55	EDD May 56	BMAPA 20	23 Dec 55
8100-175242-9	Charger	10 ea	17A-55-1128	10 Mar 55	EDD 30 Mar 56	BMAPA 32	28 Dec 55
AC-001148	Adapter	5 ea	17C-56-30	23 Aug 55	EDD Jun 56	BMAPA 38	11 Jan 56
7CAC-801319-24	Test Set, Radar	1 ea	17C-56-114	20 Nov 55	EDD Jun 56	BMAPA 42	25 Jan 56
7CAC-457006	Junction Box	3 ea	17C-56-117	28 Nov 55	EDD Apr 56	BMAPA 43	25 Jan 56
7CAC-274353	Dummy Load	12 ea	17C-56-115	2 Nov 55	EDD Mar 56	BMAPA 57	26 Jan 56
7CAC-801319-123	Test Set	3 ea	17C-56-114	20 Nov 55	EDD Feb 57	BMAPA 60	26 Jan 56
7CAC-587943	Multimeter	5 ea	17C-56-118	26 Oct 55	EDD Dec 56	BMAPA 63	30 Jan 56
7CAC-587851	Multimeter	2 ea	17C-55-1045	15 Jan 55	EDD May 56	BMAPA 66	30 Jan 56
7CAC-979548	Wattmeter, port.	3 ea	17C-56-114	20 Nov 55	EDD Jul 56	BMAPA 67	30 Jan 56
7CAC-140125	Bridge	3 ea	17C-56-134	7 Dec 55	EDD Apr 56	BMAPA 69	30 Jan 56
7CAC-801319-25515	Test Set, Radio	4 ea	17C-56-123	7 Dec 55	EDD Jul 56	BMAPA 71	30 Jan 56

b. The shortage of the Class 17C test equipment will continue to adversely affect our maintenance capability and since the estimate delivery dates are late 1956 and 1957, additional emphasis needs to be placed on these items.

c. The 70th Wing's UME percentages are for the most part hampered by a severe lack of Base funds. As of 27 March, the total dollar value of local purchase UME shortages for the 70th Wing was $35,526.83. This total represents shortages in Class 25A, 25B, 17B and several federal classes, which have been coded local purchase by the depot. $27,000 of this figure represents a shortage of 34,190 hand tools.

d. The Wing has fifty-one (51) 702 personnel currently assigned, which is only 53% of the authorized 97 administrative personnel. This low number of administrative personnel will adversely affect the capability of this Wing since personnel trained in other career fields will be required to perform needed administrative duties.

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e. There are only 18 of the 27 authorized 472X0 personnel. Of this number, only 2 are at the seven level. This lack of supervisory personnel renders this seven level career field percentage of 40 is extremely critical because of the lack of instructor and senior supervisor capability.

f. The manning of the 271X0 field still remains 6 out of 9 authorized. Coupled with the 702X0 shortage and considering the maintenance of Form 5's and the necessity of operating the primary control room 24 hours daily, this workload puts an unusually heavy burden upon these six (6) people.

g. In the 333X0C field, the Wing has only 43 out of the required 63 personnel. This is below the minimum number needed to keep the armament systems at the desired performance level.

h. In the 451X0 field, we only have one (1) assigned versus four (4) authorized. In view of the heavy field maintenance workload generated by a new Wing, this career field (production scheduling) is of vital importance.

i. The 321X0B shredout (1 assigned against 5 authorized) and the 321X0D shredout (0 assigned against 4 authorized) present a critical manning problem. The shortages are presently being covered by other personnel in the 321X0 field as a whole but this is an unsatisfactory assignment situation.

10. SAC Minimum Training Requirements Not Accomplished: Not applicable.

11. Non-Combat Ready Crews Capable of Deploying: Eleven (11).

12. Non-Combat Ready Crew Training: Not Applicable.

13. Field Training Operations: Not Applicable.

14. Special Training Month Remarks: Not Applicable.

15. Comments or Recommendations of the Wing Commander:

a. Lack of a flight simulator, a GCA unit, and a shortage of C-11 instrument trainers has limited aircraft commanders' and co-pilots' instrument training and has resulted in higher clearance weather minimums than would otherwise be necessary. It has imposed additional flight training requirements to stations having these facilities in order to maintain minimum desired instrument proficiency. This has adversely affected our flying time utilization under 50-43 since much flying time and fuel is expended in accomplishing this training. Flight simulator

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training for our combat crews at Barksdale AFB has been granted by 2 AF beginning 27 February 1956. The schedule provides for 1 crew each week for an indefinite period.

b. Lack of the space for mockups, MTD's, T-1A gunnery trainers and radar trainers has prevented our crews from accomplishing gunnery and simulator training requirements. To help alleviate this critical loss of training in radar reconnaissance procedures and techniques, observers were sent TDY to Barksdale AFB to accomplish T-2 trainer time during December and January. Only 4 hours of T-2 time were available to the 70th Wing during January and none was available in February. The T-2 has been installed in the 70th A&E building and became operational on 2 April 1956. These deficiencies will continue to adversely affect the performance of the observers and the procedures of the crews.

c. The accomplishment of hood time for aircraft commanders continues to be a problem. Second Air Force has recommended that relief be afforded by allowing aircraft commanders with assigned crew members to log hood time for all CCA's, and ILS's that they practice at other stations possessing these facilities. Recommendations for revision of SAC Reg 51-12 have been forwarded by separate message in answer to 2 AF message DOTB 0432 dated 3 March 1956.

d. Due to the adverse effect upon the Wing's training program caused by bad weather, shortage of supplies, equipment, bombs, ammunition, construction delays, lack of trainers and aerodrome facilities and navigation aids, an extension of the 70th Wing's combat ready date has been requested by separate correspondence. This extension was recommended by the 2 AF Assistance Team in its staff report dated 26 March 1956 to the 70th Wing and to Second Air Force.

WILLIAM BURKE
Colonel, USAF
Commander

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
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A. GENERAL				B. BOMBING																C. NAVIGATION										
1	2	3	4	5										6			7	8	9	10						11				
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS				
														RADAR						CIRCULAR ERRORS										
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL X-RAYS	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-115)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L48	RB047	02	13																		--	--	--	--	--	--	--	--	--	
L19	RB047	04	20																		17	--	--	--	--	01	--	01	--	
L34	RB047	04	24																		23	28	--	--	--	02	--	01	--	
L81	RB047	03	23																		--	--	--	--	--	--	--	01	--	
SQ STBD TOTAL	RB047	11	67																		40	28	--	--	--	03	--	03	--	
R03	RB047	02	15																		--	--	--	--	--	--	--	--	--	
R04	RB047	03	15																		--	--	--	--	--	--	--	--	--	
R01	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R02	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R33	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R36	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R37	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R39	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R71	RB047	--	NEGATIVE - Crew upgraded on 31 March 56																											
R77	RB[illegible]	--	NEGATIVE - Crew upgraded on 31 March 56																											

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: March	PAGE NO.: 2	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING															C. NAVIGATION										
1	2	3	4	5										6			7	8	9	10								11		
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
														RADAR						CIRCULAR ERRORS							GRID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	RADAR RELEASE (M/D)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
GR TOTAL	RB047	05	30																											
N01	RB047	04	28																											
N02	RB047	06	40																											
N33	RB047	05	32																											
N36	RB047	03	22																											
N37	RB047	04	27																											
N39	RB047	03	22																											
N71	RB047	02	15																											
N77	RB047	05	34																											
N10	RB047	09	63																											
N51	RB047	02	12																											
N08	RB047	02	13																											
N38	RB047	03	20																											
N67	RB047	01	07																											
N68	RB047	01	07																											
N69	RB047	01	07																											

NOT APPLICABLE

Crew upgraded 7 March 56

Crew upgraded 9 March 56

Crew upgraded 9 March 56

Crew upgraded 16 March 56

Crew upgraded 27 March 56

Crew upgraded 7 March 56

Crew upgraded 27 March 56

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A. GENERAL				B. BOMBING																C. NAVIGATION									
1	2	3	4	5											6		7	8	9	10						11			
				VISUAL RELEASES											PHOTO-SCORED ATTACKS					NIGHT CELESTIAL						OTHER LEGS			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-15)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
															TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
N70	RB047	--	--	NEGATIVE - Crew upgraded 31 March 56																	--	--	--	--	--	--	--	--	--	
N72	RB047	01	06			Crew upgraded 7 March 56															--	--	--	--	--	--	--	--	--	
N73	RB047	01	02			Crew upgraded 7 March 56															--	--	--	--	--	--	--	--	--	
N74	RB047	--	--	NEGATIVE - Crew upgraded 9 March 56																	--	--	--	--	--	--	--	--	--	
NCR TOTAL	RB047	53	357																		--	--	--	--	--	--	--	--	--	
WING TOTAL	RB047	71	467																		40	28	--	--	--	03	--	03	--	
IN08	AC	--			X, 43 Hrs;				PLT - X, 43 Hrs;					OBS - X, 37 Hrs.																
IN38	AC	--		NOT APPLICABLE	X, 71 Hrs;				PLT - X, 65 Hrs;					OBS - X, 65 Hrs.						NOT APPLICABLE										NOT APPLICABLE
IN67	AC	--			X, 68 Hrs;				PLT - X, 81 Hrs;					OBS - X, 73 Hrs.																
IN68	AC	--			X, 59 Hrs;				PLT - X, 42 Hrs;					OBS - X, 38 Hrs.																
IN69	AC	--			X, 77 Hrs;				PLT - X, 72 Hrs;					OBS - X, 66 Hrs.																
IN70	AC	--			X, 77 Hrs;				PLT - X, 77 Hrs;					OBS - X, 72 Hrs.																
IN 71	AC	--			X, 60 Hrs;				PLT - X, 54 Hrs;					OBS - X, 54 Hrs.																
IN72	AC	--			X, 51 Hrs;				PLT - X, 51 Hrs;					OBS - X, 51 Hrs.																
IN73	AC	--			X, 51 Hrs;				PLT - X, 51 Hrs;					OBS - X, 51 Hrs.																

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A. GENERAL				B. BOMBING																C. NAVIGATION												
1	2	3	4	5											6			7	8	9	10							11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL							OTHER LEGS				
															RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		180A RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (NON)	1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67		
IN74	AC	--			X, 88 Hrs;				PLT - X, 83 Hrs;						OBS - X, 83 Hrs.																			
IN77	AC	--			X, 60 Hrs;				PLT - X, 70 Hrs;						OBS - X, 60 Hrs.																			
IN05	AC	--			80%, 64 Hrs;				PLT - 80%, 55 Hrs;						OBS - 80%, 55 Hrs.																			
IN06	AC	--			90%, 60 Hrs;				PLT - 90%, 73 Hrs;						OBS - 90%, 60 Hrs.																			
IN07	AC	--			90%, 89 Hrs;				PLT - 90%, 75 Hrs;						OBS - 90%, 89 Hrs.																			
IN09	AC	--			90%, 63 Hrs;				PLT - 90%, 52 Hrs;						OBS - 90%, 81 Hrs.																			
IN11	AC	--			80%, 57 Hrs;				PLT - 80%, 53 Hrs;						OBS - 80%, 40 Hrs.																			
IN12	AC	--			70%, 80 Hrs;				PLT - 70%, 90 Hrs;						OBS - 70%, 80 Hrs.																			
IN14	AC	--			70%, 80 Hrs;				PLT - 70%, 78 Hrs;						OBS - 70%, 69 Hrs.																			
IN17	AC	--			90%, 106 Hrs;				PLT - 90%, 83 Hrs;						OBS - 90%, 106 Hrs.																			
IN42	AC	--			70%, 69 Hrs;				PLT, 70%, 58 Hrs;						OBS - 70%, 69 Hrs.																			
IN43	AC	--			90%, 74 Hrs;				PLT, 90%, 65 Hrs;						OBS - 90%, 71 Hrs.																			
IN44	AC	--			80%, 71 Hrs;				PLT, 80%, 81 Hrs;						OBS - 80%, 86 Hrs.																			
IN45	AC	--			90%, 71 Hrs;				PLT, 90%, 62 Hrs;						OBS - 90%, 62 Hrs.																			
IN46	AC	--			70%, 73 Hrs;				PLT, 70%, 64 Hrs;						OBS - 70%, 69 Hrs.																			
IN47	AC	--			70%, 95 Hrs;				PLT, 70%, 95 Hrs;						OBS - 70%, 95 Hrs.																			
IN50	AC	--			90%, 35 Hrs;				PLT, 90%, 35 Hrs;						OBS - 90%, 35 Hrs.																			

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	70th Strategic Reconnaissance Wing (M)	March	5	5	3-SAC-T12

A. GENERAL				B. BOMBING																C. NAVIGATION											
1	2	3	4	5										6			7	8	9	10								11			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS			IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M/H)	NIGHT CELESTIAL								OTHER LEGS			
														RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
				1	2	3	4	5	6	7	8	9	10	TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
IN52	AC	--			60%, 51 Hrs				PLT, 70%, 27 Hrs					OBS, 60% - 47 Hrs.																			
IN66	AC	--			80%, 102 Hrs				PLT, 80%, 94 Hrs					OBS, 60% - 87 Hrs.																			
IN76	AC	--			80%, 85 Hrs				PLT, 80%, 56 Hrs					OBS, 80% - 78 Hrs.																			
IN79	AC	--			70%, 42 Hrs				PLT, 90%, 96 Hrs					OBS, 70% - 31 Hrs.																			
IN82	AC	--			70%, 24 Hrs				PLT, 70%, 26 Hrs					OBS, 70% - 22 Hrs.																			
IN83	AC	--			60%, 89 Hrs				PLT, 60%, 84 Hrs					OBS, 60% - 84 Hrs.																			
5X TOTAL	RB047	79	391																	--	--	--	--	--	--	01	02	--			
IN TOTAL	RB047	435	2440	NOT APPLICABLE															NOT APPLICABLE	--	--	--	--	--	47	47	100	16			NOT APPLICABLE
CR TOTAL	RB047	--	--																	--	--	--	--	--	02	--	01	--			
NCR TOTAL	RB047	--	--																	--	--	--	--	--	17	01	03	--			

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JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	70th Strategic Reconnaissance Wing (M)	March	1	3	3-SAC-T12

D. GENERAL	E. REFUELING														F. GUNNERY						G. CRUISE CONTROL						H. [illegible] CR.
12	13				14										15	16			17	18	19		20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD	MAXIMUM LOAD TOTALS			NO. OF FIGHTER ATTACKS	GG GUNNERY	PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT	PER CENT FIRE-OUT	TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		1	2	3	4	TOTAL NUMBER	UNLIMITED LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1 2 3		LOADED	FIRED											
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	
L48	01	01	-	-	01	01			01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	01	100	-	-	-	01	01			-
L19	-	-	-	-	-	-			-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	01	100	-	-	-	01	01			-
L34	01	01	-	-	02	02			-	-	-	-	01	01	-	-	50	50	-	02	000400	000700	50	-	01	-	-	-	-	-			-
L81	02	02	-	-	03	03			01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
SQ STBD TOTAL	03	03	-	-	05	05	NOT APPLICABLE	NOT APPLICABLE	01	01	-	-	02	02	-	-	100	50	-	03	002100	001400	150	-	02	100	-	-	-	01	01	NOT APPLICABLE	NOT APPLICABLE	-
R03	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R04	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R01	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R02	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R33	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R36	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R37	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R39	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R71	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R77	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 70th Strategic Reconnaissance Wing (M) | MONTH: March | PAGE NO.: 2 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY							G. CRUISE CONTROL								
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS			17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GG GUNNERY	1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED											
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	
CR TOTAL																																		
NO1																																		
NO2																																		
N33																																		
N36																																		
N37							NOT APPLICABLE	NOT APPLICABLE																								NOT APPLICABLE	NOT APPLICABLE	
N39																																		
N73																																		
N77																																		
N10																																		
N51																																		
N08																																		
N38																																		
N67																																		
N68																																	1	
N69																																		

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JET CREW AIR TRAINING REPORT - PART II	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: March	PAGE NO.: 3	NO. OF PAGES: 3	REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING														F. GUNNERY						G. CRUISE CONTROL						H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS										15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS			17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT	PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIREOUT	NO. OF FIGHTER ATTACKS	OC GUNNERY				TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4				
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	
N70	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N72	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N73	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N74	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NCR TOTAL	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
							NOT APPLICABLE	NOT APPLICABLE																									
WING TOTAL	04	04	-	-	06	06			02	02	-	-	02	02	-	-	150	50	-	03	002100	001400	150	-	03	200	-	-	-	02	02	NOT APPLICABLE	NOT APPLICABLE	
5X TOTAL	17	-	05	-	90	-			05	-	13	-	04	-	-	-	-	-	-	01	000700	000700	-	-	-	-	-	-	-	-	-			
IN TOTAL	116	-	23	-	307	-			238	-	31	-	28	-	-	-	-	-	-	51	-	-	-	-	16	-	-	-	-	31	31			3
CR PRACT	01	-	-	-	05	-			-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
NCR PRAT	11	-	06	-	37	-			06	-	07	-	06	-	-	-	-	-	-	04	002800	002400	-	-	-	-	-	-	-	02	02			

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JET CREW AIR TRAINING REPORT - PART III	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: March	PAGE NR: 1	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY			N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RDS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE MASTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L48	004	004	002	002	–	–	–	–	–	–	–	–	–				–	–	–	–	001		001	001	–	–		FEB
L39	004	004	004	004	–	–	–	–	–	002	002	001	001				–	–	003	003	002		002	–	–	–		MAR
L34	002	002	002	002	0003	0003	001	–	002	003	003	–	–				–	–	002	002	–		–	–	–	–		MAR
L81	002	002	–	–	0002	0002	–	–	–	–	–	–	–				002	002	003	003	–		–	002	–	–		SEP
SQ STD TOTAL	008	008	006	006	0005	0005	001	–	002	005	005	001	001				002	002	008	008	002		001	002	–	–		–
R03	–	–	–	–	–	–	–	–	–	–	–	–	–	NOT APPLICABLE	NOT APPLICABLE		–	–	–	–	–	NOT APPLICABLE	–	–	–	–	NOT APPLICABLE	DEC
R04	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		DEC
R01	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		OCT
R02	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		DEC
R33	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		DEC
R36	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		FEB
R37	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		FEB
R39	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		FEB
R71	–	–	–	–	–	–	–	–	–	–	–	–	–				–	–	–	–	–		–	–	–	–		JAN
R7	–	–	–	–	–	–	–		–	–	–	–	–				–	–	–	–			–	–	–	–		MAR

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JET CREW AIR TRAINING REPORT - PART III						UNIT: 70th Strategic Reconnaissance Wing (M)						MONTH: March			PAGE NR: 2	NR OF PAGES: 1	REPORTS CONTROL SYMBOL: 3-SAC-D32					
I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY			N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55 56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
CR TOTAL																											
N01																											
N02																											
N33																											
N36																											
N37																											
N39																											
N71																											
N72																											
N10													NOT APPLICABLE		NOT APPLICABLE						NOT APPLICABLE					NOT APPLICABLE	FEB
N51																											DEC
N08																											MAR
N38																											FEB
N67																											MAR
N68																											FEB
N69																											MAR

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	70th Strategic Reconnaissance Wing (M)	March	3	3	3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP.	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
N70	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--		--	--	--	--		MAR
N72	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--		--	--	--	--		FEB
N73	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--		--	--	--	--		FEB
N74	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--		--	--	--	--		MAR
NCR TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--		--	--	--	--		--
WING TOTAL	012	012	008	008	0005	0005	000	000	009	005	005	000	000	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	009	002	1	1	003	NOT APPLICABLE	002	003	1	1	NOT APPLICABLE	1
5X TOTAL	025	--	018	--	--	--	--	--	--	010	--	--	--				009	--	010	--	007		009	--	003	--		--
IN TOTAL	270	--	251	--	0063	--	001	--	0066	232	--	108	--				089	--	415	--	072		170	007	087	--		--
CR PRACT	006	--	006	--	--	--	003	--	0004	--	--	002	--				--	--	006	--	--		005	--	002	--		--
NCR PRACT	009	--	005	--	--	--	005	--	0010	007	--	008	--				007	--	005	--	--		007	008	006	--		--

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 70th Strategic Reconnaissance Wing (x)	MONTH: March	PAGE NR: 1	NR OF PAGES: 2	REPORTS CONTROL SYMBOL: 2-310-TAC

Q. GENERAL	R. PILOT PROFICIENCY									S. MISCELLANEOUS							
40	41	42	43	44				45			46			47	48	49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS	LANDINGS				GCA			ILAS			APPROACHES	FORMATION	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
				ACFT COMDR			CO-PILOT	ACFT COMDR			ACFT COMDR												
			ACFT COMDR	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE					
			CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL									
6-10	11-13	14-16	17-19	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61
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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: March	PAGE NR: 2	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R. PILOT PROFICIENCY																					S. MISCELLANEOUS							
40	41	42	43	44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 70th Strategic Reconnaissance Wing (M) | MONTH: March | PAGE NR: 3 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

Q. GENERAL	R. PILOT PROFICIENCY									S. MISCELLANEOUS							
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS	LANDINGS	GCA	ILAS	APPROACHES	FORMATION	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS						
			ACFT COMDR / CO-PILOT	ACFT COMDR: FULL STOP / TOUCH AND GO / TOTAL; CO-PILOT: FULL STOP / TOUCH AND GO / TOTAL	ACFT COMDR: FULL STOP / TOUCH AND GO / TOTAL; CO-PILOT: FULL STOP / TOUCH AND GO / TOTAL	ACFT COMDR: FULL STOP / TOUCH AND GO / TOTAL; CO-PILOT: FULL STOP / TOUCH AND GO / TOTAL	AIRBORNE RADAR / PPI / GYRO OUT	TOTAL TIME / HIGH ALTITUDE								
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LEAD CREWS - 4; DT CREWS - 10; N CREWS - 19; TAL CREWS - 65

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70th Strategic Reconnaissance Wing (M)
70th Air Refueling Squadron
Squadron Commander's Remarks
Part III of
Refueling Air Training Report for Month of March 1956
RCS: 4-SAC-T12

1. Hours Flown Performing Missions Ordered by Higher Headquarters:

None

2. Weather or Local Conditions Which Affect Training: The following aerodrome limitations and hazards are hampering our training mission:

a. Lack of obstruction, high intensity approach and adequate threshold lights presents a hazard. Taxiway lighting is not complete on taxiways B and C.

b. Due to the hazards listed above and a lack of a GCA or ILS system and adequate navigation aids, weather minimums must be higher than those required at bases with complete airbase facilities. During March the squadron cancelled 15 sorties totaling 90 hours due to weather. In addition, weather necessitated the diversion of 4 aircraft from this station upon completion of their missions. All 4 aircraft were away from the station 2 days.

3. Restrictive Directives: None.

4. Combat Crew Member Gains and Losses:

a. Crew Members Gained: None

b. Crew Members Lost: Twenty (20) assistant boom operators.

Auth: 2AF message DPLM 2233 dated 13 March 1956.

5. Crew Member Changes: 2 Navigators
2 Flight Engineers
5 Boom Operators
2 Assistant Boom Operators

6. New Crews: No new crews were formed during the month of March.

7. Crew Status Changes:

M09 upgraded to T09 effective 9 Mar 56
M08 upgraded to T08 effective 9 Mar 56
M12 upgraded to T12 effective 9 Mar 56

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M13 upgraded to T13 effective 9 Mar 56
M15 upgraded to T15 effective 9 Mar 56
M16 upgraded to T16 effective 9 Mar 56
M17 upgraded to T17 effective 9 Mar 56
M18 upgraded to T18 effective 9 Mar 56
M20 upgraded to T20 effective 9 Mar 56
M21 upgraded to T21 effective 9 Mar 56
M23 upgraded to T23 effective 9 Mar 56

8. Standardization Board Crew:

70th SPW ARDFS Standardization Crew: T02

9. Additional Material and Personnel Problems:

a. Shortage of the following item is adversely affecting our training capability:

Stock Number	Nomenclature	Amt	Reqn No.	Date	Depot Action	Date & Control Number	Letter Supply Difficulty
8210-325910	Generator C-215	8 ea	19F-56-52 19F-56-53	9 Jan 56	No EDD	BMAPA 84	1 Mar 56

b. This organization's authorization for boom operators was reduced from 2 boom operators per crew to 1 per crew. Overages created were grounded. No satisfactory disposition of these surplus boom operators has been received. This problem will create poor morale among the airmen affectód and among others who fear they may be affected. Separate correspondence is being initiated regarding this matter.

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable.

11. Non-Combat Ready Crews Capable of Deploying: None.

12. Non-Combat Ready Crew Training: Not Applicable.

13. Field Training Operations: Not Applicable.

14. Special Training Month Remarks: Not Applicable.

15. Comments or Recommendations of the Squadron Commander:

a. March was an excellent training month. The Squadron flew four (4) call missions and all crew members participating received valuable practice in station keeping, formation flying, mass air

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refueling, and rendezvous. I believe the deletion of 1 boom operator from each crew presents a flying safety hazard. This Squadron has only a five-man crew authorized. During fuel transfer operations, there is no crew member available to check the lower aft compartment for fuel leaks or malfunctions in the hydraulic system. This problem is particularly acute during transfer of fuel in excess of 36,000 pounds. During the past month, one of our tankers developed a fuel leak in the forward transfer valve during fuel transfer operations. Fortunately, an assistant boom operator was in the lower aft compartment and spotted the leak immediately. His prompt action in reporting this malfunction very probably prevented an accident. Had he not been in the lower compartment, great amounts of raw fuel would have been pumped into this compartment and probably would not have been detected until strong fumes or fire had been produced. An incident report has been submitted in accordance with SAC Reg 62-9 dated 22 April 1955. This Squadron desires to fly 2 boom operators on IFR flights whenever possible.

DONALD A. BROADDUS
Lt Colonel, USAF
Commander

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Lt Colonel, USAF
Commander

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C O N F I D E N T I A L

70th Strategic Reconnaissance Wing (M)
70th Air Refueling Squadron
Wing Commander's Remarks
Part III of
Refueling Air Training Report for Month of March 1956
RCS: 4-SAC-T12

I concur with the Squadron Commander's remarks.

WILLIAM BURKE
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I	UNIT: 70th Air Refueling Squadron	MONTH: March	PAGE NO.: 1	NO. OF PAGES: 3	REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																		D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8																9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 23 OR 65		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL								OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS		DAY CEL.	GRID		PRESSURE PATTERN		
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				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.															
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REFUELING AIR TRAINING REPORT – PART II

UNIT: 72d Air Refueling Squadron | MONTH: March | PAGE NO.: 2 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL				B. REMARKS			C. REFUELING												D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5	6	7	8												9	10								11			12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT			AAR ARTN (RECEIVED)	AAR ARTN (GIVEN)	AAR ARTN (ON AAR MISSION)	REFUELINGS												DRY HOOK-UPS	NIGHT CELESTIAL							OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
							TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER			CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
							ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5			CEL.	RADAR			
66-15	11-15	17-18	20-22	23-26	28-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	27	27	[illegible]	—	—	—	—	01	—	—	—	—	—	FEB
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	49	49	—	—	—	—	—	—	—	—	—	—	—	JAN
[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	107	107	08	09	12	15	—	04	—	—	01	—	02	FEB
[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	—	—	—	—	21	21	—	—	—	—	—	—	—	01	01	—	02	FEB
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	76	76	25	26	22	[illegible]	—	[illegible]	05	08	08	—	25	
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	—	—	—	—	29	29	—	—	—	—	—	—	—	—	—	—	00	NOV
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	—	—	—	—	29	29	—	—	—	—	—	—	—	—	—	—	00	
[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	28	28	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	05	08	08	—	25	
[illegible]	Drew upgraded to [illegible] on [illegible] March 56.							AC – I_2 [illegible] Hrs.																AFB	[illegible]								BO – X_2 178 Hrs.				
[illegible]	Drew upgraded to [illegible] on [illegible] March 56.							AC – I_2 98 Hrs.																AFB	[illegible]								BO – X_2 34 Hrs.				
[illegible]	Drew upgraded to [illegible] on [illegible] March 56.							AC – I_2 124 Hrs.																AFB	[illegible]								BO – X_2 94 Hrs.				
[illegible]	Drew upgraded to [illegible] on [illegible] March 56.							AC – I_2 96 Hrs.																AFB	[illegible]								BO – X_2 46 Hrs.				
[illegible]	Drew upgraded to [illegible] on [illegible] March 56.							AC – I_2 55 Hrs.																AFB	[illegible]								BO – X_2 63 Hrs.				
[illegible]	[illegible] upgraded to [illegible] on [illegible] March 56.							AC – I_2 66 Hrs.																AFB	[illegible]								BO – X_2 66 Hrs.				

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 70th Air Refueling Squadron | MONTH: March | PAGE NO.: 3 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL								OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
																																		CEL.	RADAR			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5								
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	58-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
IM18	Crew upgraded to T10 on 9 March 56.																																				
IM20	Crew upgraded to T20 on 9 March 56.																																				
IM21	Crew upgraded to T21 on 9 March 56.																																				
IM23	Crew upgraded to T23 on 9 March 56.																																				
IM27	AC	–	60%	24 Hrs;						N – X, 20 Hrs;						APS – 40%, 22 Hrs;						BC – X, 24 Hrs.															
IM22	AC	–	90%	42 Hrs;						N – 90%, 31 Hrs;						APS – X, 40 Hrs;						BC – 90%, 47 Hrs.															
IM24	AC	–	70%	49 Hrs;						N – X, 5 Hrs;						APS – X, 37 Hrs.						BC – X, 10 Hrs.															
9X TOTAL	KC09,	04	24	–	–	02	–	–	–	05	–	02	–	–	–	03	–	02	–	04	–	–	–	03	–	–	–	–	–	–	–	–	–	–	–	01	–
2X TOTAL	KC09	24	447	–	–	56	–	30	–	253	–	253	–	–	–	24	–	12	–	17	–	–	–	1084	–	–	–	–	–	–	10	45	62	62	04	22	–
2X FRACT	KC09	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
10X FRACT	KC09	–	–	–	–	–	–	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	24	–	–	–	–	–	–

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CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART II

UNIT: 70th Air Refueling Squadron | MONTH: March | PAGE NO.: 1 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

F. GENERAL	G. CRUISE CONTROL									H. PILOT PROFICIENCY													J. KC-97 CREWS			K. MISCELLANEOUS						
10	14					15			17	18	19		20		21	22		23			24			25		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	PERFORMANCE INDEX					NUMBERS					TRANSITIONS		LANDINGS		IICA		ILAS	APPROACHES			FORMATION			LOADINGS		NUMBER OF PRACTICE ALTITUDES	NO. OF MAX. PASSENGER EMERGENCY DRILLS	RENDEZVOUS NUMBERS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
	1	2	3	4	5	UNSUPERVISED FLIGHT ENGINEER	SUPERVISED FLIGHT ENGINEER	PROFICIENCY FLIGHT ENGINEER	TOTAL	AIRCRAFT COMMAND	CO-PILOT	AIRCRAFT COMMAND	CO-PILOT	AIRCRAFT COMMAND	CO-PILOT	AIRCRAFT COMMAND	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER									
6-10	15-18	19-22	23-26	27-27	28-28	29-31	32-34	35-37	38-40	41	42-44	45-47	48-50	51-53	54-56	57-59	60-62	63-65	66-68	69-71	72-74	75-77	78-80	17-18	19-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T02	–	–	–	–	–	–	–	–	–	–	–	02	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–						
T01	100	–	–	–	–	01	–	–	01	–	–	01	01	01	01	–	–	–	–	–	06	06	–	–	–	–	–	–	–						
T03	100	–	–	–	–	01	–	–	01	–	–	09	01	04	02	01	–	–	–	–	10	08	–	–	–	–	–	–	–						
T04	100	100	100	100	–	04	–	–	04	–	–	03	–	02	01	–	–	–	–	–	06	06	–	–	–	–	–	–	–						
T05	–	–	–	–	–	–	–	–	–	–	–	06	03	07	04	–	–	–	–	–	12	10	–	–	–	–	–	–	–						
T06	100	100	–	–	–	02	–	–	02	–	–	06	–	06	–	–	–	–	–	–	14	12	–	–	–	–	–	–	–						
T10	–	–	–	–	–	–	–	–	–	–	–	06	–	06	–	–	–	–	–	–	05	04	–	–	–	–	–	–	–						
T14	–	–	–	–	–	–	–	–	–	–	–	05	02	07	–	–	–	–	–	–	04	04	–	–	–	–	–	–	–						
T19	100	100	100	100	100	05	–	–	05	–	–	06	03	05	04	–	–	–	–	–	15	11	–	–	–	–	–	01	01						
T08	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–						
T09	100	–	–	–	–	–	01	–	01	–	–	02	–	01	01	–	–	03	03	–	–	–	–	–	–	–	–	–	–						
T12	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–						
T13	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	–	–	–	–	–	06	06	–	–	–	–	–	–	–						
T15	100	100	100	–	–	–	03	–	03	–	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–						
T16	100	100	100	100	–	–	04	–	04	–	–	05	–	05	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–						
T17	–	–	–	–	–	–	–	–	–	–	–	03	–	03	–	01	–	–	–	01	–	–	–	–	–	–	–	–	–						

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REFUELING AIR TRAINING REPORT - PART II	UNIT 726th Air Refueling Squadron	MONTH March	PAGE NO. 2	NO. OF PAGES 3	REPORTS CONTROL SYMBOL 4-3AF-PC

F. GENERAL	G. CRUISE CONTROL	H. SIM. CRSE.	I. PILOT PROFICIENCY	J. KC-97 CREWS	K. MISCELLANEOUS

14	15					16					17	18	19		20		21		22		23			24			25		26	27	28	29	30	31	32	33	34	35
	PERFORMANCE INDEX					MISSIONS							TAKE-OFFS		LANDINGS		GCA		ILAS		APPROACHES			FORMATION			LOADINGS										
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	HOMELONG LOCAL SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	SYNC OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGERS	NUMBER OF PAX TRANSPORTED	NO. OF NAV. PASSENGER ENGINEER SPECIALIST	REMOVE YOUR UNDERWEIGHTS ATTEMPTED	REMOVE YOUR UNDERWEIGHTS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	68-66	67-66	69-70	17-18	20-21	33-34	36-37	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T18	100	100	—	—	—	—	02	—	02	—	—	—	—	02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
D20	—	—	—	—	—	—	—	—	—	—	—	03	02	03	02	—	02	—	02	—	—	—	—	—	—	—	—	—	—	—						
T22	100	100	100	100	—	—	04	—	04	—	—	04	02	03	01	—	—	—	—	—	—	—	10	09	—	—	01	—	—	—	—						
T23	100	—	—	—	—	—	04	—	04	—	—	02	—	02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
CR TOTAL	1100	700	400	400	100	13	28	—	28	—	—	26	14	65	13	02	02	04	02	—	—	01	88	76	—	04	01	—	—	01	01						
N/A	—	—	—	—	—	—	—	—	—	—	—	02	02	02	04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
NCR TOTAL	—	—	—	—	—	—	—	—	—	—	—	02	02	02	04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
[illegible] TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]						
[illegible] TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]						
[illegible] TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]						
[illegible] TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]						

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REFUELING AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	70th Air Refueling Squadron	March	3	3	4-SAC-T12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY												J. KC-97 CREWS		K. MISCELLANEOUS						
14	15					16				17	18	19		20		21		22		23			24			25	26	27	28	29	30	31	32	33	34	35
	PERFORMANCE INDEX					MISSIONS						TAKE-OFFS		LANDINGS		GCA		ILAS		APPROACHES			FORMATION			LOADINGS										
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	SYND OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGERS	NUMBER OF PRACTICE INTERCEPTS	NO. OF MAN PASSENGER EMERGENCY DRILLS	INTERCEPTIONS IN DARKNESS ATTEMPTED	INTERCEPTIONS IN DARKNESS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	19-21	22-24	25-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45
NCR PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
						T Crews 2;					M Crews 1;					IM Crews 1;						TOTAL CREWS: 4															

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825TH AIR DIVISION
DIVISION COMMANDER'S REMARKS
PART VII of
Air Training Report for Month of March 1956
for 70th Strategic Reconnaissance Wing
RCS: 3-DAC-T-12

1. I concur with the Wing Commander's Remarks, except for the following:

a. Paragraph 2.a. and 2. b.: Two Taxiways other than B and C are available.

2. The following additional information is furnished:

a. Paragraph 2.c. and 15. a.: The following information is submitted on navigational aids:

(1) CCA: A portion of the unit arrived on the station 5 April 1956. The balance of the unit should be in place by 9 April 1956. Operational personnel will arrive from Barksdale on 20 April 1956. Therefore, it is anticipated that the CCA unit will be in limited operation on or before 1 May 1956.

(2) CVOR: The contract has been let on the construction of the site. Work will begin within the next five (5) days, and the contractor has forty-five days (45) to complete the project. The unit should be operational by 1 June 1956.

b. Paragraph 9.c.: As of 27 March 1956 the total value of all locally procured equipment, not just UMR, required by the 70th SRW was $35,526:83. On that date the amount set aside by this Headquarters for purchase of equipment was approximately $54,000. Examination of the fourth quarter FY-56 budget, however, indicates that for the balance of this year only $16,000 is available for purchase of equipment. A study of the equipment requirements of the 70th SRW indicates that an expenditure of approximately $11,500 will equip the 70th SRW with 36% of authorized equipment. Since equipment requirements of other units are not as pressing as those of the 70th, it is anticipated that the necessary amount can be made available to the 70th SRW.

c. Paragraph 9.d.: Action has been taken to balance personnel in the 702X0 field. Five clerks have been reassigned from the 384th Bombardment Wing to 70th Strategic Reconnaissance Wing. The 70th Wing, as of 10 April, will be 59% manned in this field.

d. Paragraph 15.b.: MTU's will arrive approximately 1 May 1956. The T-1A gunnery trainer is in place and will be operational on 8 April 1956.

S/JOSEPH J. PRESTON
T/JOSEPH J. PRESTON
Brig. Gen., USAF
Commander

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth Nichols
Captain, USAF
Adjutant

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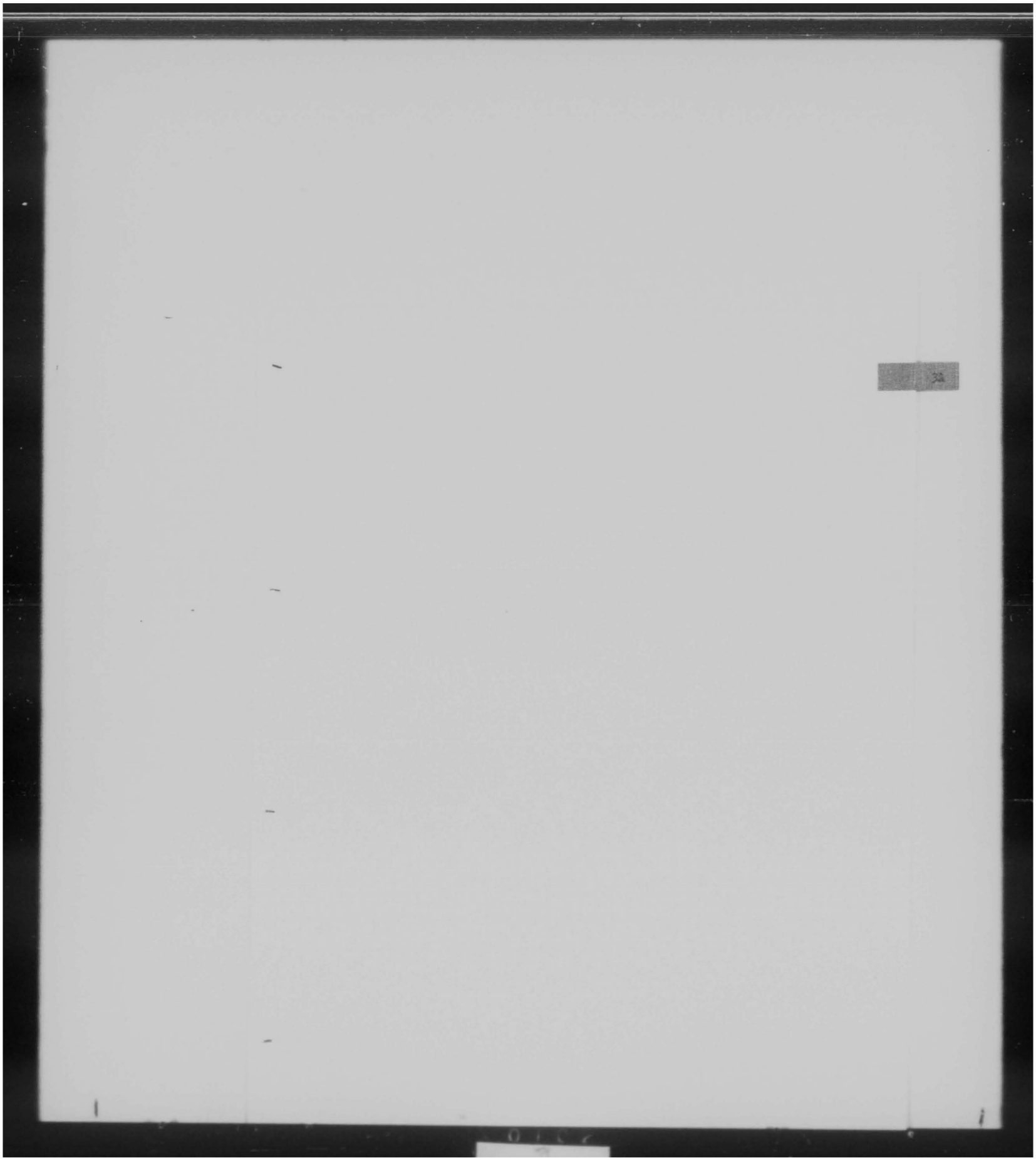

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GO 22, HQ 70TH SRWG, is the last of the series for 1955.

HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

GENERAL ORDERS)
NUMBER 1)

2 March 1956

STAFF ASSIGNMENTS. MAJOR TALMA A SCOTT JR, AO426801, this headquarters, is assigned as Wing Director of Safety, effective this date, vice MAJOR JOHN R ALLEN JR, AO675900, this headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH M WALKER
Captain, USAF
Adjutant

Kenneth M Walker
KENNETH M WALKER
Captain, USAF
Adjutant

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

70C 7 March 1956

SUBJECT: Minutes of Wing Staff Meeting, 6 March 1956

TO: See Distribution

Action taken by staff agencies and organizations will be indicated hereon and returned to the Wing Commander NLT 1200 hrs, 12 March 1956.

1. Lenten Service will be held at 1145 14 Mar in 61st SRS 21 Mar in 26th SRS 28 Mar in 6th SRS	ACTION: All Sq Cmdrs, especially the Sq Cmdr directly concerned.
2. Sq Cmdrs will insure that suspense dates are met, with particular emphasis on OER's and correspondence to higher headquarters.	ACTION: Sq Cmdrs
3. Sq Cmdrs will keep in close contact with VA Hospital to ensure personnel returning to duty rapidly when well.	ACTION: Sq Cmdrs
4. Col Schepis will send a cy of his form for checking mess halls to all Sq Cmdrs.	ACTION: Col Schepis
5. Security on the line must continue to improve.	ACTION: D/O & Sq Cmdrs
6. Maj Ehorn will prepare a D/F regarding items that have been found missing from his aircraft.	ACTION: Maj Ehorn
7. Officers' Flight Certificates, DD Form 122, should be submitted at latest 5 days prior to end of month. Those submitted after this date will then be paid on the 7th of the month or one working day after the 7th. Cut-off date for supplemental payroll is the 5th of ea month. Any problems relative to airmen's flight pay should be taken up with Lt. Reny or Sgt. Stoneman.	INFORMATION

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8.	Excused from Duty Reports are a part of the Morning Reports and must be submitted IAW applicable directives.	ACTION: Sq Cmdrs
9.	All personnel should be informed of opportunity for off-duty education. If they have not completed grade school, action should be taken to complete this minimum education.	ACTION: Sq Cmdrs & Directorates
10.	Maj Scott will attend 384th Flying Safety Meeting on crosswind landings so that he may present same topic to 70th SRW.	ACTION: Director of Safety
11.	All movable material, such as cowling, ladders, etc., should be off the ramp at night in case of strong winds.	ACTION: Sq Cmdrs
12.	Log air starts 7 Mar 56.	INFORMATION
13.	With regard to OER's, typical example of an officer's performance should correspond to rating given officer.	INFORMATION
14.	Desks should be kept neat at all times. Desk tops should be empty at end of day.	ACTION: All personnel
15.	Reports should be submitted early instead of just under the wire.	ACTION: Sq Cmdrs & Directorates
16.	Sq Cmdrs will insure that arees around barracks are policed.	ACTION: Sq Cmdrs
17.	Attendance at Character Guidance Meetings should be increased from 91% to approach 100%.	ACTION: Sq Cmdrs
18.	Sq Cmdrs will visit fly-a-way kit every month.	ACTION: Sq Cmdrs
19.	Wood for mobility boxes will be received in one week. AREFS and ARRF elements of FMS, A&E, AND PMS should have priority.	ACTION: D/M

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Hq 70th SRW, Little Rock AFB, Ark, 70C, Subj: Minutes of Wing Staff Meeting, 6 Mar 56

30. SAC Reg 25-2 requires that all personnel have in their possession a description of their functions and duties and manuals pertinent to their function. ACTION: Sq Cmdrs & Directorates

George D. Hughes

GEORGE D. HUGHES
Colonel, USAF
Deputy Commander

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Cmdr 26th SRS 3 cys
Cmdr 61st SRS 3 cys
Cmdr 70th ABFFS 3 cys
Cmdr 70th A&E 3 cys
Cmdr 70th PTS 3 cys
Cmdr 70th FMS 3 cys
Cmdr 70th FMS 3 cys
Cmdr 70th Tac Hosp 3 cys

Info: Commander, 825th Air Division

1st Ind

TO: Deputy Commander, 70th Strategic Reconnaissance Wing, Little Rock AFB, Arkansas

_____
(Signature)

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

70C 13 March 1956

SUBJECT: Minutes of Wing Staff Meeting, 13 March 1956

TO: See Distribution

Action taken by staff agencies and organizations will be indicated hereon and returned to the Wing Commander NLT 1200 hrs, 19 March 1956.

1. Individual maintenance scheduling will begin Monday afternoon, 19 Mar. D/M will keep personnel informed.	INFORMATION
2. Adj will investigate what action, if any, is to be taken by contractors on drainage ditch in front of 61st SRS Bldg.	ACTION: Adj
3. Adj will investigate sidewalk situation between barracks and dining halls.	ACTION: Adj
4. On 30 Mar, an Easter Party will be held Base-wide on the lawn by the BX at 1630 hrs.	INFORMATION
5. Sqdn Cmdrs must have a copy of Base Reg 11-1 in their desk.	ACTION: Sqdn Cmdrs
6. Sabotage alert plans are due 16 Mar.	ACTION: Sqdn Cmdrs
7. The Staff Assistance Team noted discrepancies with regard to unit mail rooms. Make certain work orders are in and that orders are written on people as mail clerks. If a desk drawer is being used as the mail box, it must be the Sqdn Cmdr's or 1st Sgt's and must be made secure. Wooden boxes with letter drops may be used but must have locks on them. Also, the pick-up hour must be posted on it.	ACTION: Sqdn Cmdrs

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8.	Sqdn Cmdrs will emphasize careful driving and penalties for getting caught. License numbers of offenders should be turned in and the nature of the offense. AWOL rate, accidents, drunken driving, etc., are highest among airmen under 25. These airmen will be given particular counseling. Insure good administration so that AWOL's are not reported through error. If an airman is found missing, look for him instead of rushing to report him. When he returns, Sqdn Cmdr will talk to him personally.	ACTION: Sqdn Cmdrs
9.	Sgt Todd will follow up on action being taken to have "Minor" stamped on passes of airmen under 21.	ACTION: Sgt Major
10.	Sqdn Cmdrs will see that OJT records are kept accurate.	ACTION: Sqdn Cmdrs
11.	Finance will not honor back-dated flying-pay orders.	INFORMATION
12.	D/P will investigate whether carbon copy of old physical is sufficient when reenlisting.	ACTION: D/P
13.	Sqdn Cmdrs should visit personnel who are in the hospital, and whenever in Parksdale, they should visit the prisoners.	ACTION: Sqdn Cmdrs
14.	Capt Bartholomew will check on status of Major Florsheim.	ACTION: Capt Bartholomew
15.	OSI papers are never to be released.	ACTION: Sqdn Cmdrs
16.	SAC Reg 76-3 dtd 21 July 55 states that planes will not transport in from foreign countries more than 1 gal of alcoholic beverages per person. Sqdn Cmdrs will brief this reg at roll call and have aircraft cmdrs sign a statement to the effect that they understand and will comply with SAC Reg 76-3.	ACTION: Sqdn Cmdrs

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Hq 70th SRW, Little Rock AFB, Ark, 70C, Subj: Minutes of Wing Staff Meeting, 13 Mar 56

17. Water alcohol for RB-47's will not be used until further notice. — ACTION: Sqdn Cmdrs

18. An on-duty driving school is being held Mon. thru Fri. (it is a 5-day course). Classes will consist of 20 people and last 1 hr per day. Maj Scott will work out a schedule for 70th Wing. — ACTION: Maj Scott

19. Maj Bales will give a Safe Driving Lecture at Commander's Call, 2 Apr. — INFORMATION

20. Adj will insure that Functional Command Charts are completed and set up in squadrons. — ACTION: Adj

George D. Hughes

GEORGE D. HUGHES
Colonel, USAF
Deputy Commander

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Cmdr 6th SRS 3 cys	Cmdr 70th FMS 3 cys
Cmdr 26th SRS 3 cys	Cmdr 70th MMS 3 cys
Cmdr 61st SRS 3 cys	Cmdr 70th Tac Hosp 3 cys

Info: Cmdr, 825th Air Division

1st Ind

TO: Deputy Commander, 70th Strategic Reconnaissance Wing, Little Rock AFB, Arkansas

(Signature)

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

70C

20 March 1956

SUBJECT: Minutes of Wing Staff Meeting, 20 March 1956

TO: See Distribution

Action taken by staff agencies and organizations will be indicated hereon and returned to the Wing Commander NLT 1200 hrs, 26 March 1956.

1. Sqdn Cmdrs may have "Minor" stamped on passes of airmen under 21 if they so desire. However, all business establishments which sell alcoholic beverages have a sample of an airman's DD Form 2AF, ID card, and are familiar with its contents and in case of doubt in age are required to ask airman to display same. — INFORMATION

2. All squadrons will have a time stamp so that a record can be kept of when their mail distribution is received. — ACTION: Sqdn Cmdrs

3. Meeting dates should be published in Daily Bulletin four days ahead of time so as to give action agencies sufficient time to receive info and arrange their schedule to make the meeting. — ACTION: Adj

4. D/M will take corrective action on the problem of having only one fire truck on the line during refueling. — ACTION: D/M

5. D/P will check with Maintenance Stand Team before taking personnel from squadrons to attend school or scheduling for records check. This will preclude any mass evacuation from critically short maintenance areas. — ACTION: D/P

6. When unusual incidents occur in squadrons, Wing Cmdr will be notified as soon as possible. — ACTION: Sqdn Cmdrs

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7. Whenever this wing encounters a maintenance problem or any other problem that could be peculiar to the 384th, they should be notified of the problem so as to prevent occurrence within their wing or to assist them in solving same. — ACTION: Sqdn Cmdrs

8. Areas around airplanes must be kept clean. Burlap sacks will be secured for 26th & 61st Sqdns to hang on airplane doors. — ACTION: Sqdn Cmdrs - D/M

9. Crews must make careful ground preflights so as to catch discrepancies before air crew preflight. — ACTION: Sqdn Cmdrs

10. Col Odom, D/M, gave a report on the supply status of all the sqdns.

11. Pilots will not exceed 310 on climb-out. — ACTION: Sqdn Cmdrs

12. Lenten Service will be held at 1145 in the 68th SRS briefing room, 28 Mar. — INFORMATION

13. Three NCO's from 70th Wing will graduate from NCO Academy at 0900 hrs 24 Mar. Sqdn Cmdrs are invited to attend. Capt Walker will arrange for transportation if desired. — INFORMATION

14. Sqdn Cmdrs will emphasize at roll call that all personnel make sure their Personal Affairs Folder, insurance, will, etc., are up to date so that families will be well taken care of in case of their death. — ACTION: Sqdn Cmdrs

15. Saturday, 24 Mar, will be a normal working day. — INFORMATION

16. All officers should be encouraged to support the Officers' Club. — ACTION: Sqdn Cmdrs

17. Div parade will be 0900, 31 Mar. Assembly area will be announced at a later date. Prior to date of parade the following items should receive emphasis: hair cuts, uniform appearance, shoes, and caps. A practice will be held Friday the 30th in the afternoon for Sqdn Cmdrs, guidons, and 1st Sgts. Place and time of practice will be forwarded to each Sqdn Cmdr at a later date. — ACTION: Sqdn Cmdrs

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18. Mess tickets must be checked against flight line pass to avoid borrowing of mess tickets.	ACTION: Sqdn Cmdrs
19. On 30 Mar, an Easter Party will be held Base-wide on the lawn by the PX at 1600 hrs., sponsored by the chaplains.	INFORMATION
20. A free showing of the movie "Threshold of Space" will be held at 1000 hrs Thurs., 22 Mar, for the benefit of LRAFB personnel. Sqdn Cmdrs, Ops Officers, or Maintenance Officers are invited to attend.	INFORMATION
21. A critique will be held Monday, 26 Mar, at 1300 hrs by Col Jenkins and the 2AF Staff Assistance Team in 70th ARWFS Briefing Room. All personnel pictured on Commander's Organizational Chart will attend. The weekly Operations critique will be held at a later date.	INFORMATION
22. Div Cmdr desires that a Spring clean-up campaign be started. Ea sqdn will keep their area free of boxes, loose tile, wood, etc.	ACTION: Sqdn Cmdrs
23. A contract has been let for seeding and landscaping of lawns. Present plans do not include planting of scrubbery; therefore, each sqdn will conduct their own program.	INFORMATION
24. Security on the line must continue to be emphasized.	ACTION: Sqdn Cmdrs
25. Personnel will be paid immediately after parade 31 Mar. Those people working in pay line will not be required to parade. Base bank will remain open until 1400 hrs on 31 Mar.	INFORMATION

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Hq 70th SRW, LRAFB, Ark, 70C, Subj: Minutes of Wing Staff Meeting, 20 Mar 56

26. Sqdn Cmdrs should strive for 100% participation in Red Cross Drive. ACTION: Sqdn Cmdrs

George D Hughes Col USAF
FOR WILLIAM BURKE
Colonel, USAF
Commander

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Cmdr 26th SRS 3 cys
Cmdr 61st SRS 3 cys
Cmdr 70th AREFS 3 cys
Cmdr 70th A&F 3 cys
Cmdr 70th RTS 3 cys
Cmdr 70th FMS 3 cys
Cmdr 70th FMS 3 cys
Cmdr 70th Tac Hosp 3 cys

Info: Cmdr, 825th Air Div

1st Ind

TO: Commander, 70th Strategic Reconnaissance Wing, Little Rock AFB, Ark.

(Signature)

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

70C

28 March 1956

SUBJECT: Minutes of Wing Staff Meeting, 27 March 1956

TO: See Distribution

Action taken by staff agencies and organizations will be indicated hereon and returned to the Wing Commander NLT 1200 hrs, 2 April 1956.

1. Efforts will be made to increase reenlistment. 70th Wing's reenlistment rate for Jan and Feb combined was only 42%. D/CR will investigate as to the possibility of getting credit for persons who take a short discharge and reenlist before their ETS. ACTION: Sqdn Cmdrs - D/CR

2. At 1110 hrs on 26 Mar 56, only one radio vehicle was on the line, which belonged to 26th SRS. Sqdn Cmdrs of 6th SRS, 61st SRS, & 70th AREFS will submit reports as to where their radio vehicles were at that time. Radio vehicles with either the Maintenance Officer or Line Chief in attendance will be on the line at all times. ACTION: Cmdrs, 6th SRS, 61st SRS, & 70th AREFS

3. Cmdr's Call will be held at 0720 on 2 Apr 56 in the jumbo hangar. INFORMATION

4. Protestant Good Friday services will be held at 1145 in BOQ 1020. INFORMATION

5. On 30 Mar, an Easter Party will be held Base-wide on the lawn by the PX at 1630. INFORMATION

6. Any Sqdns interested in a welfare project should contact Chaplain Thomas. INFORMATION

7. Character guidance meetings for April will be held after the 6th as the Chaplain will be TDY from 1 to 6 Apr. INFORMATION

8. Personnel will be encouraged to keep up their Blue Cross-Blue Shield policies in order to protect their dependents. ACTION: Sqdn Cmdrs

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9. Security on the line will be given emphasis by Sqdn Cmdrs. ACTION: Tac Sqdn Cmdrs

10. Sqdn Cmdrs will brief personnel that Air Force wide someone is killed every 14 hours and that every 1½ hours someone is being seriously hurt. ACTION: Sqdn Cmdrs

11. Inspection of the ramp was made by Div and condition was found to be unsatisfactory. ACTION: Sqdn Cmdrs

12. We seem to be having considerable trouble with the gunnery systems. 70th A&E will submit a report as to action they are taking and how the problem may be approached as far as the crews are concerned. ACTION: Cmdr, A&E Sq

13. A Federal Credit Union has been formed on the Base. The Charter has been approved and the first meeting will be held at 1600 on 12 Apr. Place will be announced later. INFORMATION

14. Cmdr, 70th AREFS, will work with the Wing D/P on drafting a wing policy for deferments of personnel from TDY due to emergencies. ACTION: Cmdr, AREFS

15. In the future, newscen will be assigned to the squadrons for interviews 3 times a week. Ea sqdn will be visited every 9 or 10 weeks and will be notified by PIO Officer prior to visit. Only senior people will be interviewed in order to maintain security. INFORMATION

16. BAS will be discontinued as soon as four dining halls are available. INFORMATION

17. 2AF Cmdrs' Conference will be held at Homestead 16, 17, & 18 Apr. 70th AREFS will provide a KC for General Preston's transportation. ACTION: Cmdr, 70th AREFS

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Hq 70th SRW, LRAFB, Ark, 70C, subj: Minutes of Wing Staff Meeting, 27 March 1956

18. Sgt James C. Lynes, 70th ARSFS, is to receive a Category I prize for suggestion submitted, which will be forwarded to 2AF. Policy of the 825th AD is that all suggestions will be forwarded to 2AF providing they would not prove embarrassing to the Air Div. — INFORMATION

19. Sqdns will maintain a current posting of their Red Cross contributions on the board in the Officers' Dining Hall. — ACTION: Sqdn Cmdrs

20. Col Burke introduced Mr. E. B. Ward, Coordinator for the Air Base Community Council, who gave a brief talk on the organization and purpose of the council. Anyone desiring to contact Mr. Ward may call FR 4-8671. — INFORMATION

21. Tactical Sqdn Cmdrs will see that planes are grounded with grounding wire for all refueling operations. — ACTION: Tac Sqdn Cmdrs

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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Cmdr 26th SPS 3 cys
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Cmdr 70th ARSFS 3 cys
Cmdr 70th A&P 3 cys
Cmdr 70th PTS 3 cys
Cmdr 70th FMS 3 cys
Cmdr 70th PMS 3 cys
Cmdr 70th Tac Hosp 3 cys
Info: Cmdr, 825th AD

1st Ind

FROM: _____ (Squadron)

TO: Commander, 70th SRW

_____ (Signature)

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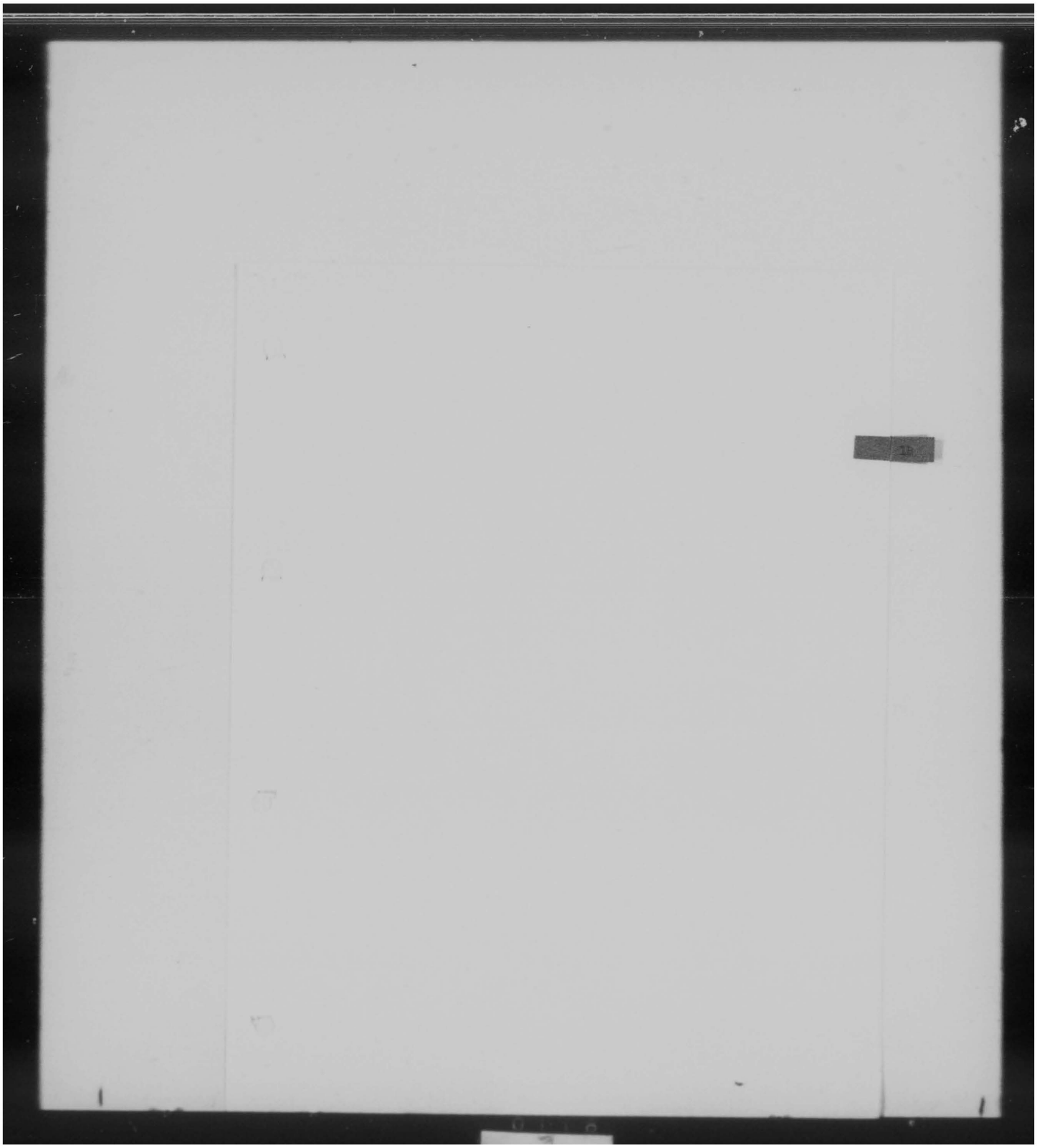

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

70TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS PLAN 402-56

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

OPERATIONS PLAN 402-56

OPERATIONS PLAN 201-56
IS REDESIGNATED 400-56

OPERATIONS PLAN 202-56
IS REDESIGNATED 401-56

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Appendix IV - Missions Ordered by Higher Headquarters

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Appendix I - Airdrome, OD, Tower and Division Staff Duty Officer Schedule

ANNEX "C" - Monthly Projected Flying

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

OPERATIONS PLAN
NUMBER 402-56

TASK ORGANIZATIONS

6th Strat Recon Sq	Lt Col Westbrook
26th Strat Recon Sq	Lt Col Blumenstock
61st Strat Recon Sq	Lt Col Smith
70th Air Refueling Sq	Lt Col Broaddus
70th A&E Sq	Maj Bunce
70th PM Sq	Maj Florick
70th FM Sq	Maj Lamb
70th Hq Sq	Lt Col Schepis
70th Recce Tech Sq	Maj Brown

1. GENERAL SITUATION. In order for the Wing to meet its combat ready date, it is necessary that careful planning be undertaken to accomplish the following primary objectives:

Standardization checks on all IN crews.

Night celestial requirements.

Actual photoflash requirements.

Gunnery requirements with 75% fireout.

Maintain air refueling proficiency.

a. Friendly Forces.

(1) 825th Air Division

(a) Provide Air Base facilities at Little Rock AFB.

(b) Provide security forces as required.

(c) Provide necessary ground training support as required.

2. MISSION FOR MARCH.

a. To familiarize selected students with RB-47 flying and associated problems connected with jet operations. A detailed schedule has been published separately.

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b. To train all non-ready crews toward combat ready status under the provisions of S/C Regulations 51-19 and 50-43 and 70th Wing Regulations 50-1 and 50-3.

c. To train both RB-47 and KC-97 crews in cell tactics as prescribed by the Tactical Doctrine. A schedule of cell tactics missions appears in Appendix III to Annex I.

d. To fly 1402 hours of RB-47 E time and 543 hours of KC-97G time. The RB-47 time is to be apportioned as follows: 6th SRS - 466 hours; 26th SRS - 467 hours; 61st SRS - 469 hours, plus additional make-up as proportioned by Wing Operations.

e. Provide aircraft for lead crews to maintain proficiency as outlined under S/C Regulation 51-26.

f. To provide a minimum of 10 hours of flying time for each staff crew assigned.

g. To provide aircraft and crews to complete special projects and/or operations orders assigned by higher headquarters.

h. Current Operations Plans/Orders: 10A-55.

i. Priority for flying and training:

(1) Flying safety.

(2) 60-2

(3) Missions ordered by higher headquarters.

(4) 51-4

(5) 50-43 and 51-19

(6) 51-26

(7) Staff crews

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j. Each tactical squadron commander will, while fulfilling the flying time allocation, place primary emphasis on flying hour utilization and quality aircrew achievements. The maintenance team will exert every effort to provide all necessary equipment on each individual sortie. The operational team will strive to schedule all training possible into each mission and wherever possible, brief the crews on alternate missions.

3. TASKS FOR SUBORDINATE UNITS

a. 6th Strat Recon Sq

(1) Provide officers for base duty as directed in Annex "B", Appendix I.

(2) Continue to train crews under the provisions of S/C Reg 51-19, 50-43, and 70th Wing Reg 50-1.

(3) Accomplish requirements for lead crews under the provisions of S/C Reg 51-26.

(4) Fly a minimum of 466 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(5) Provide each staff crew assigned a minimum of 10 hours flying training.

(6) Provide personnel to meet ground training requirements as outlined in Annex "B".

b. 26th Strat Recon Sq

(1) Continue training of assigned crews under the provisions

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of SAC Reg 51-19, 50-43, and 70th Wing Reg 50-1.

(2) Accomplish requirements for lead crews under the provisions of SAC Reg 51-26.

(3) Fly a minimum of 467 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(4) Provide each staff crew assigned a minimum of 10 hours flying time.

(5) Provide officers for base duty as directed in Annex "B".

(6) Provide personnel to meet ground training requirements as outlined in Annex "B".

c. 61st Strat Recon Sq

(1) Continue to train crews under the provisions of SAC Reg 51-19 and 50-43 and 70th Wing Reg 50-1.

(2) Accomplish requirements for lead crews under the provisions of SAC Reg 51-26.

(3) Fly a minimum of 469 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(4) Provide each staff crew assigned a minimum of 10 hours flying training.

(5) Provide personnel to meet ground training requirements as outlined in Annex "B".

(6) Provide officers for base duty as directed in Annex "B", Appendix I.

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d. 70th Air Refueling Squadron

(1) Continue to train newly assigned crews under the provisions of S/C Reg 51-19 and Wing Reg 50-3.

(2) Fly a minimum of 543 hours.

(3) Provide each rated staff officer assigned a minimum of 10 hours flying training.

(4) Provide officers for base duty as directed in Annex "B", Appendix III.

(5) Provide personnel to meet ground training requirements as outlined in Annex "B".

e. 70th AMS, III and IV Squadrons

(1) Provide necessary maintenance support to accomplish the mission of the Wing.

f. 70th Headquarters Squadron Section

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to support ground training requirements as outlined in Annex "B".

g. 70th Recce Tech Sq

(1) Process, evaluate and critique all mission photography and provide other photographic support as required.

4. ADMINISTRATION AND LOGISTICS.

a. This plan becomes effective 1 March 1956 and will continue in effect through 31 March 1956.

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b. Logistics.

(1) Omitted.

5. COMMAND AND COMMUNICATION

a. Command

(1) 825th Air Division

(2) 70th Strat Recon Wing (M)

b. Command Post

(1) 70th Strat Recon Wing will maintain a 24-hour schedule in the Wing Control Room.

c. Communications.

(1) Omitted.

ELLIS E. BURKE
Colonel, USAF
Commander

ANNEX "A" - Air Training
ANNEX "B" - Ground Training
ANNEX "C" - Monthly Projected Flying

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BERNARD V COLLINS
Colonel, USAF
Director of Operations

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WG (H)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

ANNEX "A"

TO

OPERATIONS PLAN 402-56

AIR TRAINING

1. AIR TRAINING.

a. See Appendices.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (H)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

APPENDIX I

TO

ANNEX "A"

OPERATIONS PLAN 402-56

RBS SCHEDULE FOR MARCH

In the following schedule all times are central standard. Squadrons will be notified of any changes in time or site by the Wing Observer Section at extension 3468. When SO appears on the master RBS schedule in a block, it indicates that Second Air Force has been assigned that time on a "first come, first served" basis. Notify the Wing Observer a week in advance to obtain use of these periods.

DATE	SITE	TIME
1	Oklahoma City	1200-1300
	Amarillo	1100-1200
	Charlotte	2100-2300
2	Little Rock	1400-1500
	Charlotte	1600-1700- 1800-1900- 2000-2100
5	Little Rock	1100-1200 1300-1400

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DATE	SITE	TIME
5	Charlotte	2200-2300
6	Kansas City	1500-1600
	Charlotte	1300-1400
7	Tampa	1200-1300
	Charlotte	1600-1700
8	St Louis	1500-1600
	Tampa	1100-1200
9	Tampa	1100-1200- 1300-1400
	Charlotte	1500-1600
12	Amarillo	1000-1100
	Dallas	1100-1200
13	*Tampa	1300-1400
	Oklahoma City	2100-2200
14	Amarillo	1100-1200
	Atlanta	2100-2200
15	Charlotte	1200-1300 1400-1500
	Atlanta	2100-2200
16	Amarillo	1100-1200
	Oklahoma City	1200-1300
	Houston	1800-1900 2200-2300
19	Kansas City	1000-1100 1200-1300
	Charlotte	2100-2200

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DATE	SITE	TLE
20	Charlotte	1300-1400-1500
	Atlanta	1500 2000-2100
21	Kansas City	1200-1300 1400-1500
	Tampa	1200-1300
22	Amarillo	1000-1100
	Oklahoma City	1700-1800
23	Tampa	1100-1200
		1300-1400
26	Atlanta	2200-2300 2400
27	Atlanta	0100
	*Little Rock	1200-1300
	Charlotte	1100-1200
28	Charlotte	1200-1300 1400-1500
29	Charlotte	1200-1300-1400
	Atlanta	2100-2200

*SES has priority on these sites on these days and we are authorized to use these sites on a non-interference basis only.

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HEADQUARTERS
70TH STR TEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

APPENDIX II

TO

ANNEX "A"

OPERATIONS PLAN 402-56

GUNNERY RANGE SCHEDULE

1. Lake Huron Gunnery Range is available to this Wing on a daily basis. The range may be scheduled by contacting the Wing Gunnery Officer 24 hours prior to the scheduled flight.

2. Sarasota Gunnery Range is available to the Wing 24 hours a day, 7 days a week. For detailed information concerning Sarasota, contact the Squadron Gunnery Officer in your squadron or the Wing Gunnery Officer (Lt R. Miller), extension 3508.

3. The Matagorda Gunnery Range schedule has not been received. Operations Officers may schedule this range daily and if entrance is denied to the crew by Matagorda Tower, firing may be conducted over the Gulf in accordance with SAC Reg 50-29.

4. Procedure for use of the Matagorda Range has been furnished each squadron previously.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (H)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

APPENDIX III

TO

ANNEX "A"

OPERATIONS PLAN 402-56

PRACTICE CELL TACTIC MISSIONS SCHEDULE FOR MARCH

March 7 - 5 crews 6th SRS, 26th SRS, 61st SRS each
5 crews 70th AREFS

8 - 5 crews 6th SRS, 26th SRS, 61st SRS each
5 crews 70th AREFS

9 - 5 crews 6th SRS, 26th SRS, 61st SRS each
5 crews 70th AREFS

13 - 5 crews 6th SRS, 26th SRS each
6 crews 70th AREFS

14 - 5 crews 6th SRS, 61st SRS each
6 crews 70th AREFS

15 - 5 crews 26th SRS, 61st SRS each
6 crews 70th AREFS

20 - 5 crews 6th SRS, 26th SRS each
6 crews 70th AREFS

21 - 5 crews 6th SRS, 61st SRS each
6 crews 70th AREFS

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March 22 - 5 crews 96th SRS, 61st SRS each

6 crews 70th AREFS

26 - 10 crews 6th SRW

11 crews 70th AREFS

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE B/SE
JACKSONVILLE, ARKANSAS
1 March 1956

APPENDIX IV

TO

OPERATIONS PLAN 402-56

MISSIONS ORDERED BY HIGHER HEADQUARTERS

1. SRS AIRCRAFT SCHEDULE FOR MARCH

DATE	SQDN	MISSION	T.O.	DURATION	FUEL	EQUIPMENT
2 Mar	6 SRS	Trans	1000	5 hrs	76M	TW/SV/FV/O-15
5 Mar	26 SRS	Trans	1000	5 hrs	76M	TW/SV/FV/O-15
7 Mar	61 SRS	50-8	0900	6 hrs	80M	TW/SV/FV/O-15
15 Mar	6 SRS	50-8	1800	6 hrs	80M	TW/SV/FV/O-15
20 Mar	26 SRS	50-8	0900	6 hrs	80M	O-15
22 Mar	61 SRS	50-8	0900	6 hrs	80M	TW/SV/FV/O-15
30 Mar	6 SRS	50-8	0900	6 hrs	80M	TW/SV/FV/O-15

2. OPERATION BIG BOY AIRCRAFT SCHEDULE

DATE	SQUADRON	NO OF AIRCRAFT
2 Mar	26 SRS	1
	61 SRS	1
5 Mar	6 SRS	1
	61 SRS	1
6 Mar	6 SRS	1
	26 SRS	1

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DATE	SQUADRON	NO OF AIRCRAFT
7 Mar	26 SRS	1
	61 SRS	1
8 Mar	6 SRS	1
	61 SRS	1
9 Mar	6 SRS	1
	26 SRS	1

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (H)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

ANNEX "B"

TO

OPERATIONS PLAN 402-56

GROUND TRAINING

1. GROUND TRAINING

a. See Appendices.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

ANNEX "B"

TO

OPERATIONS PLAN 402-56

GROUND TRAINING

3 MONTHS PROJECTION

1. OFF-BASE SCHOOLS

a. Advanced Survival:

(1) Quotas are allocated as follows:

6th SRS	6 March	Maj D. L. Stallsmith Maj J. F. Foley Capt A. Nempe Capt L. K. Skews Capt M. L. Paule
	April	Capt F. C. Smith Capt J. M. Piggott
	May	No quotas
26th SRS	13 March	Maj [illegible]. E. Weindorf Capt J. E. Girard 1/Lt H. J. Delvecchio
	27 March	Maj E. L. Krum Capt F. E. Cox Capt [illegible]. R. Dubishar
	April	No quotas
	May	No quotas

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61st SRS	March	No quotas
	April	Major Hall 1/Lt L. H. Doe Capt Hanson
	May	No quotas

(a) Aircrew personnel selected to attend Advanced Survival School are scheduled to depart for Stead AFB, Reno, Nevada, by chartered aircraft the day prior to the above listed reporting dates. Project officer designated on travel orders will report to Major Condit, Base Transportation Officer, Barksdale AFB, extension 5201, upon arrival.

(1) It will be the responsibility of the squadrons to submit to the 70th SRW Ground Training Section the name, rank, serial number and security clearance of the aircrew personnel selected from each squadron.

b. CQ Gunnery Range, Avon Park, Florida

(1) March quotas are confirmed; April and May quotas are requested,

6th SRS	5 March	1 space
	19 March	1 space
	2 April	2 spaces
	16 April	2 spaces
	7 May	2 spaces

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26th SRS	5 March	1 space
61st SRS	5 March	1 space
	19 March	1 space
	2 April	1 space
	16 April	1 space
	7 May	1 space

c. Physiological Training

(1) Training will be held at Barksdale AFB, Louisiana, for aircrew personnel; non-aircrew personnel will attend classes at Carlswell AFB, Fort Worth, Texas, unless designated otherwise.

(a) 6th SRS

March, April, May — No quotas requested.

(b) 26th SRS

4 April	1 space	Aircrew
11 April	1 space	Aircrew
16 April	1 space	Aircrew
23 April	1 space	Aircrew
25 April	1 space	Aircrew

All above spaces requested from 2 AF but not confirmed.

12 March	5 spaces	Non-aircrew

Requested from 2 AF but not confirmed.

18 April	5 spaces	Non-aircrew

Requested from 2 AF but not confirmed.

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(c) 61st SRS

Aircrew

5 March	1 space	Confirmed
2 April	2 spaces	Requested
16 April	2 spaces	Requested

Non-aircrew

9 April	2 spaces	
18 April	2 spaces	
May	No quotas requested	

(d) 70th AREFS

No quotas requested for March, April or May. Spaces will be requested from 70th SRW on an "as needed" basis.

(e) 70th FT Sq

Non-aircrew personnel

12 March	4 spaces	Requested
21 March	4 spaces	Requested
9 April	4 spaces	Requested
18 April	4 spaces	Requested
May	No spaces requested.	

(f) 70th FT Sq

Non-aircrew personnel

12 March	2 spaces	
21 March	2 spaces	
9 April	1 space	Requested
May	No spaces requested	

Annex "B"
70SRW OPlan 402-56

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(g) 70th A&E Sq

Non-aircrew personnel

12 March	7 spaces	Requested
18 April	10 spaces	Requested
May	No spaces requested	

(h) Each squadron should request orders for personnel scheduled to attend two weeks prior to class starting date. The following information should be contained in the orders.

(1) Name, rank, serial number and security clearance.

(2) Military aircraft directed; commercial transportation authorized if military aircraft not available.

(3) Current physical accomplished.

(4) Trainees will furnish their individual helmets, oxygen masks, AF Form 702, and carry flight line passes.

(5) For any class of 10 or more people, the ranking man will be in charge of personnel for the duration of movement.

d. WE&P Testing

(1) Maintenance personnel will be scheduled during the months of March, April and May for WE&P testing.

(2) Time, place, and AFSC's scheduled will be published one week prior to each testing period.

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2. ON-BASE SCHOOLS

a. Base Instrument School

(1) Four (4) day instrument school commencing 5-19 March. No date for April and May scheduled as yet.

(2) Class held four (4) hours each morning from 0800 to 1200 hours.

(3) Classroom: Conference room, 2nd floor, in Base Operations.

(4) The following personnel are scheduled to attend in March:

6th SPS	Major Ehorn	5 March
	Capt Nix	5 March
26th SRS	Capt Thrash	5 March
	Col Ogan	5 March
61st SRS	Lt Heflin	5 March
	Lt Nugent	19 March
70th AREFS	Major Kampman	5 March
	Major Sullivan	5 March
	Capt Reloff	5 March
	Lt Ciliberti	5 March

b. Combative Measures

(1) A physical conditioning program has been instituted for 70th SRW aircrew personnel until such time as ABTF can furnish instructor personnel for combative measures.

Annex "B"
70th Bw OPlan 402-56
1 March 56

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(2) Schedule of time and place will be announced to each squadron as soon as adequate facilities can be obtained.

c. Security Training: Conducted in the squadrons during the squadron hour.

d. Character Guidance

(1) Scheduled for half-hour once a month. When possible, to be conducted during the squadron hour.

(2) Squadrons should contact Chaplain Thomas by the 6th working day of each month in order to schedule time desired for this lecture.

(3) A roster will be turned in at the completion of each class.

3. SYNTHETIC TRAINERS

a. C-11

(1) 6th SFS

Monday	1000-1200
Thursday	0800-1000
Friday	0800-1000

(2) 26th SFS

Tuesday	1000-1200
Wednesday	1000-1200
Thursday	1000-1200
Friday	1000-1200

(3) 61st SFS

Monday	0800-1000
Tuesday	0800-1000
Wednesday	0800-1000

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(c) The above classes will continue each week until further notice.

(b) ABTF will publish a delinquency report by the week for each squadron.

b. C-8

(1) 70th AREFS

Monday through Friday 0800-1000
1000-1200

c. Air Refueling Trainer

(1) The IFR trainer is operating 6 hours per day.

(2) Special classes for RB-47 personnel may be scheduled by contacting the 70th SRW Ground Training Section or Sgt Renfro at extension 6246.

d. T-2

(1) In the process of being installed in the new 70th SRW AGE building.

(2) Schedule to be published as soon as trainer is available.

e. RB-47 Simulator

(1) Classes are scheduled at Barksdale AFB for one week duration commencing 5 March and continuing through April.

(2) One aircraft commander and pilot from each crew will be placed on TDY orders for 7 days to Barksdale AFB.

(3) Each officer is responsible for carrying the necessary equipment.

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(4) The orders should contain the following: name, rank, serial number, and security clearance.

(5) The schedule by squadrons is listed below:

6th SRS	19 March 1956
26th SRS	5 March 1956
61st SRS	12 March 1956
	26 March 1956

April quotas will be allotted by the 15th of March.

4. GROUND SCHOOL TRAINING RB-47 AIRCREW PERSONNEL (BLOCK TRAINING)

a. Scheduled to commence 1 April 1956. Heavy training requirements, necessitating sending personnel TDY to off-base schools, make it impossible to schedule this training at an earlier date.

b. Tactical Doctrine

(1) To be conducted at specialized briefings for individual crews by the 70th SRW Plans Section.

(2) Time and date to be scheduled by the 70th Director of Operations.

5. NON-C.B.R.T. CREW GROUP TRAINING

a. This training should commence as soon as CBTF can obtain suitable firing range facilities. Tentative date scheduled is 1 April 1956.

b. Schedule will be published at that time.

6. GROUND SCHOOL TRAINING KC-97 AIRCREW PERSONNEL (BLOCK TRAINING)

a. Scheduled starting date on this training is 1 April 1956. Schedule of classes will be published one week prior to the above date.

Annex "B"
70SRW OPlan 402-56
1 March 56

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 March 1956

APPENDIX I

TO

ANNEX "B"

OPERATIONS PLAN 402-56

AIRDROME DUTIES, OFFICER OF THE DAY & TOWER OFFICER

Squadrons will furnish three officers on the dates indicated.

March

1	-	6th SRS	13	-	6th SRS
2	-	61st SRS	14	-	61st SRS
3	-	70th PREFS	15	-	26th SRS
4	-	6th SRS	16	-	70th PREFS
5	-	26th SRS	17	-	70th PREFS
6	-	70th PREFS			
7	-	6th SRS			
8	-	61st SRS	TOTALS		
9	-	26th SRS	6th SRS	-4	
10	-	61st SRS	26th SRS	-4	
11	-	26th SRS	61st SRS	-4	
12	-	70th PREFS	70th PREFS	-5	

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DIVISION STAFF DUTY OFFICER

The following officers are assigned Division Staff Duty on the days indicated below.

NAME	RANK	SQDN	DATE
EWING, JACK H.	MAJ	Hq Sq	1 Mar 56
RENICK, NED W.	MAJ	Hq Sq	2 Mar 56
GAMBY, LEWIS T.	MAJ	Hq Sq	3 Mar 56
FLORSHEIM, HENRY P	MAJ	Hq Sq	4 Mar 56
ALLEN, JOHN R. JR	MAJ	Hq Sq	5 Mar 56
ANNING, JAMES [illegible].	MAJ	Hq Sq	6 Mar 56
O'SULLIVAN, DAVID G.	MAJ	Hq Sq	7 Mar 56
BARNEY, JUNIOR M.	MAJ	26th SRS	8 Mar 56
DOUGHERTY, JOHN F.	MAJ	61st SRS	9 Mar 56
EHORN, MERLE E.	MAJ	6th SRS	10 Mar 56
DUNCAN, WAYNE M.	MAJ	Hq Sq	11 Mar 56
WEISS, JAMES R.	MAJ	Hq Sq	12 Mar 56
RYAN, GEORGE J.	MAJ	Hq Sq	13 Mar 56
KEEM , JOHN M.	MAJ	26th SRS	14 Mar 56

Appendix I to Annex "B"
70SRW OPlan 402-56
1 March 56

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ANNEX "C" TO OPERATIONS PLAN 403-56
MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (PROPOSED) — FOR MONTH OF: MARCH 1956

SORTIE REQUIREMENT (See Note)

Squadron	1 T	2 F	3 S	4 S	5 M	6 T	7 W	8 T	9 F	10 S	11 S	12 M	13 T	14 W	15 T	16 F	17 S	18 S	19 M	20 T	21 W	22 T	23 F	24 S	25 S	26 M	27 T	28 W	29 T	30 F	31 S	TOTAL
6TH SRS	6R	5R			5R	1P 4R	4R 1K	4R 1K	1P 3R			3R 1K	1P 3R	3R 1K	3R	1P 3R			3R 1K	4R	1F 1 R 1K	1F 2R	3R			1P 1R 1K	3R	1F 2R	M M	M M	8F 4R 8K		480
26TH SRS	1P 4R	4R 1K			1P 4R	4R 1K	1P 4R	4R 1K	1P 3R			4R	3R 1K	1P 3R	4R	3R 1K			1P 2R 1K	4R	3R	1P 2R	2R 1K			1P 2R	2R 1K	3R	M	M M	8F 4R 8K		481
61ST SRS	4R 1K	4R 1P			4R 1K	4R 1P	4R 1K	4R 1F	4R			3R 1P	4R	3R 1K	4R	3R 1P			3R 1P	3R 1K	3R	2R 1F	2R 1K			3R	2R 1K	1R 1F 1K		6 4R 8F 8K			480
70TH ARS	2P 2R 2O	2P 2R 2O			2P 1R 2O	2P 4O	4R 2O	2H 4O	4R 1O			4R 1O	2P 3O	4R 1O	2P 2R 1O	2P 3O			2P 2R 1O	2P 3R 3O	2P 3R 2O	2P 3R 2O	2P 3R 2O			2P 2R	2P 2O	2P 2O	M	M M	2F 3R 4O	1R	654
6TH SRS	30	30			30	29	31	31	23			25	23	25	25	23			25	24	18	17	18			18	18	17					480
26TH SRS	29	31			29	31	29	31	23			24	25	23	24	25			25	24	18	17	19			17	19	18					481
61ST SRS	31	29			31	29	31	29	24			23	24	25	24	23			23	25	18	17	19			18	19	18					480
70TH ARS	38	38			40	42	40	42	32			32	34	33	30	34			30	36	26	28	26			22	26	26					654
TOTAL RB-47E	90	90			90	89	91	93	70			72	72	73	73	71			73	73	54	51	56			53	56	53					1441

FLYING HOURS

NOTE: 4 HOURS PER T SORTIE — 10 HOURS PER W SORTIE
5 HOURS PER P SORTIE — 8 HOURS PER Q SORTIE
6 HOURS PER R SORTIE
7 HOURS PER K SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS:

RB-47E 240 SORTIES 1441 FLYING HOURS
KC-97G 100 SORTIES 654 FLYING HOURS

Annex "C", Page 1

(OPERATIONS OFFICER)

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ANNEX "C" TO OPERATIONS PLAN 402-56
CONFIRMED OPERATIONS SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (CONFIRMED) FOR MONTH OF: MARCH 1956

	Squadron	T 1	F 2	S 3	S 4	M 5	T 6	W 7	T 8	F 9	S 10	S 11	M 12	T 13	W 14	T 15	F 16	S 17	S 18	M 19	T 20	W 21	T 22	F 23	S 24	S 25	M 26	T 27	W 28	T 29	F 30	S 31	
SORTIE REQUIREMENT (See Note)	6TH SRS	3R	3R			1F 2R 1K	1F 2R 1K	5R	1F 2R	2F 1R	4R		4R	5R	5R	1R	3R	3R		3R	5R	5R	1R			100 K	M				5F - 7R 10Q-52R 74 Sorties	
	26TH SRS	4R	4R			1I 2R	1F 3R	1F 2R	5Q	3F	4F		2F 1R	5R	1R	5R	2I 2R	4F		2I 2R	5R	1F	5K	6R	5R		WAIVED					23F - 42R 5Q - 10R 72 Sorties	
	61ST SRS	4R	1F 3R			4R	3R	3R	1F 2R	5R	3R		4R	1R	5R	5R	1F 3R	4R		4R	1F	5R	5R	2F 2R	3I 1R		1R	MAKE UP				9F - 47R 22K 78 Sorties	
	70TH ARS	1R 2I 2R	1I 1F 3R			3R 1F 1R	4R 1Q	5R	5R	5R	3R 1F 1Q		1F	6R	6R	6R	1M				6R	6R	6R				11R						74R - 8Q 6F - 1M 89 Sorties	
FLYING HOURS	6TH SRS	18	18			24	24	30	17	16	24		28	30	30	6	18	18		18	30	30	7				80						466 Hrs.
	26TH SRS	24	24			17	23	17	40	35	30		16	30	6	35	23	20		22	30	5	35	36	30								467 Hrs.
	61ST SRS	28	20			24	18	18	10	25	18		24	6	25	30	23	24		24	5	35	30	22	21		6						459 Hrs.
	70TH ARS	32	35			31	32	30	39	20	31		5	36	30	39	10				36	36	36				66						548 Hrs.
	RB-47E TOTAL	70	68			65	65	65	74	66	62		68	66	71	73	53	62		64	65	70	72	58	51		86						1402 Hrs.

NOTE: 4 HOURS PER T SORTIE
5 HOURS PER F SORTIE
6 HOURS PER R SORTIE
7 HOURS PER I SORTIE
10 HOURS PER N SORTIE
8 HOURS PER Q SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 231 SORTIES 1402 FLYING HOURS
KC-97G 89 SORTIES 548 FLYING HOURS

(OPERATIONS OFFICER)

Annex "C" - Page 2

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ANNEX "C" TO OPERATIONS PLAN 402-56

MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (PROPOSED) — FOR MONTH OF: APRIL 1956

Squadron \ 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
6th SRS	1P 3R 1K	4R 1K	1P 4R	5R	5R			4R 1K	1P 3R	4R	3R 1K	1P 3R				1P 3R	3R 1K	2R	3R			1P 2R	2R 1K	2R 1K	1P 2R	M			M		8P 60R 456 8K
26th SRS	5R	1P 4R	4R 1K	1P 4R	4R 1K			4R 1K	1P 3R	3R 1K	4R	3R 1K			1P 3R	3R 1K	4R	1P 2R	2P 1K			1P 2R	3R 1K	1P 2R	3R	M			M		9P 60R 461 8K
61st SRS	1P 4R	4R 1K	1P 4R	1P 4R	4R 1K			1P 4R	3R 1K	3R 1K	4R	4R			1P 3R	3R 1K	3R 1K	2R 1K	1P 2R			1P 2R	2R	1P 2R	3R	M			M		8P 60R 462 8K
70thAREFS	2R 4Q	2P 4Q	2R 4Q	2P 4Q	6R			2P 2R 2Q	1R 4Q	4P 1Q	2P 2R 1Q	2P 2R 1Q			2P 2R 1Q	2R 3Q	2P 2R 1Q	2R 2Q	2P 2R			2F 2R	2R 2Q	2P 2R 2Q	2R	M					24P 35R 618 36Q
6th SRS	30	31	29	30	30			31	23	24	25	23			25	23	25	17	18			17	19	19	17						456
26th SRS	30	29	31	29	31			31	23	25	24	25			23	25	24	17	17			17	25	17	18						461
61st SRS	29	31	29	28	31			29	25	25	24	24			23	25	25	19	17			17	25	17	18						462
70th ARS	44	42	44	42	36			36	28	28	30	30			30	36	30	28	22			22	28	28	22						618
RB-47E TOTAL	89	91	89	88	92			91	71	74	73	72			71	73	74	53	52			51	69	53	53						1379

NOTE: 4 HOURS PER T SORTIE
5 HOURS PER P SORTIE
6 HOURS PER R SORTIE
7 HOURS PER K SORTIE
10 HOURS PER N SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 228 SORTIES 1379 FLYING HOURS
KC-97G 95 SORTIES 618 FLYING HOURS

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ANNEX "C" TO OPERATIONS PLAN 402-56

MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (PROPOSED)

FOR MONTH OF: MAY 1956

	Squadron	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
SORTIE REQUIREMENT (See Note)	6TH SRS	2P 2R	4R	1X 3R	2P 2R			1X 3R	2P 2R	4R	2P 2R	4R			1X 2R	4R	2P 2R	4R	1X 3R			2P 2R	4R	1X 3R	4R	2P 2R			1X 3R	2P 2R	M	M	6X 16P 62R 470
	26TH SRS	2P 2R	1X 3R	2P 2R	1X 3R			2P 2R	4R	1X 4R	3R	2P 2R			3R	1X 3R	4R	2P 2R	4R			1X 3R	2P 2R	4R	2P 2R	1X 3R			2P 2R	4R	M	M	6X 16P 62R 470
	61ST SRS	4R	4R	2P 2R	1X 3R			2P 2R	1X 3R	4R	4R	4R			2P 2R	4R	4R	1X 3R	2P 2R			2P 2R	1X 3R	2P 2R	1X 3R	2P 2R			2P 2R	1X 3R	M	M	6X 16P 62R 470
	70thARSFB	4R 2Q	4R 2Q	4R 2Q	1X 3R 2Q			1X 3R 2Q	4R 2Q	1X 3R 2Q	3R 2Q	3R 2Q			1X 2R 2Q	3R 2Q	1X 2R 2Q	3R 2Q	3R 2Q			1X 2R 2Q	1X 2R 2Q	3R 2Q	1X 2R 2Q	3R 2Q			1X 2R 2Q	1X 2R 2Q	M	M	10X 60R 420 726
FLYING HOURS	6th SRS	22	24	21	22			21	22	24	22	24			21	24	22	24	21			22	24	21	24	22			21	22			470
	26th SRS	22	21	22	21			22	22	23	24	22			24	21	24	22	24			21	22	24	22	21			22	24			470
	61st SRS	24	24	22	21			22	23	24	22	24			22	24	24	21	22			22	21	22	21	22			22	21			470
	70th ARS	40	40	40	37			37	40	37	34	34			31	34	31	34	34			31	31	34	31	34			31	31			726
	RB-47E TOTAL	68	69	65	64			65	67	69	70	70			67	69	70	67	67			65	67	67	67	65			65	67			1410

NOTE: 4 HOURS PER T SORTIE
5 HOURS PER F SORTIE
6 HOURS PER R SORTIE
7 HOURS PER K SORTIE
3 HOURS PER X SORTIE
10 HOURS PER N SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 252 SORTIES 1410 FLYING HOURS
KC-97G 112 SORTIES 726 FLYING HOURS

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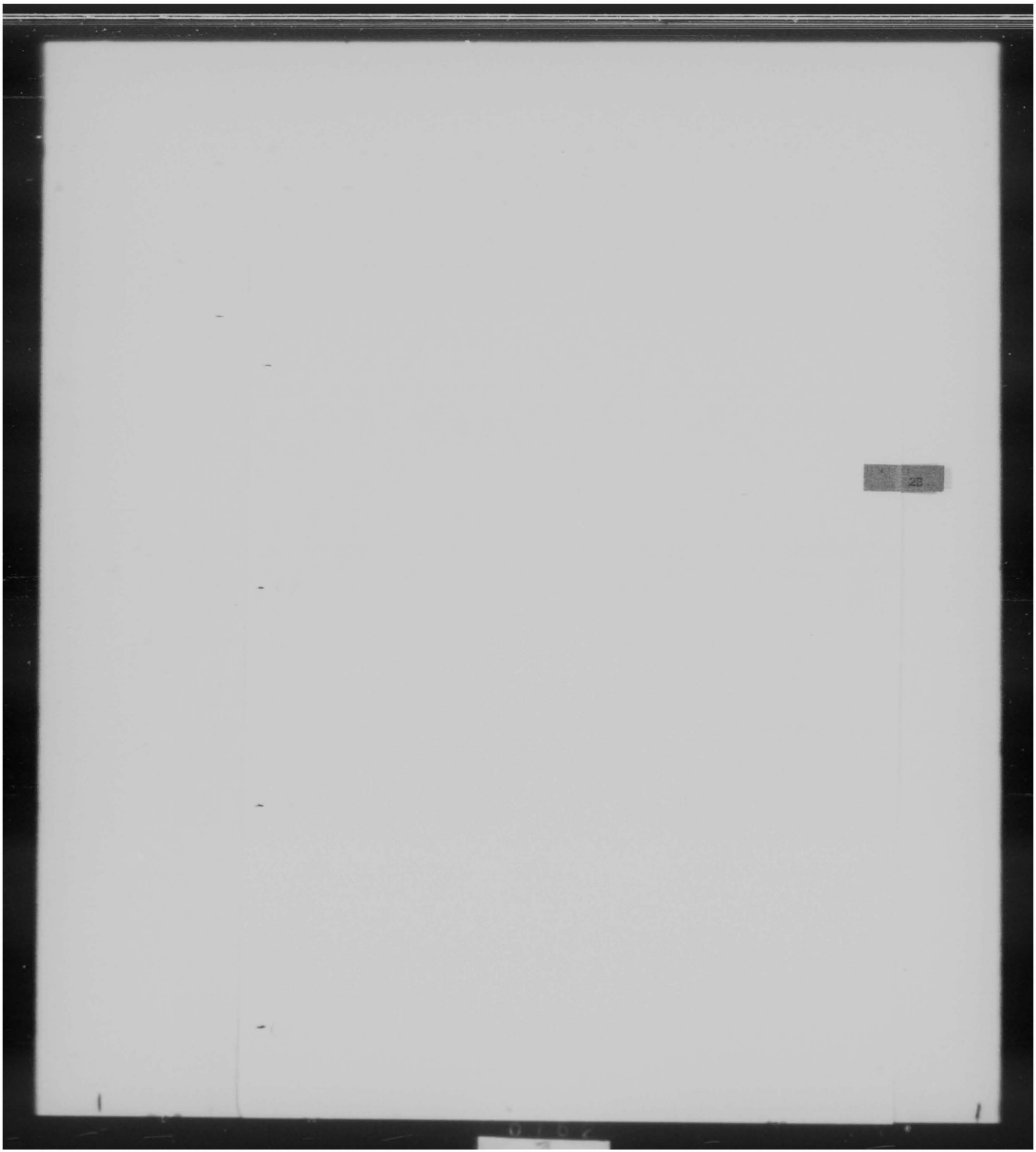

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)(SAC)
Little Rock Air Force Base
Jacksonville, Arkansas

DOCO 31 March 1956

SUBJECT: Recap of Flying Time for Month of March 1956

TO: See Distribution

1. The following is a recap of flying time accomplished during the month of March 1956:

		6TH SRS	26TH SRS	61ST SRS	TOTAL
a.	SORTIES:				
(1)	TOTAL SORTIES SCHEDULED:	80	92	92	264
(2)	TOTAL SORTIES CONFIRMED BY MAINTENANCE:	80	92	92	264
(3)	CANCELLED BY MAINTENANCE:	14	15	9	38
(4)	OPERATIONS CANCELLATIONS:	1	2	0	3
(5)	TOTAL SORTIES ACCEPTED BY FLIGHT CREW	65	75	83	223
(6)	WEATHER CANCELLATIONS:	12	9	8	29
(7)	GROUND ABORTS:	6	6	10	22
(8)	TOTAL SCHEDULED SORTIES FLOWN:	47	60	65	172
(9)	TEST FLIGHTS:	6	8	0	14
(10)	SORTIES FLOWN NOT SCHEDULED:	5	3	3	11
	TOTAL ALL SORTIES FLOWN:	58	71	68	197
b.	HOURS:				
(1)	TOTAL HOURS SCHEDULED:	518:00	611:00	588:00	1717:00
(2)	HOURS CONFIRMED BY MAINT:	518:00	611:00	588:00	1717:00
(3)	TOTAL HOURS SCHEDULED FLOWN:	308:50	382:30	404:25	1095:45
(4)	UNSCHEDULED HOURS FLOWN:	2:00	0:00	0:00	2:00
(5)	HOURS FLOWN ON TURN AROUND MISSIONS:	11:00	15:15	9:55	36:10
(6)	TEST FLIGHTS:	13:25	17:05	0:00	30:30
(7)	FERRY FLIGHTS:	0:00	0:00	0:00	0:00
	TOTAL ALL HOURS FLOWN:	335:15	414:50	414:20	1164:25
c.	ABORTS:				
(1)	AIR ABORTS:	11	2	5	18
(2)	INCOMPLETE MISSIONS:	10	9	5	24

BREAKDOWN OF FLYING OTHER THAN COMBAT CREW TRAINING WHICH IS INCLUDED ABOVE:

STAFF FLIGHTS:	2/11:45	3/19:00	5/24:20	10/55:05
SES	2/ 9:10	2/11:45	2/11:30	6/32:25
HIGHER HQ (BIGBOY)	3/17:05	4/23:05	5/28:10	12/68:20

d.	TANKERS				
(1)	TANKERS REQUESTED:	38	36	30	104
(2)	TANKERS CONFIRMED:	38	36	30	104
(3)	TNKRS CANCELLED BY ARS:	0	0	0	0
(4)	TNKRS CANCELLED BY SQUADRON:	3	1	2	6
(5)	TANKERS ABORT:	0	0	1	1
(6)	RECEIVER ABORTS AND CANCELLATIONS:	6	1	4	11
(7)	WEATHER ABORTS:	12	11	5	28
	TOTAL EFFECTIVE TANKERS:	17	23	18	58

NOTE: ALL TANKERS WERE FROM 70TH AIR REFUELING SQUADRON.

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Ltr, Hq 70SRW DOCO, Subject: Recap of Flying Time for Month of March 1956.

2. The following is a recap of flying time flown by the 70th Air Refueling Squadron during the month of March 1956.

a. SORTIES:

(1)	TOTAL SORTIES SCHEDULED:	104
(2)	TOTAL SORTIES CONFIRMED BY MAINTENANCE:	104
(3)	CANCELLED BY MAINTENANCE:	1
(4)	TOTAL SORTIES ACCEPTED BY FLIGHT CREW:	103
(5)	WEATHER CANCELLATIONS:	15
(6)	OPERATIONS CANCELLATIONS:	000
(7)	GROUND ABORTS:	3
(8)	TOTAL SCHEDULED SORTIES FLOWN:	85
(9)	TEST HOPS:	8
(10)	SORTIES FLOWN NOT SCHEDULED:	11
	TOTAL ALL SORTIES FLOWN:	104

b. HOURS:

(1)	TOTAL HOURS SCHEDULED:	632:00
(2)	TOTAL HOURS CONFIRMED BY MAINTENANCE:	632:00
(3)	TOTAL SCHEDULED HOURS FLOWN:	516:30
(4)	HOURS FLOWN NOT SCHEDULED:	55:35
(5)	FERRY FLIGHTS:	0:00
(6)	TEST FLIGHTS:	17:35
	TOTAL HOURS FLOWN:	589:40

c. ABORTS:

(1)	AIR ABORTS:	2
(2)	INCOMPLETE MISSIONS:	4

BY ORDER OF THE COMMANDER:

Robert T. Hall
for BERNARD V. OGAS
Colonel, USAF
Director of Operations

DISTRIBUTION:
1 ea - Wg Commander
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5 ea - Wing Historian

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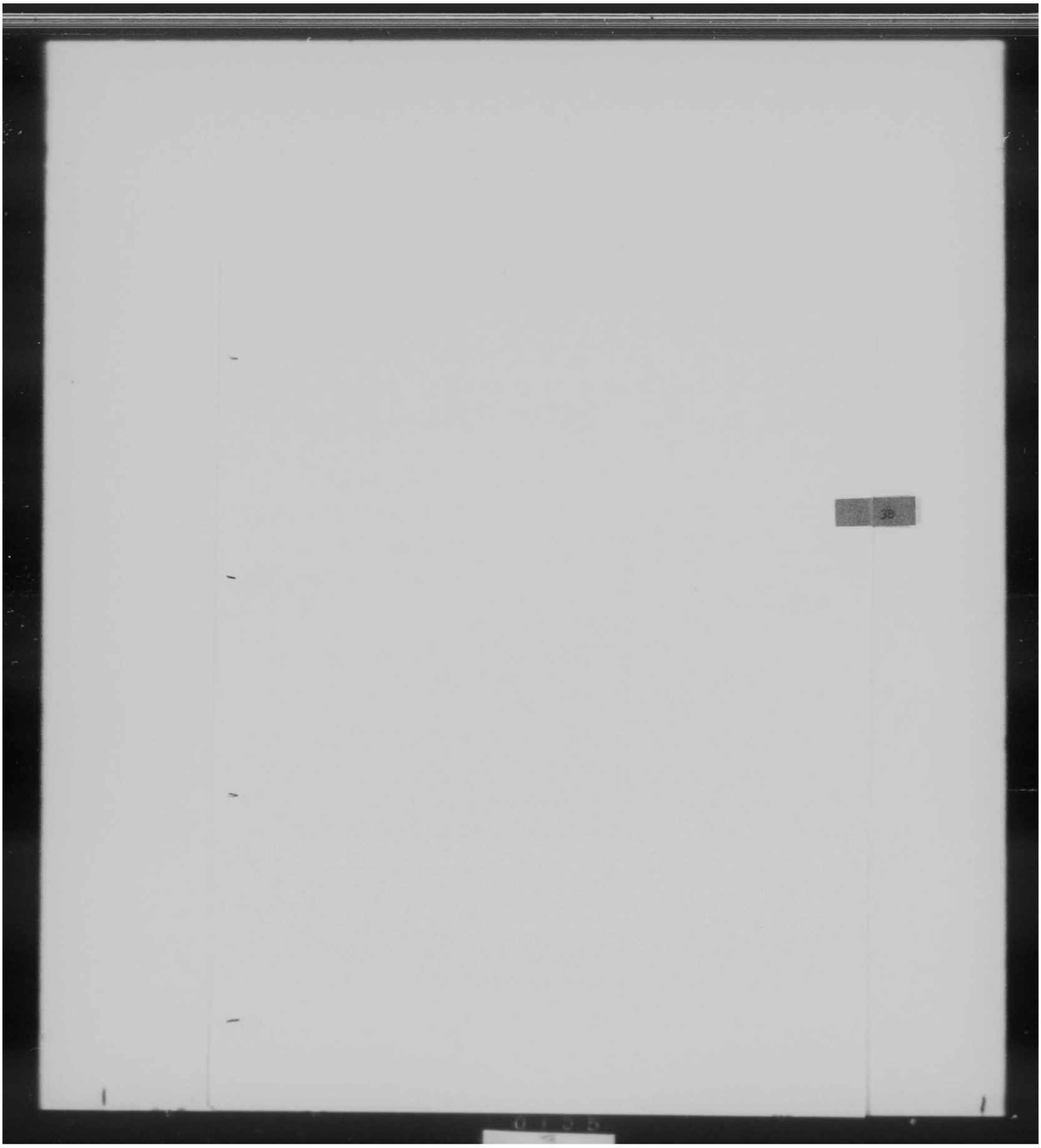

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C O P Y C O P Y

FM CONAF 2 BARKSDALE AFB LA
TO RJWEKL/COMADIV 4 BARKSDALE AFB LA
RJESBL/COMADIV 6 MACDILL AFB FLA
RJESHN/COMADIV 38 HUNTER AFB GA
RJESKH/COMADIV 806 LAKE CHARLES AFB LA
RJESPA/COMADIV 813 PINECASTLE AFB FLA
RJESKL/COMADIV 825 LITTLE ROCK AFB ARK
BT
/UNCLASSIFIED/FROM: DOTB 0432. SUBJECT: SAC REG 51-12. SECOND AIR FORCE INSPECTOR GENERAL REPORTS OF SEVERAL B-47 UNITS DISCLOSE THAT MANY UNITS ARE NOT COMPLYING WITH SAC REG 51-12 IN THAT PILOTS ARE LOGGING HOOD TIME IN THE FRONT SEAT OF B-47 AIRCRAFT. REQUEST B-47 UNITS SUBMIT COMMENTS OF SAC REG 51-12 AND UNIT RECOMMENDATIONS FOR CHANGES TO SAC REG 51-12. RECOMMENDATIONS SHOULD CONSIDER FLYING SAFETY ASPECT, QUALITY OF HOOD TRAINING RECEIVED AND CONSERVATION OF INSTRUCTOR PILOTS. RECOMMENDATIONS TO ARRIVE THIS HEADQUARTERS NLT 16 MAR 56.
BT
03/0603 MAR RJWEKL

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain USAF
Adjutant

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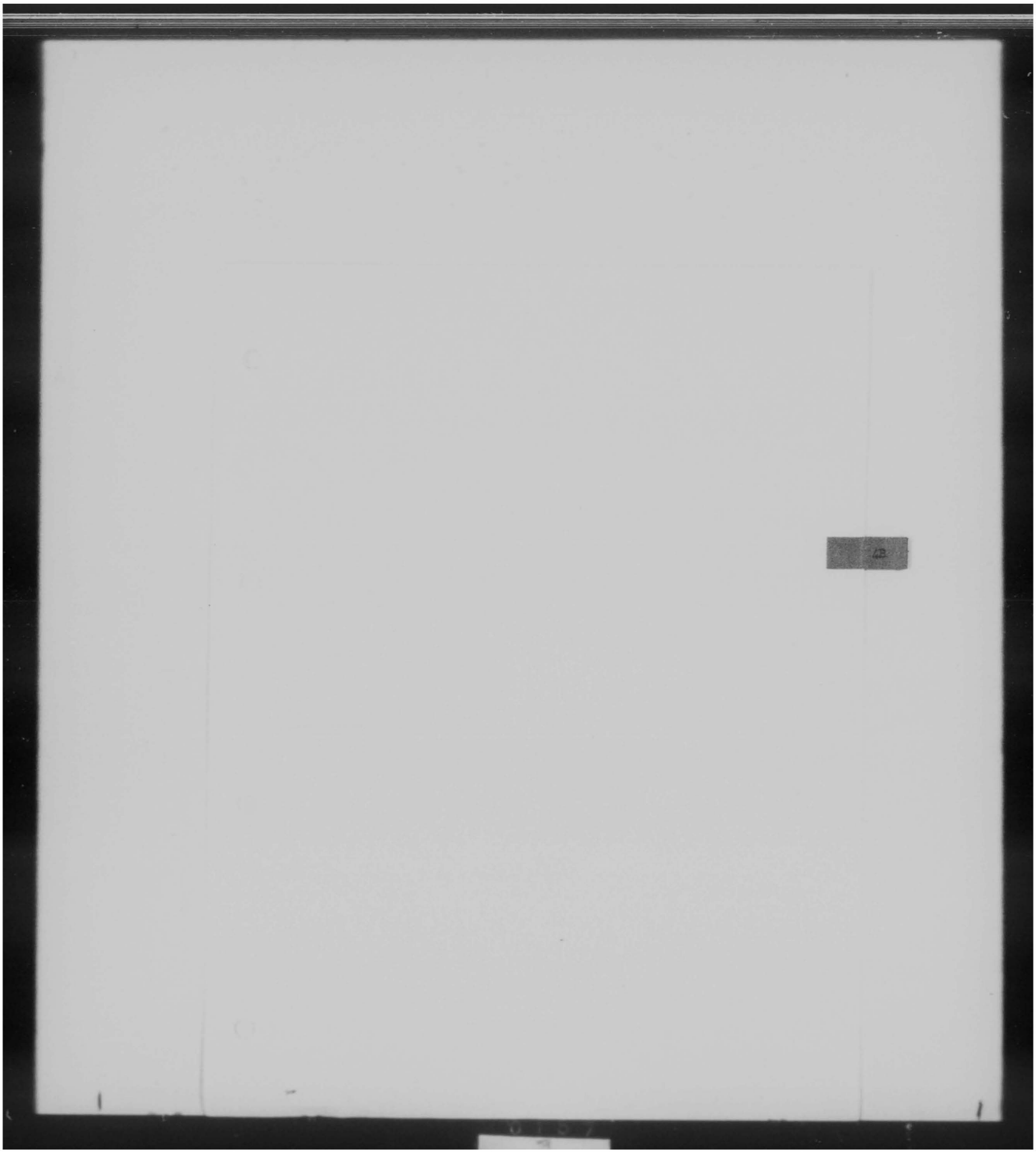

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70DCT CONFIDENTIAL 28 Mar 1956

SUBJECT: (Confidential) Combat Readiness of the 70th Strategic Reconnaissance Wing

TO: Commander
825th Air Division
Little Rock Air Force Base
Jacksonville, Arkansas

1. The 70th Strategic Reconnaissance Wing's training program from activation to date has been accomplished amid handicaps caused by limitations of equipment, airdrome facilities, expandable supplies and bad weather. The training program since 17 October 1955 has been based on a combat ready date of 1 May 1956. This required forty-five (45) crews combat ready which included seven (7) crews from Eighth Air Force resources scheduled to be transferred to the 70th Wing on or about 15 March 1956. (Confidential)

2. Major factors affecting the combat ready date are as follows: (Confidential)

a. Supplies and Equipment (Unclassified)

(1) Hand Tools: Original requisitions for hand tools were submitted in January and February 1955. Procurement difficulties encountered between Lockbourne and Little Rock and depot action have caused the slippage in delivery of these tools to the extent that the Wing is currently 34,000 hand tools short. (Unclassified)

(2) Test Equipment: Approximately 25 line items of test equipment for the Field Maintenance and AME Squadrons were placed on supply difficulty letters during December 1955 and January 1956. This equipment included items to test generators, flight instruments, thermo switches and engine thrust. Due to the critical nature and delayed delivery dates, Second Air Force has made redistribution on some of this equipment.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walden

KENNETH M. WALDEN
Captain, USAF
Adjutant

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Availability of this equipment would preclude sending these components to be tested to the depot, requiring a larger inventory in Base Supply to compensate for loss of these items sent away for repair. Many hi-value items are returned to the depot for repairs NITS. Since items have been returned to the depot, no training can be given specialists on these components. (Unclassified)

b. Airdrome Facilities (Unclassified)

(1) Runway construction at Lockbourne severely hampered our training program while at that base. (Unclassified)

(2) Take-offs and landings were restricted as to direction and hours and many sorties were lost; others accomplished had low flying time utilization due to the specified landing times and take-off restricted gross weights. During one period in July, landings were permitted only from 0030 until 0400. (Unclassified)

(3) During October, the Wing moved to Little Rock to an air base that had many limitations as to airdrome facilities. This move caused an estimated loss of one month's flying training. (Unclassfied)

c. Weather and Navigation Aids (Unclassified)

(1) Lack of navigation aids such as GCA, ILS and a reliable TVOR restricted take-offs and landings during marginal weather and caused the loss of 164 sorties, totaling 972 flying hours. This represented almost one month's flying time for this factor alone. The lack of these landing and navigation aids prevented recovery of aircraft during instrument weather. Sorties returning from these RCW's total 78 sorties and 344 hours with low flying time utilization because film and ammunition requirements were not available at CW stations to plan an effective return sortie. (Unclassified)

d. Construction Delays (Unclassified)

(1) During the first four (4) months of operations at Little Rock AFB, all maintenance facilities were

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crowded into the Jumbo hangar. These overcrowded conditions were magnified by the lack of necessary electrical power to run the power tools and AGE Test equipment. (Unclassified)

(2) Slippage in the scheduled delivery of Periodic Maintenance dock from 15 October 1955 to 15 February 1956 caused a net loss of 1200 flying hours generated by the dock during this period. Lack of associated power requirements necessary to accomplish the required maintenance seriously curtailed maintenance capability. (Unclassified)

(3) The AGE capability was extremely hampered due to the slippage in construction of the AGE building. The resultant loss of reliability and flying time utilization was a serious handicap. The AGE Squadron did not accomplish the move into their building until 1 March 1956. (Unclassified)

(4) The lack of T-2's, T-1A, MTU's, flight simulators and instrument trainers was a severe handicap to our combat crew training program. The trainer building to house this equipment was slipped to 1 February 1956 and finally to 1 May 1956. The lack of a T-2 was especially acute since the majority of our observers had no previous reconnaissance or jet experience. Most of these crew members were single rated bombardiers with a 4-year break in service prior to attendance at Wichita and Mather. Learning procedures on a radar trainer are considered a very important phase for an RB-47 observer. (Confidential)

e. Cell Tactics and Mass Refueling (Confidential)

(1) The 70th Wing's program included unit practice missions prior to our combat ready date whereas the Second Air Force T-6 plan made no provisions for this type training. It was believed that this training was important at this particular time because the air refueling squadron had a combat ready date of 10 March 1956. It is thus responsible for mass refueling and SAC unit. (Confidential)

f. Increased Requirements (Confidential)

(1) After approval of the 70th Wing's training program, Second Air Force in January 1956 increased our train-

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ing requirements. These increased requirements resulted in 82 sorties, totaling 451 hours. (Confidential)

g. Expendable Supplies (Unclassified)

(1) No bombs or ammunition were available while the Wing was at Lockbourne except that which could be borrowed from the 801st Air Division. (Unclassified)

(2) No photoflash bombs were available at this station until 24 December 1955. Arming wires were not available until 30 January 1956. 20 mm ammunition was not available until 10 December 1955 and the linking machine to load the ammunition was not available until 19 December. (Confidential)

h. Others: (Unclassified)

(1) The Wing trained eight (8) B-36 pilots which cost the Wing 12 sorties totaling 72 hours. This represents 50-43 training of one combat ready crew. (Confidential)

(2) The Wing also furnished 12 sorties, totaling 68 hours, to SES. (Unclassified)

3. Conclusions: The Wing can be combat ready at the end of April with a capability of 32 combat ready crews. By relaxing standards somewhat, we may be able to have 35 to 36 combat ready crews. Upgrading the 70th Wing to ready on 1 May is extremely critical because this is the first time a reconnaissance wing in SAC is being upgraded directly into 50-8 and probationary 51-26 regulation wherein combat crews could be downgraded to non-ready for inactivity and reliability below SAC acceptable standards. Poor performance of combat ready crew under 51-26 could result in the crew bing regressed to non-ready after six (6) months of the combat ready date. An intensive training program for non-ready crews, coupled with higher headquarters commitments that may be levied, scheduling of our crews for SES evaluation which we anticipate will be received, and being under competition in the SAC Management Control System with other reconnaissance Wings would make an extremely heavy burden. (Confidential)

4. Recommendations: It is recommended and requested that the combat ready date of the 70th Wing be extended to 1 June 1956. This will enable the Wing to make up the losses suffered by the factors listed above. Additionally, it will enable the Wing to further refine

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Hq 70th SRW, LRAFB, Ark, 70DCT, Subj: (Confidential) Combat Readiness of the 70th Strategic Reconnaissance Wing

the observer capability and to train additional crews so that by 1 June, the Wing will have 38 combat ready crews with realiable capability that will enable them to perform within acceptable limits of SAC Regulation 51-26 with reasonable chance of success at SRS. It is believed that the 30-day extension would be sufficient time in which to train our crews to an extent that their performance would be such that everyone in Division and Second Air Force could point to the 70th Wing with justifiable pride. The Second Air Force Assistance Team concurs in this extension and has recommended a delay of the combat ready date in its staff report to the 70th Wing and to Second Air Force. (Confidential)

WILLIAM BURKE
Colonel, USAF
Commander

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Progress to Combat Readiness

DO, 70TH SRW DOT, 70TH SRW 2 MAR 56
Maj Cagen/3508

1. On 1 March 1956, the 70th Wing had completed 74% of its combat readiness training. This is 4% ahead of the T-6 schedule. This remaining 26% required 2,045 hours and when measured against the program that we have planned for ourselves plus higher headquarters commitments versus time remaining and maintenance capability, it appears to me that the Wing will only be able to complete approximately 91% of its 50-43 training by our combat ready date. My computations are based on the following:

IN & N Crews	2045 hours
N Crews 2X 25 = 50 16X 25 = 400 450	450 hours
7 Staff Crews at 10 hrs per mo for 2 mos.	140 hours
Cadre Crews 12 hours + Standboard	168 hours
51-19, 51-26, 60-4 & miscellaneous 15 inst cards, 1 sortie month for 1 Crews 41 X 6 = 24 X 2 = 48 60-4 52	200 hours
Operation BIG BOY	72 hours
Cell Tactics	450 hours
Total Hours Required	3528 hours
March Confirmed	1402 hours
	2126 hours
Estimate April Confirmation	1426 hours
Hours Short	700 hours

700 hours is 9.5% of 50-43 program.

2. Improvement in the Radar performance and a decreased in gunnery malfunctions and any additional time that maintenance can give us will i prove this picture to a considerable degree. As a matter of fact, approximately 73 hours devoted to crew training will increase it 1% assuming in-commission radar, functioning guns and good weather.

3. All of these estimates have been based upon our capability since 1 January 1956.

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DO, 70TH SRW

Progress to Combat Readiness
DOT, 70TH SRW 2 MAR 56

(Con't)

4. Assuming no improvement in any of these areas, it is recommended that we declare crews combat ready with a minimum of 1 sortie to Avon Park, 10 RBS's and 1 maximum gunnery load versus 2 sorties to Avon Park, 15 RBS's and 2 gunnery loads presently required.

5. It appears to me that to meet our combat ready date, we must declare crews combat ready deficient in some of these areas and this is a recommended solution for consideration of the combat crew selection board.

WILLIAM B OGDEN
Major, USAF
Wing Training Officer

I CERTIFY THAT THIS IS A TRUE COPY.

KENNETH M WALKER
Captain, USAF
Adjutant

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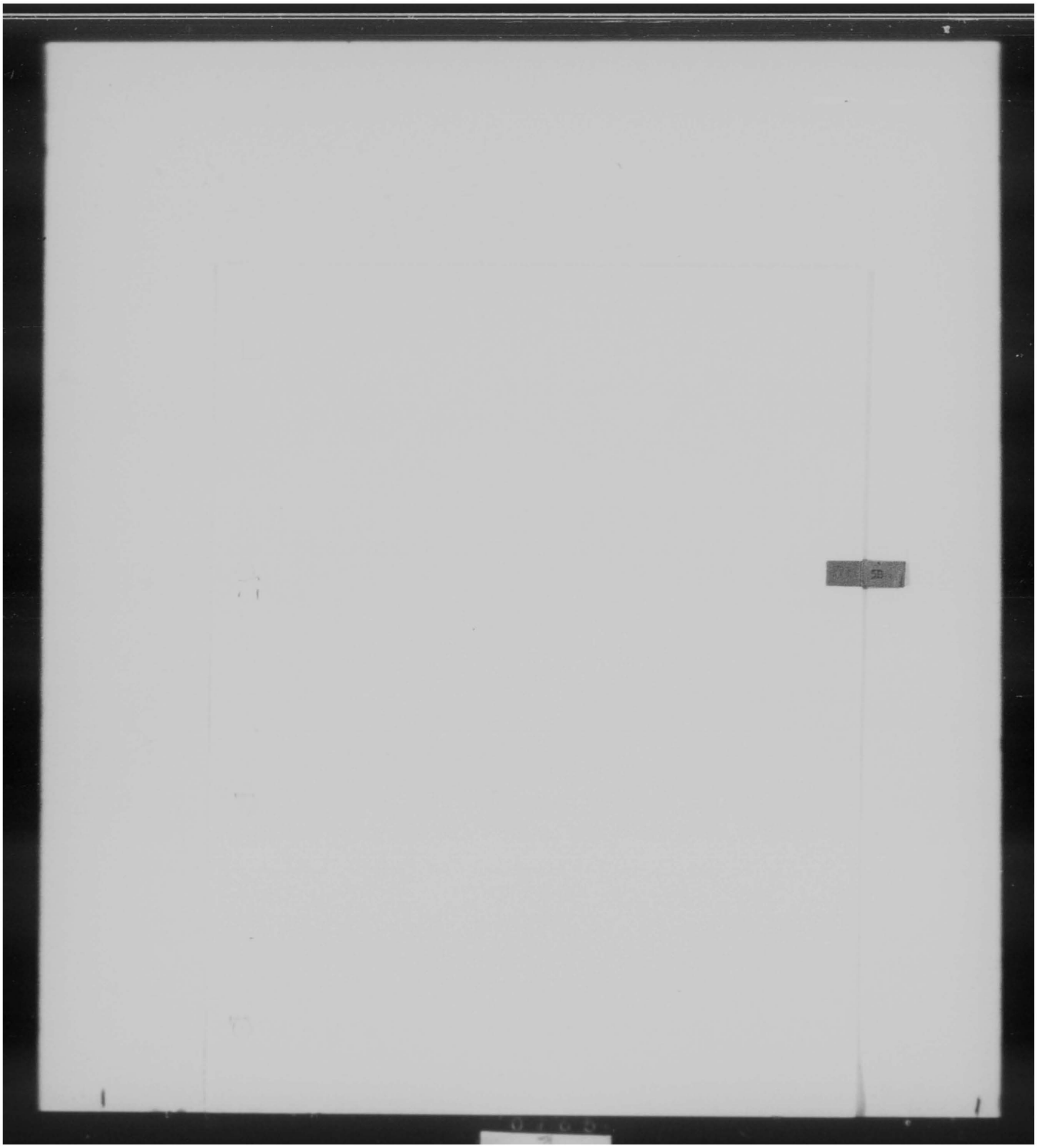

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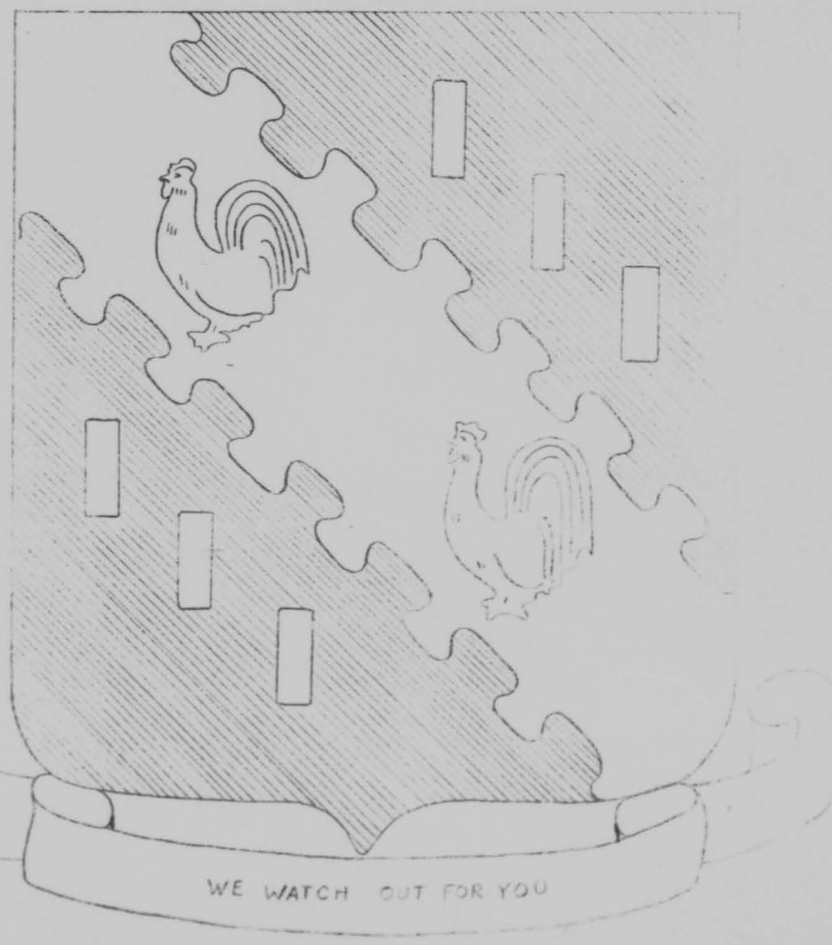
REPORT OF SECOND AIR FORCE ASSISTANCE TEAM
70TH STRATEGIC RECONNAISSANCE WING

LITTLE ROCK AIR FORCE BASE
ARKANSAS



5 March 1956 Thru 23 March 1956

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THE SECOND AIR FORCE ASSISTANCE TEAM

LITTLE ROCK AIR FORCE BASE, ARKANSAS

26 March 1956

SUBJECT: Report of Visit to the 70th Strategic Reconnaissance Wing

TO: Commander
70th Strategic Reconnaissance Wing
Little Rock Air Force Base
Arkansas

1. The Second Air Force Assistance Team consisting of sixteen officers and thirteen airmen, headed by Colonel Ralph C. Jenkins, visited the 70th Strategic Reconnaissance Wing, 5 March to 23 March 1956, for the purpose of advising and assisting in the implementation of procedures and policies necessary in accomplishing the unit mission. The formal authority under which this team operates in contained in SAC Regulation 20-8, dated 9 November 1955. (UNCLASSIFIED)

2. Particular attention of the team is directed toward the development and maintenance of Wing combat-readiness. The division of base-wide assets in personnel, facilities and equipment to each major unit on the basis of its EWP mission, state of training or vulnerability to early TDY is observed by the Team. Air Base Group support is measured to determine its overall effectiveness and if it is applied on a priority agreeable to that established by the Air Division. (UNCLASSIFIED)

3. Significant observations:

a. Command: The 70th Wing, first non-combat ready unit visited by the Assistance Team, is a highly motivated, enthusiastic organization. Considerable ingenuity is evident in establishing critical facilities in temporary, widely dispersed areas. Lack of a trainer building, reconnaissance technical building, target intelligence building and various navigational aids, while extending the time required to attain combat readiness is taken in stride and without complaint. Morale, influenced by the knowledge that the Base will soon have about the finest facilities in SAC, is good. (UNCLASSIFIED)

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b. Although there are several command and staff personnel who are relatively new to SAC, sufficient personnel with extensive background in the reconnaissance and bombardment field are assigned to insure continuity. Further visits to top combat ready Wings is recommended. (UNCLASSIFIED)

c. Quantitative production has been severely restricted by low ceilings and visibility and the lack of navigation aids. The equivalent of one months flying time has been lost to weather cancellation since the unit started flying time here in October 1955. Had this not occurred, the combat ready date of 1 May 1956 would remain firm. However, in order to insure no compromise in the quality of combat crew training, it is recommended that the date be extended to 1 June 1956. (CONFIDENTIAL)

d. Quality of observer training has suffered to some extent by the lack of a T-2 Trainer and Recordaks. These have recently become available. In addition, the Photo-Nav Division is being fully manned, relocated and reorganized to insure complete briefing, critique and analysis of each mission. (UNCLASSIFIED)

e. Particular attention is directed to flying safety. In view of the lack of nav-aids many sorties terminated at other SAC bases rather than risk a penetration and approach to Little Rock under marginal weather conditions. This procedure has aggravated the problem of tail number scheduling since the flying-maintenance cycle is interrupted. (UNCLASSIFIED)

f. The 70th Air Refueling Squadron, combat ready, on 10 March 1956, has developed at an unusually fine rate contributing greatly to the progress of the Wing as a whole. (CONFIDENTIAL)

4. Resources of the 825th Air Division (personnel equipment and facilities) are divided equitably among the two Wings, and the Air Base Group. (UNCLASSIFIED).

5. Following are major areas where assistance was given or suggestions made. (These are covered in detail in the ensuing sections). (UNCLASSIFIED)

a. GCA Unit: Considerable slippage in delivery date of GCA unit has been experienced. Latest projected date was 1 July 1956. Colonel Thompson, Director of Operations, 2AF was contacted. He in turn arranged to have a GCA unit airlifted into Little Rock. It is scheduled to arrive on or about 1 April 1956. (UNCLASSIFIED)

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2AF Assistance Team, Subject: Report of Visit to the 70th Strategic Reconnaissance Wing

b. Staff Manning: Action was taken to man the Capabilities and Analysis Section, Photo Nav Division, with highly qualified combat crew observers. The two crews furnishing these observers cannot meet the 1 May 1956 combat readiness date. This can be compensated by the proposed extension of combat ready date. See paragraph 3 c, above. (CONFIDENTIAL)

NOTE: Staff manning was not completed earlier because these particular individuals were needed as instructor observers. (UNCLASSIFIED)

c. Planning and Scheduling Procedures: Demonstrated practical application of SOP for air training accomplishments. 60-9 scheduling procedures were rehearsed. Tips were given in good management techniques.(UNCLASSIFIED)

d. Stand-up Briefing: Streamlined format for conducting daily stand-up briefing was devised. Procedure is designed to highlight difficulties and to insure good follow-up action. Wing Comptroller will present weekly "soft spot" analysis. (UNCLASSIFIED)

e. Observer Ground Training Program: General format and monitor procedures for implementing a hard core observer ground training program with emphasis on quality were left with the Photo Nav Division. (UNCLASSIFIED)

f. Job Control: All maintenance supervisors were briefed on improved methods and procedures for planning, controlling and directing the Wing maintenance effort. (UNCLASSIFIED)

g. Planned Inspections: Instructed and demonstrated to all maintenance supervisors methods for directing and controlling Planned Inspections (PI). Assisted in revising the periodic PI Sequence Chart. (UNCLASSIFIED)

h. Training Programs: Methods and procedures for developing realistic and effective training programs within the maintenance organizations were explained to all supervisory personnel. (UNCLASSIFIED)

i. Logistics: A detailed briefing on mobility responsibilities, procedures, and plans format and contents was presented to all mobility officers. Reviewed the draft copy of the Wing Mobility Plan and recommended necessary changes. (UNCLASSIFIED)

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j. Wing Supply: Instructed supply personnel on procedures to be used for correcting obvious errors on new Unit Authorization Lists (UAL) and for additions to UAL's of new items listed on revised Equipment Component Lists (ECL). Assisted in the development of a "call in" list of frequently used aircraft spares required by maintenance. (UNCLASSIFIED).

k. Armament-Electronics Materiel Control and Pre-Issue: Procedures were implemented to control and direct processing of reparables through the field shops. Personnel were instructed in proper methods of establishing priorities on parts requests and determining AWPE conditions. (UNCLASSIFIED)

l. Armament-Electronics Flight Line: Procedures were established to provide a more thorough analysis of armament-electronics systems performance. These procedures require a coordination between armament-electronics and operations staff personnel and when fully implemented will increase system reliability. (UNCLASSIFIED)

m. Reparable Processing: Assisted the Field Maintenance Squadron in establishing a more effective Materiel Control Section. Briefed key supervisors on reparable processing procedures and the functions of Materiel Control. (UNCLASSIFIED)

n. Central Unit Personnel Section: Assistance was directed toward the organization and operation of CUPS. An improved suspense system for preparation and submission of USAF Officers Effectiveness Reports was suggested and placed into effect. Thoroughly briefed all personnel clerks on records maintenance. (UNCLASSIFIED)

6. Outlook. Dynamic, long range growth is anticipated. The Wing staff is fully aware of the pitfalls of declaring crews combat ready prematurely and of temporarily attaining a high rate of production that can't be sustained. The Wing Commander is vitally interested in establishing a firm foundation and implementing the spirit and intent of 2nd Air Force and SAC directives that have proven successful in other Wings. (UNCLASSIFIED)

7. The Assistance Team approached the 70th Wing with the "yard stick" that would be applied to wings that have long been combat ready. We fully appreciate the fact that variations are normal and reasonable and

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many problems are solved only in the due course of time. Our recommendations are given only as aids in improving your combat readiness. (UNCLASSIFIED)

8. Purpose of this Report. This report records the activity of the Assistance Team. When distributed to the Wing, Division and Second Air Force, it points out areas where further assistance should be applied by the staffs in order to solve problems not immediately corrected on the spot at the operating level. Sufficient copies are made available so that further reproduction should be unnecessary. It is recommended that "red tape" be held to a minimum and no local indorsement be required. Use of this report to embarrass or compromise the position of anyone is not within the spirit or intent of SAC Regulation 20-8 and should be scrupulously avoided by all concerned. Indorsement to Headquarters Second Air Force is not required. (UNCLASSIFIED)

9. When basic letter and part C and E of Section I - Operations is withdrawn, report may be downgraded to unclassified. (UNCLASSIFIED)

Ralph C. Jenkins
RALPH C. JENKINS
Colonel, USAF

SECTIONS
I - Operations
II - Materiel
III - Personnel
IV - Comptroller
V - Safety

DISTRIBUTION
Comdr 825AD - 25
2AF
D/O - 3
D/M - 3
D/P - 1
2AF Asst Team - 2
Adj - 1
Plans - 1
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Intell - 1
Comptroller - 1
Safety - 1
Opns Analysis - 1

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SECTION I DIRECTORATE OF OPERATIONS

70TH STRAT RECON WING

A. DIRECTOR OF OPERATIONS

1. General Evaluation:

a. This is a well-documented organization. Records, reports, and analyses are above that of the average wing.

b. Planning is adequate, but scheduling is subject to constant change because of attempts to make up lost time due to weather, etc., by flying Saturdays. Ensuing "panic" type operations gains little for the unit.

c. Organizational structure needs realignment. Specifically, three 1525B's must be assigned to Capabilities and Analysis Section of Photo-Nav (now have two), and one additional 1235 should be assigned to Ops and Training (to replace 1525B space now assigned, but being transferred to Photo-Nav).

d. Record certification and flow procedures, while adequate, do not follow 2AF SOP for Air Training Accomplishments. Required simplified procedures have been adopted, and new Wing-designed Mission Accomplishment Form is being published at 2AF.

e. As happens in most new wings, there are a few instances of improper coordination among staff agencies within the Directorate. More emphasis needed on this subject.

f. Weekly wing "Recap" meetings not too effective. Little follow-up action taken on problem areas. Daily stand-up briefings will give better results. "Soft Spot" area analyses should be conducted by Comptroller at weekly staff meeting.

g. Under the capable guidance of Col. Ogas, the operations staff has the potential to help build the 70th SRW into one of the most effective Reconnaissance Wings in SAC.

h. 2AF philosophy on the following was discussed with the Director of Operations. A printed handout on each subject was given to him:

(1) Compliance with Directives.

(2) Standard Directorate of Operations Organization.

(3) Second Air Force SOP for Air Training Accomplishments.

(4) Reported Capability Must be True Capability.

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(5) Utilization of Rated Second Lieutenants.

(6) Unit Commitment Branch (2AF).

(7) Crew Member "Extra" Duties.

(8) Instructor Program.

(9) Status of Operations and Training (Monitoring Training).

(10) Upgrading Crews to Lead Status.

(11) Lead/Select Crew Evaluation.

(12) Non-Combat Crew Training.

(13) Probation Program.

(14) Inflight Maintenance Course.

(15) Ultrasonic Trainer.

(16) Equitable Distribution of Flying Time.

(17) Instrument Training.

(18) RBS Runs.

i. Areas where major assistance was given:

(1) Staff Manning.

(2) Planning and Scheduling Procedures.

(3) Stand-up Briefings.

(4) Organizational and Functional Realignment Plus Relocation of Photo-Nav Division.

(5) Preparation for EWP Assignment.

(6) Security Measures for Intelligence Facilities.

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(7) Observer Ground Training Program.

(8) Navigation Re-Plot Program.

(9) Control Room.

(10) Communications Facilities.

(11) Form 5 Maintenance.

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B. OPERATIONS AND TRAINING

1. General Evaluation and Observations:

a. The Operations and Training Division is manned with competent and experienced personnel who are persistent in their efforts to increase the operational effectiveness of the wing. An adequate job of planning, scheduling, monitoring, and supervision of training is being accomplished. In order to stay abreast of the programmed training, an excessive number of schedule changes were necessitated by the cancellation of many training sorties due to weather. The training staff is well aware of the many difficulties encountered when plans and schedules are constantly changed in an effort to "catch up" on lost training. Increased emphasis on schedule stability has been initiated. Coordination among the sections is good; however, additional coordination with the Reconnaissance-Navigation Division and the Wing Comptroller would be advantageous to all concerned. Procedures and policies not followed in their entirety and considered to be problem areas affecting the operations of the wing are included in the report with appropriate action and/or recommendation included. Minor deficiencies noted are not included in this report. They were brought to the attention of the responsible officer and were corrected immediately.

b. A meeting was held with the training staff, and operating techniques and procedures were discussed. The importance of good planning, scheduling, supervision, and monitoring procedures were discussed thoroughly with the operations and training staff. Tips and suggestions were made pertaining to good management and control procedures. Possible problem areas were pointed out, and recommended solutions were immediately accepted. The functions and responsibilities of each section were discussed, and suggestions were made on how to improve each section's effectiveness. Tips and suggestions on planning, scheduling, and monitoring of 50-8 training were made. The advantages of stream-type missions were discussed and accepted. The use of "To Go" charts for monitoring flying training was suggested and adopted. The importance of building steadily without the use of "Crash Programs" was discussed - particularly when the wing becomes combat ready and enters into their first 50-8 training quarter. The pitfalls of going "All out" the first quarter to make a good showing were discussed. The importance of non-combat ready crew upgrading was discussed and thoroughly understood by the wing staff. Sample flow charts for use in alert and EWP planning, and forms for maintaining scheduled training, were furnished by the team and adopted immediately.

2. Operations and Training Staff Sections:

a. The Chief of Operations and Training is well qualified for his assignment. He is familiar with all of his functions and responsibilities, and is doing a good job of supervising the staff sections under his control. A recommended organizational chart for the Operations and Training Division

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was discussed. It was recommended that the present 1525A position utilized in Operations and Training be returned to the Recon-Nav Division, and approval for one additional 1435 in air training be requested by recommending a change to the present T.O

b. The Current Operations Officer is well qualified for his assignment. He is a former B-47 aircraft commander and instructor pilot, with staff experience in squadron and wing operations. He is familiar with all his functions and responsibilities, and is doing a good job of supervising and monitoring scheduled air training. His assistant is a well qualified previous B-47 professional instructor pilot who is familiar with all aspects of his assignment.

c. The Wing Training Officer is a well qualified checked out pilot who is thoroughly familiar with his functions and responsibilities. He is doing a good job of planning, scheduling, and monitoring the air and ground training requirements of the wing. His assistant is a well qualified observer who is held responsible for the maintenance of all air training records. He is doing a good job of maintaining the T-12 report, 51-19 and 50-43 records and charts. All records and charts are accurate and up to date.

PROBLEM: The mission accomplishment report was not being completed and handled in the manner required by 2AF SOP for Air Training Accomplishments. Additional forms, locally devised, were being used in conjunction with the form and causing an extra work load.

ACTION: The problems involved were discussed with all sections, and suggestions were made as to how the forms should be used and processed. It was pointed out that by proper use of the report no additional forms were necessary. The team's recommendations have been accepted. A desired mission accomplishment form was drafted and carried to Headquarters Second Air Force training section by the team and will be reproduced for the wing's use as soon as the revised 50-8 regulation is published.

PROBLEM: The assistant training officer was maintaining training analysis charts in addition to required training charts.

ACTION: The team recommended that the wing comptroller be responsible for this function. This recommendation has been accepted. In addition, the team's recommendation that the wing comptroller be utilized in daily and weekly briefings to conduct training analyses and point out "Soft Spot" areas was accepted.

d. The wing control room is centrally located and easily accessible to the wing commander and the operations staff. The NCOIC is well qualified and is doing a good job of supervising the activities in the control room.

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Basically, the control room fulfills the requirements of a control room, but lacks good communications, status boards and maps. Four additional airmen are assigned to the control room and, while lacking in experience, are learning at a satisfactory rate.

PROBLEM: Security of the control room is unsatisfactory. There are six doors opening into the control room, including an outside entrance that is used frequently throughout the day.

ACTION: The team recommended that access rosters be posted on outer doors, and the installation of a wall to block the outside entrance. In addition, when wall maps are installed, block the door to the Director of Safety's office. This will eliminate four door openings, and afford adequate security. Work orders have been submitted, and it is recommended that staff action be taken to expedite this important work.

PROBLEM: Control room SOP's were not displayed for easy reference.

ACTION: The team worked with the NCOIC to help set up the SOP's in a Kardex file, which will provide quick reference to personnel of the control room.

PROBLEM: No facility has been provided for the display of miniature aircraft showing location of 70th Wing aircraft.

ACTION: The team discussed plans with the officer in charge of the control room to have a map with metal backing installed for this purpose. This project will be done as soon as modification work orders are approved.

PROBLEM: The present console is too large and occupies a large amount of space.

ACTION: The team recommended that a modified "U" shaped console be constructed, and a plan of the console was discussed with the OIC and NCOIC.

PROBLEM: The control room lacks adequate "inter-com" facilities with the squadrons and other control agencies. At the present time, eleven telephones are installed in the control room. Several of these phones are extensions within the control room and are not needed.

ACTION: The control room is authorized the two digit Bell inter-com system, but the installation of these instruments is a long way off. The team recommends every effort be made to procure a 12 station "squawk box" system for the control room. Most control rooms in Second Air Force are using this system very efficiently.

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PROBLEM: Although a zippo log is maintained in the control room, sections submitting zippos merely call in for a log number and do not file a copy of all zippos with the control room.

ACTION: The team recommends that all sections send a copy of zippos to the control room for file.

e. The Wing Ground Training Officer is well qualified for his assignment, and is adequately scheduling and monitoring wing ground training. Preparations are being made now for implementation of the block training program required by SAC Regulation 50-24. The team conducted a meeting of all wing and base ground training personnel, and the details and problems of the program were discussed.

PROBLEM: There is no wing passive defense officer or CBR NCO assigned. CBR training is not being conducted.

ACTION: The team recommends that a wing passive defense officer be assigned (additional duty), and every effort be made to procure a qualified CBR NCO. This problem will be discussed with the Second Air Force personnel staff.

f. The wing gunnery officer is well qualified for his assignment, and is doing a good job of supervising and monitoring the wing gunnery training. He is persistent in his efforts to increase the wing's gunnery effectiveness, and is adequately following up malfunctions.

3. Squadron Operations (Air Refueling)

a. In general, the squadron operations section is well organized, staffed with competent and experienced personnel, and operating effectively. Adequate planning and scheduling of required training is being accomplished. Recommended policies, procedures, and techniques pertaining to squadron operations were discussed with the Squadron Commander and the Operations Officer. Tips and suggestions were made pertaining to good management and control procedures, scheduling procedures, and supervisory and monitoring techniques. Alert, deployment, and USCM problems were discussed.

PROBLEM: With the exception of the Flight Engineers Section, Form 5's are not being maintained satisfactorily.

ACTION: The team pointed out the numerous errors to the Form 5 clerk, and demonstrated correct methods for upkeep of the form. The team recommends that the clerk maintain only the officers' Form 5's, and the boom operators maintain their own Form 5's. This will alleviate some of the present workload, and enable the clerk to keep up with his work. In addition, a Form 5 check list was left with the wing DO, and copies will be furnished the Form 5 clerk.

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SECTION I DIRECTORATE OF OPERATIONS

70TH STRAT RECON WING

4. Squadron Operations (Tactical)

a. In general, the squadron operations are well organized, staffed with competent personnel, and operating effectively. Adequate planning and scheduling of training is being accomplished. A meeting was conducted with the Squadron Commander and Operations Officers, and recommended policies, procedures, and techniques pertaining to squadron operations were discussed. Tips and suggestions were made pertaining to good management and control procedures, scheduling procedures, and supervisory and monitoring technique. Particular emphasis was directed toward future 50-8 training problems and management techniques.

5. Other Staff Agencies

a. The wing standardization board is effectively organized with experienced, well qualified personnel. Four lead crews have been assigned to the section. During the initial period of crew upgrading, the standardization crews were required to fly as instructors, but have now been relieved from this requirement. Prescribed procedures are being followed, and the board is effectively monitoring the combat proficiency of the crews.

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c. PHOTO NAVIGATION DIVISION

1. General Evaluation: Reconnaissance and navigation capability of the wing is improving steadily as crews approach combat readiness. Inadequacy of experienced RB-47 observers has necessitated appointment of barely qualified instructor observers to support 50-43 flight instruction demands. The three Squadron Observers are experienced in the RB-47 and have therefore had to fly as instructors so frequently that certain functions for which they are responsible have not been carried out acceptably. The Photo Nav Division has been undermanned and poorly situated physically to carry out aggressive and effective specialized briefings, analyses and critiques. The quality of observer ground training, particularly with respect to inexperienced observers, has suffered as a result of the mass upgrading program. Conditions will now permit added emphasis in this area to insure more realism in properly instructed ground training of inexperienced observers plus others who perform unsatisfactorily. With sufficient day to day emphasis on observer ground training, expediency and thoroughness of navigation plots and replot critiques, specialized briefings, analyses and critiques of individual mission results, the 70th Reconnaissance Wing should emerge as one of the most competent reconnaissance navigations wings in SAC within the next year. (UNCLASSIFIED)

2. Problems:

a. The Photo Nav Division was locally organized, authorizing five rather than six staff observers (AFSC 1525). The Standard Directorate of Operations for 2AF Bombardment Wings provide for six observers in the Bomb Nav Division. Functions of the Photo Nav Division similarly require six. The position was placed in the Operations and Training Division in local organization, rather than in Photo Nav where it is essential to support adequate specialized briefings, analyses and critiques. (UNCLASSIFIED)

ACTION: This problem was discussed with the Wing Commander and Director of Operations, who concurred in movement of the authorization back to Photo Nav Division. (UNCLASSIFIED)

b. Only four staff observers are currently assigned to the Photo Nav Division, and two of these are away at school. The result is that the organization has been virtually non-functional from the standpoint of contributing quality in day to day reconnaissance and navigation air training accomplishments. (UNCLASSIFIED)

ACTION: The critical need for two additional staff observers to be removed from crews and assigned to the staff has been discussed with the Wing Commander, who has concurred in the move. Observers selected must be the most experienced in the RB-47. This action will extend up-grading dates beyond

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May 56 for two crews. Assignment of these two observers to the staff is considered justifiable from the overall Wing effectiveness standpoint and is in consonance with SAC policy as regards staff manning. (CONFIDENTIAL)

c. Personnel assigned to the Photo Nav Division, exclusive of the Prediction Section, are located in the Wing Headquarters Building. Since a Photo and/or Bomb Nav Division is a quality improvement agency that is principally associated with specialized briefings, critiques and analyses of individual observer results, the organization must, of necessity, be located convenient for use of mission photography. The volume of photography which must be appraised and analyzed is so great in a reconnaissance wing that it is not feasible to transport it from one building to another. (UNCLASSIFIED)

ACTION: After careful consideration of span of control problems, functional processes and work flow, it was decided that movement of the Photo Nav Division into the Reconnaissance Technical Building would permit optimum attention quality training. This move will incur some difficulty in coordination between other wing agencies and Photo Nav personnel, who must keep the Director of Operations informed of any omissions or shortcomings in coordination. The Wing Commander and the Director of Operations have concurred in the move. (UNCLASSIFIED)

RECOMMENDATION: A compromise with respect to space made available to the Photo Nav Division at their new location might possibly result in certain inefficiencies. It is therefore recommended that the Wing Commander appraise any space problems that may exist during the first month of operation. (UNCLASSIFIED)

d. Centralized individual specialized briefings and critiques with respect to reconnaissance and/or RBS missions are not being conducted at wing level according to 2AF policy. As a result Standardization of optimum refinement techniques to produce the best inflight observer performance is not being achieved. Loss of quality potential in the proficiency items of observer air training is the consequence. Immediate manning of the Photo Nav Division and 's physical relocation will permit correction of this problem, providing inflexible policies of the Wing Commander insure complete utilization of this training facility. (UNCLASSIFIED)

ACTION: Briefing, analysis and critique check lists and "pay off" techniques that are proving effective in top B-47 wings have been discussed at length with Major Keema of Photo Nav. . (UNCLASSIFIED)

RECOMMENDATION:

(1) That the Wing Commander publish an inflexible policy that no observer may fly a training mission where reconnaissance and/or RBS performances will be undertaken unless he has attended Wing Specialized Briefing on the duty day prior to the date of

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flight; also, unless he has attended wing conducted critiques on the last such mission flown. Briefings will be scheduled for a minimum of two hours duration; critiques for a minimum of one and one half hours. (UNCLASSIFIED)

(2) That consideration for time to conduct wing specialized briefings and critiques be considered in development of Monthly Operations Plans; that agenda of weekly 60-9 meetings include specific time schedules of individual specialized briefings and critiques. (UNCLASSIFIED)

(3) That accurate records be maintained and the Director of Operations and/or Wing Commander be informed of any absenteeism or delays in meeting schedules. (UNCLASSIFIED)

e. Evaluation of the navigation replot programs in each of the four squadrons indicated lack of wing standardization or emphasis. Effectiveness of replots, associated records, and navigation critiques ranged from acceptable in the 26th to non-existant in the 6th Bombardment Squadron. Assistance Team representatives have observed that the thoroughness and expediency of navigation replots and resultant critiques have a most significant effect on a wing's navigational capability as evidenced by SEG wash out rates. To further accentuate need for emphasis on a firm replot program, recent statistics revealed that two thirds of the wash-outs were attributable to navigational deficiencies. (UNCLASSIFIED)

ACTION: Details for establishing a firm and effective replot program to be implemented at squadron level and monitored by wing has been discussed with Major Keema. (UNCLASSIFIED)

RECOMMENDATION: That Squadron Operations Officers reduce air instructor utilization of Squadron Observers to an extent that will permit their effective monitoring of certain essential functions for which they are directly responsible. This should now be possible since a number of crew observers are approaching minimum qualifications for designation as instructors. (UNCLASSIFIED)

f. Although minimum observer ground training requirements are being accomplished according to SAC Reg 50-43 and Supplement XIII of SAC Reg 51-19, the quality and realism of the training leaves much room for improvement. This lack of emphasis has been understandable in the past because of insufficient observers qualified to provide the necessary instructions. Conditions now permit increased emphasis in this area. (UNCLASSIFIED)

ACTION: This problem was discussed in detail with Major Keema of Photo Nav and in general terms with the Wing Commander. Both are in agreement that the Wing can now concentrate more on the quality of observer ground training. (UNCLASSIFIED)

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RECOMMENDATION: That firm ground training requisites be established with respect to newly assigned observers to insure that they actively engage in an effective training program from the time they are assigned to the Wing until they can be utilized as crew members; also, that other observers who demonstrate below average proficiency be given additional specialized instruction. Observer ground training should be mainly devoted to inexperienced observers who must be thoroughly indoctrinated in RB-47 systems and configurations; preflight procedures, SAC Manual 50-30, refinement crew techniques, requirements and preparation of flight forms, etc. Much of this training should precede the initial check out flight. Qualified instructors must be made available; however, they need not be on orders as such. Wing monitoring of this training from both a quality and quantity standpoint is extremely essential. (UNCLASSIFIED)

g. Coordination between A&E representatives, Squadron Observers and the Photo Nav Division could be greatly improved from the standpoint of better directed maintenance effort. System write-ups should be critically evaluated by A&E personnel as well as Squadron Observers to insure that maximum information is reported to aid isolation of inflight malfunctions. Inadequacies in operator's efforts to isolate in-flight malfunctions and properly describe them on applicable reports and failure to accomplish malfunction photography when possible should be reported to the Capability and Analysis Section of Photo Nav for corrective action through individual critiques. Photo Nav in cooperation with A&E should evaluate deficiency trends in equipment operation, malfunction reporting, etc., and should insure that findings and/or corrective procedures are included in mandatory observer reading files, bulletins, and the like. (UNCLASSIFIED)

RECOMMENDATIONS: That A&E representatives make maximum utilization of the centralized observer critiques at wing level as a means of obtaining improved equipment write-ups and better isolation of inflight malfunctions. That representatives of the Photo Nav Division as well as squadron observers periodically inspect malfunction write-ups with the critical view that they must be improved. That a Photo Nav Bulletin be published on a monthly basis through joint cooperation of A&E and Photo Nav personnel. This bulletin should deal with general problems associated with observer and A&E maintenance personnel as a means of increasing mutual understanding and consideration. Wide distribution should be made within the Wing. (UNCLASSIFIED)

h. The wing has not arranged for a "backup camera" for night flash photography made with the M-120A1 bomb. The requirement for a "backup camera" is not prescribed by SAC Headquarters; however, experience has revealed it's value. The photo rejection rate experienced by crews can be unfavorably influenced because of malfunction in the "single camera" configuration for night photography. (CONFIDENTIAL)

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ACTION: This problem was discussed with the acting Wing Observer, the Wing Photo Officer, the Technical Representative from Fairchild Camera and Instrument Corporation, and A&E personnel. Cameras and magazines are presently on hand for the "back up" configuration. Adequate test equipment for the latter is not presently on hand. (CONFIDENTIAL)

RECOMMENDATIONS:

(1) That a request for UAL change be submitted to authorize Wing the test set (LM-19) necessary to bench check applicable cameras and magazines. Coordinate with A&E. (CONFIDENTIAL)

(2) That required component parts needed to fabricate an interim test capability be procured as soon as possible. (CONFIDENTIAL)

(3) That the K-46 camera (7" cone) and A-26 magazine be used with mount adapter for installation in the vertical of the tri-camera position (Tri-metrogon) as "back up camera" for night photoflash photography. Release interval required to obtain 60% overlap on the K-37 with 12 inch cone will be used. Resultant excessive overlap on the K-46 will be acceptable, reference SAC Reg 50-26. This procedure should be carefully evaluated and used until a more satisfactory solution is arrived at. The use of this configuration on the EWP mission will be determined on basis of relative priority of night photo and daylight route photography. (CONFIDENTIAL)

1. Quality of night photoflash photography is sub-standard; i.e., light distribution on negative is uneven as obtained with fuze settings and burst altitude (39 seconds and 15-16000 feet) currently in use by this Wing. (CONFIDENTIAL)

ACTION: Team members, in company of Wing Observer, Wing Photo Officer and evaluation personnel of the Reconnaissance Technical Squadron reviewed representative flash photography recently accomplished by 70 SRW crews. Camera logs were correlated with mission film. Concentration of illumination on bottom half of negative was evident in all instances. Major Raymond E. Proctor, OES Project Officer (photo) at Lockbourne AFB was contacted by telephone and queried on his test findings. In addition, the Training Division, Operations Directorate, Second Air Force agreed to publish a monthly schedule to establish altitudes for photography on Avon Park range for each using agency (70-26-91-55-90 SRW). This will preclude a crew bombing from altitude other than that for which fuze delay was set prior to take off. Improved photo quality will result. (CONFIDENTIAL)

RECOMMENDATIONS: That a fuze setting be used so as to obtain bomb burst at 20,000 feet with a trail angle of 28 degrees when using a full trail plate. (CONFIDENTIAL)

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or 33,000 feet flight altitude, the approximate fuze setting should be 35 seconds; for 35,000 feet it should be 37 seconds. Release interval will be based on K-37 camera with 12" cone (primary), reference par 1 above. (CONFIDENTIAL)

j. Weather is hampering photoflash missions. Approximately 300% scheduling has been required to accomplish night flash missions because of cloud cover on Avon Park Bombing Range. (UNCLASSIFIED)

ACTION: A review of range regulations pertaining to the Scenic Badlands Range, Rapid City, S. D.; Wendover Range, Utah; and Edwards AFB Range, California, reveal their suitability for photo flash photography. (UNCLASSIFIED)

RECOMMENDATIONS:

(1) That feasibility of using Scenic - Badlands range be thoroughly examined. This will lessen sorties lost to cloud cover. (UNCLASSIFIED)

(2) That consideration be given to contacting the MacDill Weather Station concerning weather at Avon Park on the day of scheduled missions just prior to scheduled bomb loading. (UNCLASSIFIED)

(3) That supply agency (70 SMW) attempt to have authorized training allowance of flash bombs increased if necessary so that aircrews can salvo bombs on the range (with range permission) when weather precludes acceptable photo. This will enable crew to get an alternate training sortie rather than returning direct to base with bombs. (UNCLASSIFIED)

k. Realistic training in and scoring of high altitude simulated photoflash photography. Operation of the 6" vertical camera (KA-3) with the U.C.C.S. for SPF is unsatisfactory due to inherent error in timing of first exposure, of the three required, which precludes accurate scoring of range error on the center posure. Additionally, use of 6" cone for this training is not compatible with the 12" cone being used for actual night photoflash. The 70th Wing standardization crew prepared a letter, 70th DOS, Subject: Proposed Revision of Photoflash Bombing Procedures, dated 28 Feb 56, (which was not coordinated with the wing photo officer) and addressed to Hq 2AF, in which these and other operational training inconsistencies were outlined. Proposals therein are valid except for minor omissions of technical data. (CONFIDENTIAL)

ACTION: Content of letter was discussed with Wing Observer, Wing Photo Officer and AFR representative. Additionally, the maintenance and supply members of Assistance Team were consulted. (UNCLASSIFIED)

RECOMMENDATION:

(1) That wing photo officer rewrite letter in coordination with maintenance personnel, and include necessary parts list and

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wiring diagrams and forward to Hq 2AF for further evaluation. Hq SAC will be queried for permission to conduct service tests of proposed camera configuration. This will result in realistic training for crews and valuable training for A&E personnel. (UNCLASSIFIED)

(2) Further recommend that this project be completed regardless of the possibility that the simulated photoflash requirement may be deleted from the forthcoming (new) 50-8 training directive. The 70th SRW should establish local requirement for this training in event it is deleted, as very limited activity in actual photoflash is deemed insufficient to maintain crew proficiency in this area, the RHS photoflash requirement not-withstanding. (UNCLASSIFIED)

e. Evaluation personnel have been erroneously rejecting radar IP-TGT runs (0-15) for crew failure to remain in "corridor" prescribed in SAC Manual 00-3. (UNCLASSIFIED)

ACTION: Team representative advised P.I. personnel that this was incorrect based on prior grade of Hq SAC. Additionally, flight specifications under radar photography in SAC Manual 200-3 was referred to. Major Klimpel (70th RTS) queried local SES personnel on their grading policy on this item also. They confirmed that a run should not be rejected because the aircraft wanders from the prescribed corridor, providing that the minimum required exposures are made while in the corridor. (UNCLASSIFIED)

RECOMMENDATION: That Hq 2AF be queried when a question arises on interpretation of directives governing evaluation of aerial training. This will preclude crews being unjustifiably charged or credited with rejected or acceptable work, whichever is applicable. (UNCLASSIFIED)

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D. 70TH RECONNAISSANCE TECHNICAL SQUADRON

General Evaluation: The Squadron is well organized and manned with competent personnel. Physical facilities are of a temporary nature, and meet the minimum requirements of the organization. The Squadron is adequately supporting the Wing's mission.

PROBLEM: The present TO authorizes no Photo-Radar Interpretation Officers, AFSC 2044. Only intelligence officers, AFSC 2054, are authorized. The fact that all 2054's are not 2044's, is creating a serious problem within the Squadron.

ACTION: The Assistance Team recommended that a TO change request be submitted to higher headquarters. In addition, Directorate of Intelligence, Second Air Force will initiate appropriate action to alleviate this problem.

PROBLEM: The Squadron is short it's authorized number of Recordaks.

ACTION: Second Air Force is well aware of this problem, and has taken all possible action to procure additional Recordaks for the 825th Air Division. It is believed that Recordaks that are now scheduled for shipment to the 825th Air Division will greatly improve present shortages of Recordaks.

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E. WAR PLANS

1. General Evaluation: The Plans Division of the 70th Strategic Reconnaissance Wing is organized comparable to other wings of Second Air Force. All personnel assigned are not fully qualified to perform required tasks; however, those not fully qualified are gaining experience through the writing of unit plans and study of appropriate Tactical Doctrines. With adoption of an EWP and implementation of an EWP Study Program, the Plans Division will require augmentation. Working area for the Division is the very minimum required. Proposed annexation of the present Wing Conference room would greatly improve working conditions. However, this would require installation of further security measures. (UNCLASSIFIED)

2. Problems:

a. With limited space available to the Plans Division, it is necessary to separate the EWP crew study area from the Plans working area. This, in turn, poses the problem of making EWP Folders available to crews, without transporting them from one building to another. Further, limited number of personnel in Plans make it very difficult to maintain the folders. (UNCLASSIFIED)

ACTION: In consulting with members of the Intelligence and Plans Division, it was determined that three EWP Study Rooms are available in the Wing Intelligence Building, which offer excellent working area and adequate security. In addition to normal intelligence functions, Intelligence Division would be able to maintain and issue EWP Folders. Facilities for storage and issue of folders are being prepared at this time. (UNCLASSIFIED)

b. Second Air Force is not in the process of standardizing EWP crew folders and their contents. (UNCLASSIFIED)

ACTION: An EWP Study Folder conforming to requirements of revised 2AF Reg 55-4 (to be published at a later date) was presented to Plans and Intelligence Divisions, and was readily accepted for use by the 70th Wing. Basic folders should be assembled by Plans Division and turned over to the Target Section of the Intelligence Division. The Plans Division, along with other interested agencies of the Wing, will furnish necessary printed material to be inserted into the folders. (UNCLASSIFIED)

c. Since the proposed EWP study area is separated from Plans Division, it will be necessary to have one officer from the Division present, during all study periods, to assist crews in accomplishing required study items and to answer many questions that will arise. (UNCLASSIFIED)

ACTION: The officer selected for this duty should make himself thoroughly familiar with applicable Tactical Doctrines, SAC Traffic control annuals of the 50-4 series and the 40 and 50 series Operations Plans, when

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they are received. In addition to duties listed above, he should also be responsible for submitting the SAC U-47 report and scheduling of crews for study periods. (UNCLASSIFIED)

d. Frequently new wings will attempt to schedule crews for EWP study periods independently of wing Flying and Ground Training schedules. This results in a haphazard and ineffective schedule. (UNCLASSIFIED)

RECOMMENDATION: The Plans Division should determine by crew number, time and date, based on projected work loads and study facilities available, periods each crew should be scheduled so as to meet study requirements of SAC Regulation 50-11 and 2AF Regulation 55-4. This schedule should be included into the Wing Monthly Ground Training Schedule, and adhered to as closely as possible. (UNCLASSIFIED)

e. The lack of a Top Secret clearance can mean a delay of a crew's entry into the EWP. (UNCLASSIFIED)

RECOMMENDATION: A survey should be made to determine which crews do not have Top Secret clearances, and personal history statements should be submitted. (UNCLASSIFIED)

f. The wing Plans Division is responsible for development of an EWP Study Program for the Air Refueling Squadron and continued supervision of the program. The practice of retaining EWP Preparation and Study in the squadron is due to frequent rotation of an AREPS, independent of the parent wing and the Tanker Task Force concept of operation in the EWP. (UNCLASSIFIED)

RECOMMENDATION: That the squadron Intelligence Officer be designated as Squadron EWP Officer, responsible for EWP Folder preparation, furnishing material for crew study, and for preparation of the squadron's U-47 report. Wing Plans Division can monitor the Squadron's program through regular visits to the Squadron and the U-47 report, which should be submitted through Plans Division. (CONFIDENTIAL)

g. Mission Planning and Preparation. (UNCLASSIFIED)

RECOMMENDATION: That SAC Manuals 55-15 Reconnaissance and 55-3 Refueling be the guide and bible for Mission Planning and Preparation. These Manuals, when used as a check list, produce most desirable results in a minimum time and with least amount of effort. (UNCLASSIFIED)

h. Maintaining Current EWP Crew Records. (UNCLASSIFIED)

RECOMMENDATION: That a weekly or semi-monthly Squadron Crew Roster be published. This type roster is a great aid in making target assignments, as

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an access list to restricted areas and for maintaining records for compilation of the SAC U-47 report. (UNCLASSIFIED)

NOTE: Any questions concerning organization, mission planning, folder content and the study program may be answered by referencing the materiel and sample folder left with the Plans Division of the 70th SRW. (UNCLASSIFIED)

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F. INTELLIGENCE

1. General Evaluation:

a. The Wing Intelligence Division is functionally aligned as directed by higher headquarters. Personnel assigned to the Division possess very limited SAC Intelligence background. As a result of this low experience level, a realistic SAC type training program is in effect for all personnel.

b. Adequate space (area wise) has been assigned; however, required secure areas for U-2 and other target materials have not been made available. Action has been initiated to provide the required security.

c. All activity within the Division has been directed toward establishing Intelligence support capability that will be required when the Wing reaches it's assigned combat readiness date. Progress toward this goal is satisfactory, and will only be hampered by lack of secure target material storage areas.

d. The 70th Air Refueling Squadron's Intelligence personnel have been intensively trained, and should be capable of supporting the squadron's mission.

e. The Division's OJT program is well planned and organized. All required forms and records are being maintained on a current basis.

f. The Intelligence Library is well organized, and a reading room is being maintained for combat crews. Applicable volumes of Airfields and Seaplane Stations of the World and National Intelligence Surveys are available. Required files of regulations, directives, etc., are maintained in an orderly manner.

g. Current air, radar and AAA order of battle information is being maintained, and the responsible personnel are familiar with the preparation of accurate fighter-radar reaction analyses. A well planned Air Room is being completed. This Air Room will greatly enhance the presentation of the order of battle information to combat crews and concerned staff agencies.

h. Internal security within the Division is satisfactory.

i. Suggestions and recommendations offered by the Assistance Team were well received, and all personnel rendered excellent cooperation.

2. Following are special areas where assistance was given or suggestions made. All assistance was directed toward "smoothing out" present operational procedures, and to aid the Division in it's preparation to properly support the Wing's forthcoming entry into the SAC EWP.

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SECTION I DIRECTORATE OF OPERATIONS

70TH STRAT RECON WING

a. Survival Intelligence:

(1) The present Survival Intelligence Training Program is well founded. Additions to this program were presented and immediately implemented. Survival Intelligence for EWP assigned crews, as required by Supplement VI, 2AFR 55-4, was especially discussed in detail.

(2) The SAC P-2 Program, as directed by SACR 200-4, is being effectively conducted. The Assistance Team recommended that the Intelligence Division be placed on the Base Clearance for all incoming and outgoing 70th Strategic Reconnaissance Wing rated personnel. This procedure will further insure that the Wing's P-2 report is maintained in an accurate and timely manner. Immediate action and coordination were initiated to place this recommendation in effect.

b. Target Materials:

(1) The Wing has received no foreign target materials. Initial shipment of this material (U-2 materials) is scheduled to arrive within the next few weeks. The Assistance Team conducted a briefing for all Target Intelligence personnel in order to fully acquaint them with administration, maintenance, reporting and requisitioning of both foreign and domestic target materials. Special emphasis was placed on EWP (U-37) target materials and the pre-planning that was necessary prior to the receipt of these materials. Subjects discussed were as follows:

(a) SAC Manual 200-3, Target Materials.

(b) SAC Manual 55-12, Air Operations-Peacetime.

(c) SAC Manual 50-15, Standard Operating Procedures Mission Planning and Critique - Reconnaissance.

(d) SAC Reg 200-3, Target Materials.

(e) SAC Reg 200-5, Target Materials Folders.

(f) 2AFR 200-1, Requisition of Maps, Charts, and Publications.

(g) 2AFR 200-2, Target Materials Distribution.

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(h) 2AFR 200-4, SAC Targets Materials Inventory Report RCS: SAC W-2.

(i) 2AF Letter, Subj: Deployment Target Materials Requirements.

(j) SAC Basic Intelligence Planning Guide, Volume II

(k) SAC Target Materials Catalogue.

(l) Domestic Target Materials Catalogue.

(m) Aeronautical Chart and Information Center Catalogue.

(n) Aeronautical Chart and Information Center Bulletins.

(2) The Division has procured required shelving for the storage of target materials, and assistance was given in arrangement and planning of facilities.

3. Target Folders:

a. The requirement for EWP combat mission folders, as directed by SACM 200-3, SACR 50-11, and 2AFR 55-4, was explained in detail to all Target Intelligence personnel. A sample folder was displayed and a detailed explanation of all items required for the folder was left with the personnel responsible for the production of these folders.

b. The Assistance Team stressed the importance of the Combat Mission Folders, and recommended that these folders for the EWP and all USCM's should be standardized and based on the same format.

c. Detailed methods of controlling the EWP Combat Mission Folders were discussed, and the Division is making concrete plans for the proper security control of these folders.

d. The necessity for good liaison between Target Intelligence and the Wing Plans and Photo Nav Division, concerning Combat Mission Folders, was stressed by the Assistance Team. Further emphasis was placed on Intelligence's role in directly supporting the EWP combat crew member.

4. Target Planning Folders

a. The requirements of SACM 200-3, pertaining to Target Planning Folders, was discussed, and a basic layout for these folders was left with Target Intelligence personnel.

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b. The proper security control for these folders was explained, and recommendations for security control were covered in detail.

c. The essentiality of target planning folders to the Plans Division and the Radar Prediction Team was brought to the attention of all personnel.

5. Supporting Expendable Supplies

a. The Assistance Team prepared an itemized list of the expendable supply items that are essential to adequately support the desired EWP and target materials folder program. Action was initiated by the Wing Commander to procure these items and, upon receipt of same, the Division will begin the production of the required basic folders for the forthcoming EWP combat mission and target planning folders.

6. Geodetic Data Sheets

a. The Geodetic Data Program was discussed with all concerned personnel. Correct filing, plotting, and utilization were stressed.

7. Combat Reports

a. The Division is conducting a realistic Combat Reports Training Program for all Intelligence personnel. Complete simulated reporting is being conducted on actual unit training missions. As a result of these "dry runs", the weak areas are found and immediately corrected. Special emphasis has been placed on training personnel assigned to the 70th Air Refueling Squadron, and these personnel appear to have a good working knowledge of the combat reports required to support air refueling operations.

PROBLEM: No aircraft commander's combat reports folders have been completed.

ACTION: The importance of this folder was discussed, and a breakdown of the required reports for these folders was given to the Division. Action is being taken to provide folders for all aircraft commanders within the Wing.

8. Mobility Requirements

a. Assistance was given in the preparation of the Division's mobility requirements. Special emphasis was placed on the rotational target materials requirement established by higher headquarters.

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SECTION I DIRECTORATE OF OPERATIONS

70TH STRAT RECON WING

9. Briefing Aids, Interrogation Forms, etc.

a. Suggestions and ideas pertaining to the preparation, production, and utilization of effective briefing aids were presented to all personnel. SAC Manual 50-15 was covered in detail, and the Division is preparing an SOP to support this manual.

b. The requirements for an effective combat crew inflight interrogation form was discussed. Procedures for the preparation of mission briefings, interrogation, and critiques were left with the Division.

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G. PERSONAL EQUIPMENT

1. General Evaluation: The squadron's personal equipment sections are basically well organized and manned with conscientious personnel. All squadrons have additional duty type personal equipment officers assigned. These officers are displaying an active and aggressive interest in their individual personal equipment sections. Facilities in all squadrons are adequate.

Problem: B-5 parachutes, oxygen masks, microphones and life raft components are the main personal equipment shortages.

Action: The Wing is aware of this problem and necessary supply action has been initiated.

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H. COMMUNICATIONS

1. General Evaluation: The Wing Communications-Electronics Division was organized in accordance with existing directives. The following were filling authorized TO&E positions: Captain (AFSC 3011), Captain (AFSC 3024), and a T/Sergeant (AFSC 29370). Personnel assigned to the division appeared to be well qualified for their assignments and capable of accomplishing their assigned tasks.

2. Due to the short time the Wing has been operational, the Communications-Electronics Division has not had sufficient time to adequately demonstrate their effectiveness in communications operations. Progress to date can only be measured in terms of the limited operational and administrative procedures which were in effect. This is consonant with the expected progress rate of a newly activated wing.

3. Since most of the problem areas have been beyond the scope of the Wing Communications Officer (i.e., Nav Aids), it was believed more advantageous to provide assistance in the form of briefing the Wing Communications Officer on his functions and responsibilities concerning communications operations. The following items were covered in detail:

a. Pertinent publications including command CEI's, applicable SAC Manuals, appropriate regulations, JANAP's and ACP's, Radio Facility Charts and Supplementary Flight Information Documents, Frequency Propagation Data, and SACCOMNET "T" and "F" Listings.

b. Preparation of Communications Annexes to Wing Operations Orders and Plans, and flimsys for crew members.

c. Communications briefings, debriefings, and post mission analysis.

d. Emergency procedures.

e. IFF procedures.

f. Frequencies (VHF/UHF/HF).

g. Monitoring and coordinating with Wing and Base activities.

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h. Radio Propagation and Frequency Prediction.

i. Call Signs.

j. Air/Ground Codes.

k. Radio Logs.

l. Survival Communications.

m. Wing Control Room communications facilities.

n. Handling of Cryptographic materials.

o. Training.

p. Overseas Base Survey.

q. Command Post Exercises.

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SECTION II DIRECTORATE OF MATERIEL

70TH STRATEGIC RECONNAISSANCE WING

A. DIRECTOR OF MATERIEL

1. GENERAL EVALUATION:

a. The Director of Materiel and his staff are well qualified to direct the Wing Maintenance organization. Closer adherence to published directives will increase the overall maintenance capability. More emphasis on training is required throughout the wing. Quality inspections of aircraft are satisfactory. Ninety day activity inspections should include major deficiencies in organization, management, supervision and compliance with established directives.

b. Supervisors new to SAC were hampered in their efforts to grasp SAC methods because of the additional problems encountered in forming a new wing and base. In general, maintenance personnel throughout the wing were unfamiliar with established procedures and policies.

c. Flight line activities require more emphasis on management, supervision, and implementation of SAC and 2AF procedures.

d. The Field Maintenance Squadron is adequately manned with experienced personnel. Closer supervision of assigned personnel will provide for more effective manpower utilization. Weaknesses in the reparable processing procedures and in the management of the Materiel Control Section are affecting the wing maintenance effort.

e. Periodic inspections of aircraft are not carefully pre-planned or conducted in accordance with SAC Manual 66-15.

f. The supply problem confronting the Armament-Electronics Maintenance Squadron has greatly retarded their progress. Improvement in the control and direction of work exercised by the Materiel Control Section will offer some immediate relief. Further relief will be forthcoming with completion of the inventory and binning of equipment on hand by the Supply Division. The overall proficiency of the armament-electronics maintenance personnel is below the desired standard. The necessity for an aggressive training program was recognized. Training in specific areas of known deficiencies, as determined by evaluation, will provide better results.

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g. The Wing Maintenance Supply activity is limited to monitoring aircraft spares support on a daily basis. Failure to man the Maintenance Supply Officer position and a shortage of SAC Manual 65-2 has resulted in inadequate monitoring of bench stock, pre-issue, back order follow-up, reparable processing procedures, and supply discipline throughout the maintenance organization.

h. The mobility readiness status of the Wing is presently below acceptable standards. This is due primarily to lack of experience, lack of a Wing Mobility Plan, and lack of Unit Mobility Plans. It is believed that the capability exists to publish a satisfactory mobility plan in time to meet the combat ready date.

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B. MAINTENANCE CONTROL

1. PROBLEMS:

a. The specialist dispatch control system in use was ineffective. This system did not lend itself to control of dispatched personnel. Other deficiencies in the system contributed to management errors, delayed maintenance, poor planning and questionable reliability in Job Control by other maintenance units.

Action: All maintenance personnel received a detailed briefing on a new Job Control procedure. The basic concept of this procedure envisions the planning of tomorrows maintenance today by combining individual aircraft work schedules into a wing maintenance plan. Specialists would be automatically dispatched according to plan. Proper implementation of the system will result in an increased in-commission rate, decreased turnaround time, increased specialist availability through more effective utilization, and acceptance of Job Control as the directing agency by other maintenance activities within the Wing. The 70th plans to implement this system while the Assistance Team is on the station. Team members will be available to assist in resolving any problems which may arise.

b. Job Control was not scheduling postflight inspections by tail number. Scheduling and rescheduling of these inspections when necessary was accomplished by the flight line.

Action: The necessity for scheduling, rescheduling, and monitoring of postflights to insure that the number of inspections scheduled will not exceed the flight line's capability was discussed with Job Control personnel.

Recommendation: That Job Control establish a monthly postflight schedule by tail number. That this schedule be reaffirmed weekly and be indicated on the weekly flying schedule, SAC Form 364. That the starting time and duration of the inspection be established by the maintenance team chief and flight chief concerned. That this information be indicated on the daily maintenance plan. That postflight schedule changes be coordinated with the flight line.

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c. Job Control was not receiving accurate and current aircraft status from the flight line. The primary reasons were:

(1) Misconception as to when major status changes should be reported to Job Control. Many individuals believed that Red Cross conditions should not be reported to Job Control if the estimated out-of-commission period would not exceed four hours for KC-97's and six hours for B-47's. All major status changes must be reported to Job Control immediately in accordance with SAC Manual 66-13.

(2) Twice daily, a complete status report indicating fuel load was submitted to Job Control from the flight line. These reports were used for evacuation planning. They were of little value because they were not current. In addition, they de-emphasized the need for immediate reporting of each major status change to Job Control over the communications net.

(3) Maintenance personnel were either not aware of or were disregarding the requirement for carrying aircraft on a Red Cross symbol when maintenance was being performed on or around a jet engine inlet (T.O. 00-2A-1).

Action: Aircraft status reporting according to SAC Manual 66-13 and 2AF Letter 66-5 were discussed with personnel concerned. Unauthorized status reports were discontinued. SAC Forms 7 and 9 are now documented from radio call-in. All flight line maintenance supervisors and all personnel in Job Control were made aware of the requirements of T.O. 00-20A-1 regarding aircraft status and the requirement for inspecting jet engine inlet sections to curtail foreign object damage.

d. Specialists were not dispatched to the Docks according to "H / hours", but were assigned there for duty as long as aircraft were undergoing inspection. This deviation in the planned inspection concept resulted in poor specialist utilization and allowed Job Control to neglect their responsibilities for monitoring and directing periodic inspections. Specific responsibilities neglected were:

(1) Reaffirming "H / hours" daily to insure support activities maintain the same dock time.

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(2) Monitoring of specialists dispatched for scheduled and unscheduled maintenance.

(3) Insuring maximum benefits from inspection planning meetings by closely following procedures outlined in SAC Manual 66-15.

Action: Team members recommended reassignment of specialists to Field Maintenance to be dispatched according to the new sequence chart. Job Control was thoroughly briefed as to their responsibilities under the planned inspection system.

e. Technical Order Compliance procedures were cumbersome and not too effective.

Action: A more workable TOC procedure was outlined and will be published as a maintenance directive.

f. Aircraft cannibalization procedures were not firm. Authorization slips had been signed by individuals other than the Wing Commander, Director of Materiel, Chief of Maintenance or his designated representative after duty hours.

Action: Personnel concerned were briefed in detail regarding correct procedures for cannibalizing aircraft. This procedure will be published as a maintenance directive.

g. The EAM program had not been in effect long enough to develop manhour statistics used for computing the Wing's maintenance capability. Personnel responsible for these computations had no practical experience with SAC Manual 66-3.

Action: The procedure outlined in SAC Manual 66-3 was covered in detail with the Analysis Section.

Recommendation: That the Director of Materiel require a detailed analysis of Maintenance's capability to support Operations requirements during the month of April.

h. Job time standards were not available for jobs which pertained to the airplane general. ("Rate books" had been established for the A-E systems). The effectiveness of the new Job Control procedure depends on the number and accuracy of job standards, therefore, a project to develop airplane general job standards should begin immediately.

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Action: The Analysis Branch was briefed in detail on methods to use in computing job standards from EAM data.

Recommendation: That airplane general "rate books", similar to those available for the A-E systems be developed as soon as possible. That these books be used by the flight line as a guide in developing their individual maintenance plans.

i. The Chief of Maintenance was not receiving a monthly statistical analysis of the maintenance organization from the Analysis, Records, and Reports Branch. Personnel assigned to this Branch appeared to have the necessary educational background, however, their inexperience, plus a lack of representative statistics, prevented them from evaluating the maintenance program at this time.

Action: The importance and uses of statistical analysis were discussed. Suggestions were offered regarding means of data presentation. Ideas and outstanding presentations prepared by other wings were offered as suggestions.

j. Members of the Aircraft Maintenance Standardization Team (AMST) were spending most of their time on special projects and investigations which did not pertain to their primary responsibility. In general, it is their responsibility to establish quality standards and to monitor and establish training requirements to insure that these standards are met. Examples of unrelated projects assigned them were:

(1) Investigation of malfunctions to determine cause rather than to determine areas where additional training may be required.

(2) Writing of directives such as delivery and pickup of aircraft ammunition and a maintenance plan required by SAC Manual 400-1A. Second Air Force Regulation 136-6 places responsibility for writing regulations governing pickup and delivery of aircraft ammunition upon Air Divisions. Maintenance plans pertaining to staging teams, or otherwise, should be written by Maintenance Control. The Aircraft Maintenance Standardization Team should monitor each directive to insure technical adequacy, but they should not be considered as a technical administration section for the Wing.

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Action: Discussed the primary responsibility of AMST with the personnel concerned including the Director of Materiel and Chief of Maintenance. They indicated that whenever possible, special projects, other than those that fall within the scope of AMST's responsibility, will be given to other staff activities.

l. There was no active training program in effect as outlined by SAC Regulations 66-22 and 66-29. Because AMST had been concentrating their efforts on special projects, this program had received little emphasis. A program to train out individual deficiencies high lighted by WEMP scores and oral evaluation had not begun. Job requirements on SAC Form 13¾ were not realistic. Many individuals evaluated and found qualified by their supervisors were not actually qualified. On base maintenance management training for supervisors (SAC Regulation 66-29) had not begun. Examinations for determining the extent of supervisory training required were requisitioned, but had not been received.

Action: Personnel of AMST were thoroughly briefed regarding their training responsibilities. Detailed requirements and the procedures necessary for establishing a realistic training program were discussed.

Recommendation: That the Director of Materiel and Chief of Maintenance closely monitor maintenance training until a working program is established. That Proficiency Rating Tests for supervisors be given as soon after receipt as possible. That 66-29 training be started as soon as results of these tests are obtained. That follow up action be taken to obtain PRT's if they are not received after a reasonable length of time.

l. Two five level Staff Sergeants, AFSC 32350C and 32150E, and one seven level Technical Sergeant, AFSC 30170, were assigned to AMST. This was not in keeping with the policy that only the more qualified NCO's in the maintenance organization will be assigned to this team.

Action: This situation was brought to the attention of the Director of Materiel, Chief of Maintenance and A&E Squadron Commander. Two Master Sergeants and one Technical Sergeant (32350C) will be assigned to AMST from the A&E Squadron. Because of the acute shortage of seven level armament-electronics supervisors it is of the most importance that these people be properly utilized by the Chief of Maintenance.

m. In October 1955, Aircraft 829 series forms were screened for applicable Time Compliance Technical Orders. A large number of TCTO kits were requisitioned at that time. These kits should be available in the near

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future and more than likely will be received at one time. Unless every effort is made to schedule and comply with T.O.'s immediately after 80% of the kits are received, the TOC rate will increase sharply.

Action: This problem was discussed with the Chief of Maintenance. He indicated that the TOC program will receive his personal attention.

n. The procedure for exchanging new and old DD Form 829 series records between the Records Branch and Field Maintenance was not too effective.

Action: A Wing Maintenance directive outlining a recommended procedure was written.

o. Periodic Inspection support forms were not properly filed. This made inspection, to determine proper certification of entries, etc., extremely difficult.

Action: Quality Control was advised of the proper method of compiling these forms before filing in the aircraft jacket file.

p. The Records Section had no method of advising the flight line when T.O.'s become outstanding. This information must be entered in the applicable DD Forms 781-2.

Action: A method was suggested and will be used.

q. Quality Control 90 day activity inspections consisted primarily of housekeeping discrepancies. These reports served no useful purpose as far as pinpointing major problem areas in the Wing.

Action: Deficiencies noted in the 90 day inspection reports were brought to the attention of the Quality Control Officer and his assistant. The necessity for concentrating on the real problems of the organization, i.e., improper management, supervision, and failure to follow specialized maintenance procedures was stressed. Housekeeping items are important and should be brought to the supervisor's attention, however, it was pointed out that generally the formal 90 day inspection report should concern problems which tend to lower the effectiveness of the organization.

r. Unsatisfactory Reports and Failure Reports were not being submitted in sufficient quantity.

Recommendation: That this item be made a special subject by supervisors throughout the Wing.

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C. FIELD MAINTENANCE

1. PROBLEMS:

a. A number of organizational and functional charts within the Field Maintenance Squadron indicated the assignment of assistant branch chiefs, shop chiefs, and section foremen. This practice is contrary to the principles of good management.

Recommendation: That organizational and functional charts indicate the proper chain of command and that all supervisors assigned as assistants be given definite duties within the chain of command.

b. Sign out boards were not of standard design and were not utilized as required by SAC Manual 66-12.

Action: Sign out boards of the format given in SAC Manual 66-4 are being made up and supervisors were advised of the proper use of these boards.

c. There was a general lack of control of personnel throughout the Field Maintenance Organization. There were no specific break periods established.

Action: The Field Maintenance Officer and branch supervisors were advised of the problem. Recommendations were made that break periods be established and that supervisors maintain tight personnel control.

d. Specialist Job Records, SAC Form 367, were not filed in each shop by aircraft serial number as required by interim change number one to SAC Manual 66-14. The time the specialist left the shop, arrived on the job, accomplished the work and was released was usually left open on the form. The description of the corrective action taken was usually very brief and not informative. Supervisors were not reviewing completed SJR's for completeness, accuracy, and time standards.

Action: Branch and shop supervisors were advised of their responsibility to review completed SJR's. They were briefed on the use of the SJR for obtaining time standards and as a means for monitoring the

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specialists work. Separate files by aircraft serial number were set up for each shop dispatching specialists.

e. Airmen were not in all instances carrying their time cards. They were not making entries as jobs were assigned, or when changing from one job to another. Many of the shops used boxes to place the cards in rather than hand them out at roll call each day. Supervisory personnel were not monitoring the time card system as required by SAC Manual 66-14.

Action: Branch and shop supervisors were advised of their responsibility for insuring accurate time accounting. They were informed of the use of the time card in developing time standards and for planning purposes.

Recommendation: That the time card boxes in the shops be removed and the Field Maintenance Officer and branch chiefs closely monitor the use of time cards by their personnel.

f. There were a number of cases where airmen were working out of their AFSC over 60 days with no Personnel Action Memorandum initiated to depict duty changes.

Recommendation: That the provisions of 2AF Regulation 35-3, Supplement II, be complied with when assigning airmen for duty out of their AFSC.

g. The SAC Regulation 66-22 training program was very weak. In most instances only those airmen on OJT had been evaluated and a SAC Form 1,4 accomplished for the individual. Some airmen were interviewed by personnel from the Maintenance Supervision Section without the airman's supervisor being present. A check of the WEMP Stanine scores for the personnel in the 43230/50 career field indicated a need for a realistic training program.

Recommendation: That the Wing Maintenance Stand Team and the branch and shop supervisors review their training requirements and re-evaluate all personnel within the Field Maintenance Squadron. That necessary steps be taken to train out the weak areas revealed by the evaluation.

h. The OJT training program within the Squadron was very weak. A training NCO was not assigned. Several airmen have been on OJT since June 1955.

Action: This problem was discussed with the Squadron Commander and the Field Maintenance Officer and they indicated that a Training NCO would be assigned.

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Recommendation: That this problem be closely monitored by the Air Base Group Training Officer.

i. Job description cards were not prepared for each individual in the Field Maintenance Squadron.

Action: The Field Maintenance Officer was briefed on the proper method of preparing job description cards in accordance with 2AF policy.

Recommendation: That these cards be accomplished for all field maintenance personnel and that they be carried on their person.

j. The following discrepancies were noted in the Specialist Dispatch Section:

(1) The number two copy of the SAC Form 367, Specialist Job Record, was not filed in accordance with interim change number one to SAC Manual 66-14.

(2) The original copy of all Specialist Job Records were retained and filed by shops, in the Specialist Dispatch Section.

(3) Specialist Dispatch trucks were used to transport personnel to and from the dining hall.

(4) Communication facilities between the Specialist Dispatch Section and the various shops was unsatisfactory.

(5) The placing of the Specialist Dispatch Section and the Ground Power Dispatch and Control Unit in the same office resulted in excessive noise, crowded conditions, and undue confusion.

(6) The Specialist Dispatch Board in many instances did not reflect the correct location and work status of each specialist on dispatch. This was particularly true of electrical specialists on dispatch.

(7) The number of specialists available was not reported to Job Control immediately after roll call.

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(8) Three airmen in the Specialist Dispatch Section had been working out of their career field for a period of six months to two years.

(9) There were a number of deviations from SAC Manual 66-15 in the Field Maintenance Squadron.

Action: The above problems were discussed with the Field Maintenance Officer, branch chiefs, shop supervisors and personnel in the Dispatch Section. The majority of problems were corrected, and others are in the process of being corrected.

k. The Materiel Control Section was not functioning satisfactorily. The following deficiencies existed:

(1) Back order follow-up action was not taken as required by SAC Regulation 67-7.

(2) A weekly list of pre-issue items exchanged and reparables repaired was not submitted to the Wing Maintenance Supply Section.

(3) The Work Order Clerk was filling out the time cards each day for all personnel in the Materiel Control Section. In one instance, the NCOIC of the section did not review the completed time cards, but gave them to an airman second class with instructions to sign the cards in his name.

(4) Reparable processing procedures were not in accordance with SAC Manual 66-14.

(5) A lack of knowledge of SAC Manuals 66-14 and 65-2 existed in the Materiel Control Section. This was generally true throughout the squadron.

(6) AF Form 48, Work Orders, were not frequently reviewed as required by SAC Manual 66-14.

(7) Materiel requirements for shop work orders could not be determined because of the poor condition of the Materiel Control Section records. The condition of all records left much to be desired.

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(8) The Work Order Clerk was signing another airman's name in the approval column of the AF Form 48, Work Orders. The airman did not have approval authority as required by SAC Manual 66-14.

Action: All supervisory personnel were briefed on reparable processing procedures and the proper handling of pre-issue items. A physical inventory was conducted on all shop pre-issue items. Shop records were being corrected.

l. The ground power status and locator board was not of the type outlined in SAC Manual 66-6.

Action: The correct status and locator board is in the last stage of completion and should be in operation by 20 March 1956.

m. The required inspections were not planned and scheduled as specified by SAC Manual 66-6. The multi-ring flexite binder was not available or on requisition.

Action: SAC Manual 66-6 inspection procedures were explained to supervisory personnel. The flexite binder was placed on requisition. A temporary system for planning and scheduling inspections was implemented pending receipt of the flexite binders.

n. The majority of the personnel in the ground power shop were not completely familiar with Technical Order 00-20C-1. This lack of knowledge was evidenced by the unsatisfactory maintenance of the AFTO Form 11, "Powered Ground Equipment Maintenance and Inspection Record", and other related forms.

Action: Technical Order 00-20C-1 and SAC Manual 66-6 were explained to supervisors. The need for an immediate training program was discussed. The NCOIC stated that he would conduct a training program on all forms pertaining to his shop.

o. The original copies of the completed AF Form 646, "Vehicle and Equipment Work Orders", were not filed in the Materiel Control Section as directed by SAC Manual 66-6.

Action: The NCOIC stated that he would transfer his file of these forms to the Materiel Control Section and comply with the manual in the future.

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p. Torque wrenches in the airframe shop were overdue for calibration.

Action: Torque wrenches were sent to the Instrument Shop for calibration.

q. There was no program in existence to develop improved operations of the Fuel System Repair Shop as directed by SAC Message DMSE-1-3198, dated 13 January 1956 (timely subject number 23).

Action: This problem was discussed with the Squadron Commander and the Aero Repair Officer. The Aero Repair Officer has been designated as project officer and had made considerable progress.

r. The Propulsion Branch Chief is not supervising his branch as required by 2AF Message DMSA 0520, dated 3 March 1956.

Action: This was brought to the attention of the Field Maintenance Officer and he indicated that the Branch Chief would be moved into Maintenance Supervision.

s. The Propulsion Branch was generally organized as required by SAC Manual 66-1 with the exception that one level of supervision was inserted between the shop chief and the section chief. Each of the shop chiefs had assistant shop chiefs assigned who were used as inspectors.

Action: The Field Maintenance Officer and Branch NCO were advised of the correct organization of the branch and the recommended utilization of supervisory personnel.

t. The general supervision of the Propulsion Branch left much to be desired. The Branch Chief was becoming involved in minor details. The chain of command was violated in many instances. Airmen were observed taking unauthorized breaks. A junior NCO was assigned in a supervisory position over senior NCO's. The Branch Office was used as a waiting room for airmen awaiting work.

Action: This problem was discussed in detail with the Squadron Commander, Field Maintenance Officer and branch chiefs.

Recommendations: That a distinct line of command be established within the Branch and personnel be assigned duties equal to their rank. That specific break periods be established and observed. That each section have a designated area from which the section supervisor can supervise his personnel.

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u. Some shops were not using work sheets or work cards for documenting and fixing responsibility for work accomplished as required by SAC Manual 66-1.

Action: The Propulsion Branch Officer and all Branch supervisors were briefed on the procedures outlined in SAC Manual 66-15. They were advised as to how these procedures could be adapted to the engine buildup facility as recommended by SAC Manual 66-1. Action was taken to obtain the forms to place this system into operation.

Recommendation: That the Wing Maintenance Standardization Team monitor and aid in implementing this system.

v. The six R-4360 engines designated as the first 15 day FAK requirement were incomplete. The required number of J-47 engines were not built up to satisfy the first 15 day FAK requirement of SAC Regulation 400-6.

Recommendation: That the R-4360 engines be completed as soon as possible. That the required number of J-47 engines be built up and designated as FAK engines and not be used to support flight line operation without prior approval of higher headquarters.

w. The Teardown Deficiency Report, AFTO Form 31, was not submitted to the proper headquarters as required by 2AF message DM43 3762, dated 22 December 1955.

Action: The UR section of Quality Control was advised of the required distribution of these reports. The propulsion Branch was advised of their responsibility for promptly submitting these reports.

x. The Propulsion Branch was ordering T.O.C. kits for spare engines direct from Supply which was in violation of SAC Manual 65-2.

Action: A procedure was established where the Records Section ordered the T.O.C. kits for all spare engines after coordinating with the Propulsion Branch on their requirements.

y. Turbine Wheel Logs. AFTO Form 44, were not initiated for all spare engines received from the depot that were short these forms.

Action: This was brought to the attention of the responsible supervisors and action was taken to obtain the required forms to permit compliance with Technical Order 00-20A-1.

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z. The Jet Engine Section was operating a separate buildup line for inboard and outboard engines. This required extra supervisors, mechanics, and additional space that could be used for other purposes.

Recommendation: That one buildup line be set up and all parts that are peculiar to the inboard and outboard engines be binned on this line. That the most qualified airmen be designated as station chiefs and that the line be manned for the most effective utilization of personnel.

aa. There were only four engine trailers, S/N 8220-750425 or 773600, on hand for transporting built-up R-4360 PAK engines. Truck engine, S/N 8220-772100, required by SAC Regulation 400-4 for transporting raw engines, was not authorized on the UAL or ECL.

Action: The Unit Supply Officer was making a supply follow-up on the six engine trailers, 8220-750425, that were on back order. Action was taken to submit a UAL Change for the Engine Truck, S/N 8220-772100, as required by SAC Regulation 400-8.

bb. The Reciprocating Engine Conditioning Section needed an additional Torquemaster, S/N 7CAL-456250, to be used for synchronizing magnetos on R-4360 engines as required by TO 2R-1-15. A type B-1 timing light, S/N 7CAC-472650, used for timing magnetos was lost.

Action: The engine conditioning supervisors and the Branch Chief were advised of the use of SAC Regulation 400-8 in requesting an increase in UAL authorizations. Action was taken to survey the lost timing light.

cc. The R-4360 buildup operation was hampered by the lack of engine maintenance stands, S/N 8220-633062, and engine sling, 8220-608300, for use in uncanning and pre-building of engines.

Action: These items were on requisition by Base Supply on requisition number 190-56-43 and 190-56-49 with an estimated delivery date of June 56 and April 56, respectively.

dd. There was no active engine conditioning training program established within the Wing. The Propulsion Branch Engine Conditioning Sections were used primarily to do maintenance for the flight line rather than to monitor and instruct flight line and periodic personnel in proper engine conditioning procedures. Technical representatives were directing most of their instruction toward the flight line personnel with little or no time being spent instructing power plant personnel.

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Recommendation: That an active engine conditioning training program be established for their propulsion branch, flight line maintenance teams, and post dock personnel. That the Wing Maintenance Standardization Team monitor the program and set up classes using technical representatives and qualified airmen as instructors. That formal school quotas for engine conditioning and block testing courses be filled by airmen that are to be assigned these duties.

cc. The electric hoist and mono-tail presently installed in the Propulsion Branch building is too low to mate the R-4360 engines to the power pack in the vertical position. At times one hoist is inadequate for use by both wings.

Action: The Field Maintenance Officer indicated that a D/F was sent to Air Installation on the building design inadequacies. He further indicated that plans were made to have an additional hoist installed.

ff. There was no equipment available for using dehydrated air to preserve engines and pressurize engine containers as required by TO 25-1-18 and 2R-1-11.

Action: Plans for this equipment was in the process of being drawn up. The Branch Chief indicated that the necessary action would be taken to obtain this equipment.

gg. QEC Kit part bins on the buildup line were improperly identified. Dock stock parts were stored in the tool room rather than on the buildup line as required by SAC Manual 66-1.

Action: The branch supervisors were advised of this requirement and indicated that action would be taken to properly identify parts bins and bin dock stocks on the buildup line.

hh. Some shops had an excessive number of Technical Orders on hand. Some shop files included RB-36, F-89, T-33 and other aircraft not assigned to the base.

Action: This problem was discussed with the Field Maintenance Officer and supervisory personnel.

Recommendation: That the shop files be limited to Technical Orders for day to day operations only. That all indices be removed from the shop files. That only one index be maintained and that it be maintained in the master Technical Order file located in the Maintenance Supervision Section. That all supply stock lists be removed from shop files and turned into the Materiel Control Section.

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D. FLIGHT LINE MAINTENANCE (69th, 76th and 61st SRS)

1. PROBLEMS:

a. Flight line maintenance organizations were not organized according to 2nd Air Force Personnel Distribution Document (Chapter 6, SAC Manual 66-16). Deviations contributed to poor supervision and ineffective utilization of personnel.

Action: The purpose of the 2nd Air Force Personnel Distribution Document, organizational manning, and utilization of manpower was discussed in detail with all maintenance supervisors. A revision to the present distribution document was left with each maintenance activity. Flight line sections were in the process of reorganizing.

Recommendation: That commanders insure their flight line maintenance sections reorganize as proposed. That organizational functional charts be redrawn accordingly. That requests to deviate from the proposed organizational documents be referred to the 2nd Air Force for approval.

b. Maintenance officers were not aware of their current manpower status. Boards were not available to reflect this data, therefore, it was difficult to determine the number of personnel present for duty, sick, leave, etc.

Action: This discrepancy was brought to the attention of the maintenance officers. The purpose of a manpower status board was discussed with them. Assurances were given that a board would be constructed and kept current.

c. Directives requiring all parts to be delivered to the crew chief at his aircraft were not accepted and followed by responsible supervisors. This system was not clearly understood by supervisors. There was no emphasis placed on implementing this system by the Chief of Maintenance.

Action: Systems established in applicable manuals were reviewed and discussed with all maintenance supervisors. Supervisors will institute procedures which will guarantee the crew chief the support he requires.

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Recommendation: That the Chief of Maintenance establish bench check procedures (pre-issue and non pre-issue category) as outlined in SAC Manual 66-1. That field maintenance vehicles be used to transport items in both categories. That bench stocks be carried in the flight line radio vehicle at all times and that they be made available to the crew chief at his aircraft (2AF Regulation 66-1). That aircraft spare parts and local purchase items be requested over the expediter network. That the Base Supply Service Unit deliver these items to the aircraft concerned. That a code listing of frequently used items be established by Base Supply and that it be carried in the radio vehicle on the line.

d. Maintenance officers appeared to be interested in their work, however, they were not spending enough time analyzing their organization to develop better operating methods.

Action: Accepted management procedures as applied to the flight line were discussed with the maintenance officers. A questioning attitude toward the operation they manage must be developed.

e. Maintenance officers knew very little of their administrative and 263 responsibilities. Personnel assigned these sections were given incomplete job outlines.

Action: Technical references pertaining to these sections were reviewed and discussed with the maintenance officers. Job requirements for these sections have been prepared and responsibilities delegated.

Recommendation: That maintenance officers use the management check list furnished them by Quality Control. That they personally inventory their 263 property and insure an orderly conversion to the new DD Form 780 when the master overlay copies are received from AMC. That Quality Control wire to AMC to determine the present status and availability date of the master overlay inventory books for RB and KC-97 aircraft.

f. Line chiefs did not hold their flight chiefs responsible for managing their flights. This condition contributed to:

(1) Idle flight chiefs.

(2) Excessive overtime by line chiefs.

(3) Ineffective control and utilization of personnel on the line.

(4) Duplication and confusion.

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Action: Lectures on management were given to all supervisors. The maintenance officers, in coordination with their line chiefs, assign specific duties and responsibilities to their flight chiefs. Improvements were noted in work activity.

Recommendation: That the commanders and maintenance officers conduct meetings for the benefit of supervisors at which time procedures be reviewed to insure compliance with established directives. That job description cards be prepared for each individual outlining his job.

g. An oral evaluation and training program required by SAC Regulation 66-22, had not been established for all maintenance personnel. This program is a joint responsibility of the individuals immediate supervisor and the Aircraft Maintenance Standardization Team. The lack of training was adversely affecting supervision, maintenance capability, and quality maintenance.

Action: Discussed in detail the objectives, and purpose of the training program outlined in SAC Regulation 66-22, with the Maintenance Officer.

Recommendation: That AMST in coordination with maintenance supervisors establish a program to train out individual deficiencies based upon evaluation. That a Training NCO be assigned to monitor, coordinate and assist in the development of training needs.

h. Current aircraft status was not furnished Job Control. A thorough review of the status cardex in the radio trucks and subsequent discussion with supervisors indicated that they were not familiar with the status system outlined in SAC Manual 66-13.

Action: Discrepancies noted were corrected promptly. The aircraft status system was discussed with line chiefs.

i. Excessive time was spent after roll call each day reviewing time cards, DD Forms 781-2, etc., for the previous day.

Action: Solutions to this problem were suggested to the maintenance officers.

Recommendation: That time cards be distributed at roll call each morning. That time cards be reviewed by supervisors at the end of that day. That DD Forms 781-2 be reviewed at the aircraft by the flight chief.

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j. There was no evidence of organized daily planning of known maintenance requirements between flight chiefs and the maintenance teams chief. Because flight chiefs were not advising team chiefs when maintenance requirements exceeded their capability, maintenance teams were used primarily as post flight teams. It is essential that the pre-planning of maintenance be accomplished prior to work call or at the end of the day. This will insure that both the postflight schedule and the flight chiefs requirements will be met.

Action: The maintenance team concept was fully discussed with maintenance supervisors. Utilization of available manpower was discussed.

Recommendation: That the team chiefs remain on the flight line during the normal duty period. That he supervise the utilization of his maintenance teams instead of preoccupying himself in the maintenance office. That the team chief coordinate all TOC requirements.

k. A spot check of DD Forms 781-2 and -3 indicated personnel were not familiar with Technical Order 00-20A-1. Examples of discrepancies in DD Forms 781 were:

(1) Fuel loads not promptly recorded in block 26 of DD Form 781.

(2) True status of the aircraft was not carried in the "status today" column.

(3) Delayed discrepancies were not properly supported by work order, control number, or reasons to support entries, etc.

(4) Delayed discrepancies were entered in the DD Form 781-3 without approval of the flight chief.

Action: Discrepancies found were brought to the attention of the responsible supervisors. They indicated that the errors would be promptly corrected.

Recommendation: That all maintenance personnel be evaluated on knowledge of Technical Order 00-20A-1. That a system be established by M/Sgt Grant of Supply Liaison for follow up on back order items currently carried in the DD Form 781-3. That SAC Regulation 67-7, "Follow up on Back Orders" be used as a guide.

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l. Ground power operators had been evaluated on their knowledge of SAC Regulation 66-17, however, re-evaluation is required to correct the following discrepancies noted:

(1) General laxness in positioning of ground power at the aircraft. Full length of the cable was not always used.

(2) AFTO Forms 11, attached to the MD-3 generator, were not checked by the operators prior to use.

(3) The Fire Department did not demonstrate fire fighting techniques.

(4) Operator's permit cards were not always complete.

(5) Power units were transferred between aircraft without approval of Job Control.

Recommendation: That all ground power equipment operators be re-evaluated in accordance with SAC Regulation 66-17.

m. Parts required to repair ground service equipment were ordered on an issue slip to Base Supply through the Unit Supply.

Action: The correct procedures for ordering equipment required for direct support of the aircraft was discussed with the maintenance officers (SAC Manual 66-14).

Recommendation: That control numbers covering the requisition of items in the above category be furnished Supply Liaison Section for appropriate upgrading.

n. Post flight inspection crews were not familiar with postflight procedures and postflight forms documentation as outlined in SAC Manual 66-15. Maintenance officers were not reviewing the completed postflight inspection forms to determine the adequacy of the inspection requirements and to insure that these requirements were compatible with the aircraft.

Action: Postflight procedures and postflight forms documentation were discussed with the responsible maintenance supervisors.

Recommendation: That maintenance supervisors become familiar with the postflight procedures and forms documentation. That the maintenance officer personally review the completed pre and postflight forms prior to review by Quality Control. That maintenance officers periodically follow up to insure that the pre and postflight work books are used as guides during these inspections. That Quality Control use the appropriate AFTO forms

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during the 25% flight line inspection. That A&E inspection forms be completed at the aircraft and consolidated with the AFG inspection, prior to review by the maintenance officers. That the master work books be checked against the working sets by the maintenance team chiefs (SAC Manual 66-15). That postflight work books be amended to include the inspection of the aft section of the vertical stabilizer and components. That postflight crews be manned to the optimum to insure a rapid quality inspection.

n. The U.R. and Failure Report program was unsatisfactory. Supervisors were not thoroughly educated on Technical Order 00-35D-54, therefore, little emphasis was placed on the submission of these reports.

Action: All maintenance supervisors were thoroughly briefed on T.O. 00-35D-54, and that portion of SAC Manual 66-14 dealing with U.R.'s and Failure Reports.

o. Although boom postflights were accomplished by the hydraulic shop, Work Certification Records (AFTO 26B) were not available on postflights completed. Inspection coverage of the boom postflight is outlined on inspection work cards 39 and 40 (Time 30 minutes).

Action: Detailed postflight procedures were discussed with the maintenance officer and M/Sgt Campbell of Quality Control.

Recommendation: That boom postflights be accomplished by boom operators. That Work Certification Records be completed at the aircraft and furnished the maintenance teams chief responsible for the inspection.

p. Flight line maintenance supervisors had not developed an engine conditioning capability within their maintenance teams. Maximum benefit from the engine conditioning training administered the flight line sections by the General Electric Technical Representative was not realized because:

(1) Supervisors were not aware of their engine conditioning responsibilities.

(2) The training needs of the individuals were not considered by AMST.

(3) Training was not conducted on an organized basis.

(4) Training was offered to individuals present at the time, instead of being administered to personnel within the teams where most benefit would be realized.

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Action: Engine conditioning responsibilities and recommendations for changes to the present engine conditioning S.O.P. were discussed with AMST and the maintenance supervisors.

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E. PERIODIC MAINTENANCE

1. PROBLEMS:

a. The following deviations from the 2nd Air Force Personnel Distribution Document (Chapter 6, SAC Manual 66-16) were noted:

(1) B-47 Dock crews were not manned to the optimum.

(2) KC-97 Dock was overmanned.

Action: The necessity of manning the dock crews to the optimum was explained in detail to the maintenance officer.

Recommendation: That the Commander follow up to insure that his maintenance section will be reorganized in accordance with the proposed document. That an organizational chart be drawn accordingly.

b. The maintenance officer was not aware of his current manpower status. The board was not current, therefore it was difficult to determine the number of personnel present for duty, sick, leave, etc.

Action: The manpower status board was brought up to date.

c. Periodic inspections were not accomplished in accordance with the Planned Inspection System outlined in SAC Manual 66-15. Supervisors either did not understand or had various interpretations of the manuals.

Action: Lectures were conducted by the 2nd Air Force Assistance Team member for Job Control, Periodic, Field, and A&E supervisors on the Planned Inspection System outlined in SAC Manual 66-15. Detailed procedures were reviewed, and discussed with them. A list of all discrepancies found and a supervisory check list used by the team member was left with the Periodic Maintenance Officer. All supervisors indicated their willingness to learn the system and promptly corrected the defects noted.

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d. An oral evaluation and training program required by SAC Regulation 66-22 had not been established for all maintenance personnel. This is a joint responsibility of the individuals immediate supervisor and the Aircraft Maintenance Standardization Team. The lack of training was adversely affecting supervision, maintenance capability, and quality maintenance.

Action: Discussed in detail the objectives and purpose of the training program outlined in SAC Regulation 66-22 with the maintenance officer.

Recommendation: That AMST in coordination with the maintenance supervisors establish a program to train out individual deficiencies based upon evaluation. That a Training NCO be assigned to monitor, coordinate, and assist in the development of training needs.

e. A visual inspection of aircraft RB-47, Serial No.811, by Field Maintenance prior to entry into dock for a periodic inspection revealed a number of delayed sheet metal discrepancies. These discrepancies were not recorded in the applicable section of the DD Form 781 as required by T.O. 00-20A-1. Delayed maintenance ranged from cracks in the skin of the aircraft that were originally stopped drilled, cracks in both aft wheel well doors, and removal of a mud guard. This maintenance which was obvious, should have been discovered by the maintenance teams in the squadron when the aircraft was undergoing postflight or preflight inspection. The crew chief had no knowledge of these discrepancies.

Action: Discussed this problem with the Chief of Maintenance, Periodic Commander, and the Flight Line Maintenance Officer concerned. Corrective action was taken by the Flight Line Maintenance Officer to prevent reoccurrence of this condition.

Recommendation: That Flight Line Maintenance Officers place more emphasis on quality postflights. That Job Control closely monitor the deferred maintenance that is scheduled for dock completion. That the last inflight operational check list be closely checked by Quality Control. That the practice of stop drilling, if practiced, be discontinued.

f. The present AMC sequence chart is not adaptable to the RB-47 periodic inspection.

Action: Discussed the problem with personnel concerned and recommended that a new sequence chart be drawn to include all the dash six inspection requirements. A new sequence chart is being developed.

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SECTION II DIRECTORATE OF MATERIEL

70TH STRATEGIC RECONNAISSANCE WING

F. ARMAMENT-ELECTRONICS MAINTENANCE

1. PROBLEMS:

a. An analysis of K-system performance was being made by th flight line personnel, but to a much lesser degree than required for a complete analysis of the system and the aircraft. This was particularly evident on sorties where the system reliability factor was questionable.

Action: The importance of complete analysis of the K-system in order to obtain better equipment was discussed with Wing Bomb/Navigation and A&E personnel. It was suggested that the following procedure be adopted in order to further the analysis program.

(1) After each mission on which a malfunction occurs, or system performance is doubtful from an operational standpoint, the line chief, the system flight chief, and the team chief will review the scope film with the operations Bomb/Navigation Staff in an effort to analyze the performance of the system during the mission.

(2) System histories will be written to reflect a more complete analysis of the system and the aircraft.

(3) Corrective action listed on the Specialists Dispatch Form, SAC Form 367, will contain a complete description of action taken to correct the malfunction.

(4) Emphasis must be placed on the importance of complete and descriptive radar operators reports to aid in a more thorough analysis of the system performance.

b. SAC Form 10's maintained by the A&E Dispatch Section, were not current and in many cases did not reflect the true status of the A&E systems.

Action: This was discussed with personnel concerned and the importance of maintaining a current status of all A&E systems was stressed. The proper procedures for maintaining SAC Form 10's was covered with A&E Dispatch Section personnel. This area has shown some improvement, but a requirement exists for continued close monitoring.

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c. Aircraft system histories did not reflect complete and detailed information as to maintenance being performed on the aircraft.

Action: All system historians were briefed in the correct method of maintaining histories. The prime importance of system histories is to give complete description of past performance of a system and a description of the maintenance that has been accomplished. In order for the system history to be of any value in the analysis of existing malfunctions, it must be maintained as complete as possible.

d. Specialists Job Records, SAC Form 367, were not being filled out completely. In many cases information entered did not give a true picture of the maintenance that has been performed on the aircraft.

Action: This was discussed with personnel concerned and it was pointed out that the SAC Form 367 is the basic document on which maintenance being performed is recorded. To enable the organization to keep adequate system histories, formulate job standards, and to keep accurate maintenance records, this form must be filled out to reflect a complete record of maintenance that was performed. These forms should be continuously monitored for accuracy by flight line supervisors.

e. A separate status board was being maintained in addition to SAC Forms 10's.

Action: It was pointed out to the Line Chief and OIC of the Flight Line Branch that A&E status is to be kept on the SAC Form 10's and that a separate status board would cause conflicting status information to be recorded.

f. System Historians were located in individual system ready rooms, a considerable distance from A&E Dispatch. This caused a breakdown in coordination between historians and the Dispatch Section.

Action: This was discussed with supervisory personnel. System historians were moved into a room adjacent to the Dispatch Section. This should improve the coordination and flow of maintenance information between the historians and the Dispatch Section.

g. The A&E Dispatch Section was overmanned.

Action: This problem was discussed with personnel concerned and recommendations made that manning of this section be reduced to conform with the manning outlined in SAC Manual 66-4. This has been accomplished.

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h. The Flight Line Branch had not established qualified debriefing teams for debriefing crews of landing aircraft.

Action: Debriefing crews (one for each squadron) have now been established. The importance of reviewing equipment malfunctions with the crew was stressed. These teams should insure that all malfunctions noted on the mission are documented on the applicable forms and that all in-flight reports are received from the crews. This program should be closely monitored by operations and maintenance supervisory personnel.

i. WEMP tests given to flight line personnel indicated a need for increasing the quantity of training for these personnel. This was made further apparent by the excessive time required to trouble shoot comparatively minor discrepancies in the A&E systems.

Action: All supervisory personnel were advised to closely monitor the required training for each of the specialists assigned and to make all training requirements known to the Training Section.

j. Assistant line chiefs had not been assigned to each squadron.

Action: The necessity for assigning assistant line chiefs was discussed with personnel concerned. Assistant line chiefs were assigned and briefed on the details of their job. Close monitoring of their activities in the initial stages will assure the Branch of attaining maximum benefit from their assignment.

k. The weekly aircraft scheduling meetings were not being attended by either the A&E Maintenance Supervisor or the Flight Line Maintenance Officer.

Action: This was discussed with personnel concerned. It is necessary that one of the two above mentioned officers attend the weekly scheduling meetings to insure that unreliable systems, that cannot be corrected prior to date required, are not scheduled. This prevents cancellations at the daily scheduling meeting.

l. The OIC and NCOIC of the Flight Line Branch were not physically supervising jobs in progress on the flight line.

Action: Since the work of the Flight Line Branch is accomplished at the aircraft, it is necessary that supervision be provided at the aircraft. This was discussed with all personnel concerned, but will require further monitoring by the A&E Maintenance Supervisor to insure that adequate supervision is being given.

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m. Flight line supervisors should more closely monitor jobs in progress on the flight line to insure that quality maintenance is being performed. This deficiency is pinpointed by the unusually large amount of unscheduled maintenance discrepancies found during periodic inspections.

Action: This was discussed with personnel concerned. It was recommended that more emphasis be placed on supervision of jobs in progress to insure quality maintenance at all times.

n. In some instances observers were making complete pre-flight checks of the K-system rather than an acceptance check after completion of maintenance by A&E specialists.

Action: The Wing Bomb Navigation Staff and the A&E flight line personnel were briefed on the importance of acceptance checks rather than pre-flight checks. Completing acceptance checks well in advance of the next mission gives the A&E specialists sufficient time to take corrective action on any malfunctions noted, helps to prevent mission aborts, and reduces ground operating time.

o. Firm inspection schedules were not established for test bench mock-up equipment assigned to the field shops.

Action: Instructed supervisors on the importance of having serviceable and reliable test bench mock-up equipment. Instructed Materiel Control and Field Branch personnel to initiate Calendar Inspection and Component Repair Cards (CI and CRC), SAC Forms 368, on all mock up equipment. Recommended that the initial inspection of the equipment be accomplished as soon as possible.

p. Technical Order Familiarization Logs, 2AF Form 222, did not list all required publications.

Action: Assisted shop supervisors in determining all required publications and advised supervisors to insure that specialists are current on all pertinent publications.

q. Electronics Failure Reports, DD Form 787-1, were being filled out by personnel of field shops on all adjustments and alignments accomplished by mechanics. This procedure was causing a number of lost manhours because most equipment entering the field shop required some adjustments or alignment.

Action: Advised shop supervisors to instruct mechanics to fill out DD Form 787-1 on failing parts, tubes, etc., and not on adjustments and alignments.

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r. Component check lists were not completed for each type of unit processed through the field maintenance shops. On numerous occasions, available check lists were not being utilized during inspection and repair of components.

Action: Instructed shop supervisors to complete required check lists as soon as possible and to insure that mechanics use them. Failure to use component check lists results in marginal components being returned to pre-issue for issue and installation in aircraft.

s. Black boxes, processed by field shop personnel, were yellow bagged and stored in pre-issue. Cannon plugs and wave guides were not taped and screws and fuses were missing from many units.

Action: Instructed all shop supervisors that before releasing units from the field shop a complete inspection, both power on and visual, will be made on each unit.

t. Technical Order working files were not maintained in the field shops. Personnel were required to go to the T.O. reading room when in need of technical publications.

Action: Recommended that each field shop supervisor submit a list of T.O.'s required by this section to the T.O. section. These files, once established by each section, will be labeled as "Working Technical Orders only".

u. A sufficient number of stab-computer stands, or carts for transportation of equipment to and from field shops and pre-issue, were not available.

Action: Instructed NCOIC of Field Maintenance Branch to submit Work Orders to field maintenance for manufacture of stab-computer stands and carts.

v. Procedures outlined in SAC Regulation 137-2 had not been fully implemented. Procedures for the issue, storage and control of all vacuum tubes by the Tube Control Section had not been established.

Action: Explained and demonstrated methods of controlling the issue and storage of all tubes. Instructed field shop supervisors to insure that all tubes entering the field shop in components are tested, marked and aged if required. Instructed personnel assigned to the Tube Control Section on proper procedures for testing and aging tubes in the flyaway kit.

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w. Inspection of test equipment was not being properly scheduled and numerous items of test equipment were overdue inspection. Also, the inspection and repair of test equipment was being accomplished without the use of shop standards.

Action: Discussed proper procedures for scheduling test equipment for inspection and repair with all personnel concerned. Requested the Maintenance Supervisor to inform DM6D, Headquarters 2nd Air Force of confirming schedule messages to the depot, and any difficulties encountered during equipment calibration. This system of test equipment calibration is presently being evaluated with AMC to improve existing conditions.

x. Individual bench stocks were being maintained by personnel assigned to the field shops.

Action: Unauthorized bench stocks were returned to the consolidated Bench Stock Section. It was explained to shop personnel that use of private bench stock by mechanics causes loss of valuable consumption data which is necessary for justification to increase or decrease bench stock levels. The availability of items common to more than one system may not be known at a time when a part is required to prevent an AOCP or ANFE condition.

Recommendation: That key supervisors frequently check shops and individual tool kits to prevent subsequent build-ups. That Pre-issue and Materiel Control personnel question orders placed for abnormal quantities of expendable items.

y. Work Orders were being held by field shop supervisors on units that had been shipped NRTS from AWP storage.

Action: Advised shop supervisors to inventory AWP's and close out AWP Work Orders that are not valid. Instructed supervisors that in the future when a unit is returned to Materiel Control on AWP status that all work orders, parts requests, SAC Form 368's and 50 series tag will accompany the unit.

z. Maintenance forms necessary for complete and efficient procedure were not being properly utilized. For example, numerous errors were found on AF Form 50, series tags, SAC Form 368's, AF Form 48's and Electronic Failure Report, DD Form 787-1.

Action: Instructed supervisors that before releasing any unit from their field shop that a complete inspection of each form be made for completeness and accuracy.

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aa. APN-70 units were being shipped NRTS because the test bench mock-up was incomplete. The one plug necessary to complete this mock-up had been on requisition since October 1955.

Action: Assisted the supervisor of the Comm/Nav Section in locally manufacturing a suitable plug. The mock-up is now in operation.

bb. Firm inspection schedules had not been accomplished on personal equipment such as URC-4 and CPT-3 emergency radios. As a result the flow of work into the Field Radio Shop was not controlled and the shop backlog was unrealistic.

Action: Instructed Materiel Control to establish a firm inspection schedule with the tactical squadrons and to notify the squadron when equipment is due for inspection. Inspections should be staggered over a period of time to allow an even flow of work into the field shop. Also, CI&CR cards, SAC Form 368, should be initiated on the equipment when forms become available.

cc. On numerous occasions field maintenance shops were bench checking items directly from the flight line to determine serviceability of the item.

Action: Line personnel were briefed to turn in or exchange units with pre-issue only. Shop supervisors were advised to accept only those units on a work order from Materiel Control. This is necessary to control the flow of work into the field shops and to insure quality maintenance on components.

dd. The Materiel Control Section was hampered in its operation by many factors. These factors by order of importance were as follows:

(1) The Pre-issue and Bench Stock Section was disorganized to such an extent that supply could not function properly. Pre-issue equipment was intermingled with UAL equipment, equipment awaiting maintenance, AWP equipment, and tools and test equipment. This problem partially stems from an apparent poorly planned, recent move into the new building.

(2) Because of their location Materiel Control personnel could not properly control reparable process ar, or direct maintenance into the field shops. Additionally, they were not aware of flight line requirements.

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(3) Inadequate communications. The only existing means of communications was a field telephone to the Pre-issue and Bench Stock Section. There was no communications to Specialist Dispatch or the field shops.

(4) Parts requests, SAC Form 369, were not being used by either flight line personnel or field maintenance personnel. An insufficient quantity of CI and CR cards (SAC Form 368) were on hand.

Action:

(1) An inventory was started to separate UAL equipment from pre-issue and AWM equipment. Bins, necessary for proper storage, were requisitioned and received from Base Supply. This action is incomplete. The Tool Crib and Test Equipment Section was moved to an adjacent room. Personnel assigned to the Tool Crib and Test Equipment Section were instructed on the proper use of 2AF Form 67 (temporary) to control the issue and location of equipment.

(2) Materiel Control Section was moved into the Pre-issue and Bench Stock area where they could actually control the processing of equipment.

(3) No action can be taken to correct communications deficiencies, due to the pending installation of the Bell two digit interphone system.

(4) Parts requests, SAC Form 369, were received and were being utilized. Flight line and field maintenance personnel were instructed on the proper use of the form. This has greatly improved the procedure in establishing priority requests for bits and pieces. An additional 5000 CI and CR cards were placed on order.

Recommendation: That all UAL property shortages not on requisition be requisitioned as soon as possible. That items on requisition be followed-up and Supply Difficulty Letters submitted if required. That pre-issue bins be numbered and all property be arranged by system and stock number sequence. That specific storage areas be marked for "AWM" and "AWP" units. That other areas be made available for TOC kits and storage of serviceable components awaiting pick-up. That all anticipated forms requirements be ordered immediately.

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ee. Aircraft were not being considered ANFE for missing A&E components unless scheduled to fly within 24 hours. This problem apparently resulted from a misunderstanding of Wing Police.

Action: Proper ANFE determination procedures were implemented within the Wing and Base Supply.

ff. Excessive number of "K" system components were being shipped Not Reparable This Station (NRTS). This was due to non-availability of bits and pieces and the repair capability of shop personnel.

Action: Some NRTS components were diverted from base supply back to A&E to insure proper supply action had been taken on requests for bits and pieces. Some of these items were returned to a serviceable condition. Instructed personnel to thoroughly screen all NRTS items and to exploit all possible means for repairing these items. If test equipment is causing the item to be NRTS, aggressive supply action should be taken to procure the equipment.

gg. Calendar Inspection and Component Repair Cards, SAC Form 368, had not been initiated on all units installed in aircraft, pre-issue components, flyaway kits and trainer components. This is partially due to non-availability of SAC Form 368, however, locally devised temporary forms are being used on many items. Firm procedures for filing and sorting the cards had not been established.

Action: Instructed Materiel Control personnel to complete all cards as soon as they become available. Demonstrated proper filing and handling procedures to the Calendar Inspection Clerk. These procedures are necessary for the calendar inspection system to function as intended.

hh. The Work Order Clerk was not reviewing SAC Forms 368 to determine TOC or calendar inspection requirements on reparable components, prior to initiating the Work Order.

Action: Procedures were outlined, whereby, the Work Order Clerk will determine all work to be accomplished prior to initiating the Work Order. If a TOC is outstanding and the kit is on hand in Pre-issue, the kit will accompany the reparable into the field shops. Kits containing vacuum tubes will have the tubes tested and coded by the Tube Control Section prior to issue by the Pre-issue Section.

ii. Field shop work backlog was not immediately available to the Work Order Clerk. Considerable research was necessary to determine actual backlog at any given time.

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Recommendation: That charts, similar to those in Chapter III, SAC Manual 66-14 be made. That these charts be kept up to date upon initiation of every Work Order affecting actual backlog. Work pending should be posted by calendar inspection workload and AWM's.

Jj. The Materiel Control Section was not directing reparables into the field shop. One copy of the Work Order, AF Form 48 was being placed in an "out" basket for the field shop to pick up at their convenience. This also permitted the field shops to determine which components they would prefer to work on.

Action: Instructed personnel in proper scheduling procedures according to priority and backlog. Pre-issue designated one airman to deliver and pick up all components within field shops under the direction of Materiel Control.

Kk. Work in progress in the field shops could not be determined without considerable research.

Action: Discussed with the NCOIC of Materiel Control and the Work Order Clerk a system of filing Work Orders that will allow immediate determination of work in progress by type and priority in all shops. This information is necessary in the event an item is needed immediately and a similar item is in the shop on a P-3 of P-5 priority. The priority of the unit being repaired may be upgraded and diverted to the aircraft needing the component, thereby reducing delays in the flight line receiving the required item.

Ll. Technical Order 00-25-48 and 00-35-P-1, which provides listings of all critical and Hi-value items, were not available in the organization.

Action: The advantages of using these Technical Orders and reasons for compliance were explained in detail to all personnel concerned. Items listed in these two Technical Orders are to be provided expeditious handling and repair. Therefore, Work Orders, AF Form 48, issued for critical and Hi-value reparables generated should clearly indicate their respective classification. On calling in requests for parts required to repair these items, the Aircraft Service Unit should be advised that the parts are required for repair of critical or Hi-value items. This will permit Base Supply to properly identify requests for items needed on "immediate" supply priority. Technical Orders have been placed on requisition.

Mm. Flying schedule changes were hindering maintenance on the flight line and were not being reflected on the SAC Form 104 in accordance with annex I of SAC Regulation 66-11.

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Action: Malfunction Data Collection and Analysis Unit (MDCAU) NCOIC was advised of the importance of this report. The operations staff was contacted and a continuing effort is being made to minimize changes to the flying schedule.

Recommendation: That the weekly flying schedule be used to make an entry in Item I of SAC Form 104. All aircraft scheduled other than on the weekly schedule should also be included in Item I.

mm. A notebook for the Commander containing factual information of effectiveness of various systems and other information, such as work progress on previous missions, had not been completed.

Recommendation: That the notebook be completed as soon as possible and maintained current at all times.

oo. Analysis of trouble areas within the squadron was apparent, such as the high rate of serviceable turn-ins by flight line personnel, however, the corrective action or folow through was not accomplished.

Recommendation: That a more aggressive action be taken on the part of all personnel concerned to correct deficiencies brought to their attention by malfunction data personnel.

pp. Effectiveness charts had not been prepared on the various A&E system.

Action: This was discussed at length with Malfunction Data Collection and Analysis Unit OIC and NCOIC. Charts were agreed upon and are to be prepared in the near future.

qq. It was evident that a reasonably aggressive training program was and had been in effect. However, the training was not being directed or documented in a satisfactory manner. Technician Evaluation Records (SAC Form 134) were not being fully utilized to program individual training requirements or record the individual technician's progression in his speciality. In many instances training was not being accomplished in the weakest areas. This was evidenced by the high percentage of serviceable components removed from aircraft and the number of items shipped off base Not Repairable This Station. There was a need for training all personnel in maintenance procedures outlined in SAC Manuals 66-4, 66-12, 66-13, 66-14, and 65-2. Training was not projected on a firm monthly training schedule. This resulted in supervisors allowing only those personnel they could "spare" to attend classes, rather than as directed and coordinated by the Training Section.

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Action: Discussed with the Training Officer methods for controlling and directing an effective training program. Explained that the SAC Form 134, if used as intended, can provide information to direct the entire training program. Stressed the importance of a firm monthly schedule and the need for support from the Maintenance Supervisor to follow these schedules as planned.

rr. There was no established means of insuring compliance with published Technical Order Compliance (TOC) affecting armament-electronics equipment. Under the existing system, only these TOC's which require an entry in the aircraft records are being considered. A deficiency in the TOC program was evidenced by a failure to recognize kit requirements for bench set mock-up equipment and pre-issue spares. Failure to modify spares resulted in inaccurate aircraft records when installed unserviceable components were exchanged with pre-issue components.

Action: Discussed the TOC program with personnel concerned and provided a sample squadron SOP which, if adopted and fully implemented, will provide proper controls over all TOC's.

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SECTION II DIRECTORATE OF MATERIEL

70TH STRATEGIC RECONNAISSANCE WING

G. SUPPLY

1. PROBLEMS:

a. SAC Forms 144 (UAL Change Requests) were being submitted for correction of obvious errors in the UAL's and to reflect authorized changes based on revisions to applicable ECL's.

Action: The following procedures were outlined to the Wing Supply Officer:

(1) A new UAL will be screened against the old UAL and applicable ECL's immediately upon receipt. A listing will be prepared reflecting obvious errors. Example: items authorized in the old UAL but not in the new. Applicable items listed in the ECL's cited in the preface to the new UAL but not listed in the UAL.

(2) Manually correct the new UAL to reflect the correct authorization for the "obvious error" items.

(3) Annotated the listing to reflect the reason why each item is considered to be an error.

(4) Forward the listing by cover letter directly to the appropriate Equipment Evaluation and Audit Team (EE&AT), requesting that the errors be confirmed and corrections be made in the UAL deck maintained by the EE&AT.

(5) When a revision or republication of an ECL listed in a UAL is received, a TWX should be sent to the appropriate EE&AT stating receipt of the new ECL, date of the ECL, and affected UAL numbers requesting authority to manually correct the UAL to reflect the new item authorizations.

(6) If the answers received from the EE&AT on the above requests do not provide authority for the manual corrections, forward the correspondence to Headquarters, 2AF for assistance.

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b. Action as required by the Wing Supply Improvement Team had not been initiated during the Assistance Team's visit. Assistance in implementing the program in the 70th Wing will be rendered during the period the Assistance Team is visiting the 384th Bombardment Wing.

c. Monitoring, inspection, and inventory of bench stocks by Maintenance Supply Section personnel was inadequate and resulted in the retention of excesses and excessive expediter delivery requests for bench stock type items.

Action: A bench stock revision system based on stock record consumption data was outlined to the NCOIC of the Aircraft Service Unit and the Maintenance Supply NCOIC.

Recommendation: That the procedure be adopted by the 70th SRW and implemented as soon as is practicable.

d. A master list of common items was not used for requesting items from the Aircraft Service Unit. This has resulted in longer radio call-ins and research of every item for correct stock number and other identifying and classifying information before supply action can be initiated.

Action: The requirement was discussed with the Aircraft Service Unit NCOIC and the Maintenance Supply NCOIC. Methods for compiling the list, future revision procedures, and data to be included for each item were outlined. Research has been accomplished and the initial list is to be published and distributed in the near future.

e. Reparable processing and pick up procedures were incorrect. Two systems are presently authorized for use, as prescribed by SAC Manual 65-2 or SAC Manual 66-14.

Action: Aircraft Service Unit and Wing Maintenance personnel were briefed on the SAC Manual 66-14 system and plans made to use the system. However, word was received that the revised SAC Manual 65-2 has been printed and is being distributed. It is known that the revised manual provides a slightly different reparable processing system, therefore action to implement the SAC Manual 66-14 system was stopped. On receipt of the revised SAC Manual 65-2, it is recommended that the system prescribed therein be implemented.

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SECTION II DIRECTORATE OF MATERIEL

70TH STRATEGIC RECONNAISSANCE WING

H. LOGISTICS

1. PROBLEMS:

a. A Wing Mobility Plan had not been published. An accurate Wing Mobility Plan is the key planning and preparation document for deployment; therefore it is a prime requisite for successful mobilization.

Action: The wing is in the process of preparing a Mobility Plan. The desired format and contents of a Wing Mobility Plan were discussed in detail with the Wing Logistics Officer.

Recommendation: That staff members provide the Wing Logistics Section with maximum support in the preparation of the Wing Mobility Plan.

b. A majority of the mobility officers are inexperienced which has resulted in inadequate unit mobility planning. Although the Wing Logistics Officer is handicapped by lack of experience he is conscientiously striving to fulfill his responsibilities and should become qualified in a relatively short period of time.

Action: Mobility officers were briefed on their responsibilities and were furnished a mobility guide.

Recommendation: That the Wing Logistics Section closely monitor the progress of the individual squadrons and, if necessary, conduct a series of briefings for the Unit Mobility Officers. That each squadron commander insure that the Unit Mobility Officer is receiving full support from the various sections within the squadron.

c. The squadrons do not have Unit Mobility Plans. The squadron plan is the instrument utilized to implement the Wing Plan. Lack of a plan seriously affects unit mobility readiness. Squadron plans cannot be finalized until publication of the wing plan.

Action: Unit mobility officers were briefed on the importance, format, and contents of unit plans.

Recommendation: That the Wing Logistics Section prepare a standard Unit Mobility Plan, less the personnel and equipment tables, and forward it to each squadron for completion.

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d. There is a shortage of packing boxes. Packing lists are not completed.

Action: Requests have been submitted to base supply for required boxes.

Recommendation: That the Wing Logistics Section closely monitor the packaging, documenting, and marking of unit boxes to insure unit mobility readiness.

e. Combat crew members are being utilized as Unit Mobility Officers. In event of an emergency deployment, Unit Mobility Officers would not be available to insure rapid and efficient deployment of the squadron.

Recommendation: That the Unit Mobility and Assistant Mobility Officer be selected, if possible, from personnel who are not scheduled to deploy until phase III. To insure stability, Unit Mobility Officers should not be rotated more often than is absolutely necessary.

f. Unit mobility effectiveness could be substantially increased with the assignment of an airman as full time Unit Mobility NCO.

Recommendation: That a T.O. change request be submitted for the authorization of an additional position for a Unit Mobility NCO. The Unit Mobility NCO should preferably be in the 64 career field.

g. Unit personnel mobility files are not complete.

Recommendation: That unit personnel mobility files be completed and maintained current at all times.

h. Units have not prepared an SOP for the position of Unit Mobility Officer.

Recommendation: That each Unit Mobility Officer prepare a detailed SOP covering his responsibilities. This would greatly assist newly appointed officers who do not have a mobility background.

i. The Flyaway Kit Review Board does not have a procedure in effect requiring a periodic review of consumption data on aircraft spares. Periodic review of consumption data will provide a means of determining adequacy of the flyaway kits.

Action: A procedure now presently in use by another SAC installation was presented to the Flyaway Kit Review Board for consideration.

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J. The Flyaway Kit Section does not have a complete list of aircraft by serial number indicating the various systems applicable to each aircraft. This makes it difficult for the Flyaway Kit Section to determine applicable code 1 and 5 items and to insure that spares are being carried for the various systems.

Recommendation: That the Wing provide the Flyaway Kit Section with a complete list of aircraft assigned and the various systems applicable to each aircraft.

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✓ - ACTION REQUIRED

✓ - ACTION COMPLETED

SECTION III DIRECTORATE OF PERSONNEL

55TH STRATEGIC RECONNAISSANCE WING

A. DIRECTOR OF PERSONNEL

1. General Evaluation

a. The Personnel Directorate is organized in accordance with existing directives. The Director of Personnel is well versed in the field of personnel administration and is endeavoring to improve personnel procedures within the wing.

b. Excellent command support is evident in the officer's effectiveness reports area, as well as unit command responsibilities.

c. Accounting procedures for officer and airmen manning of squadrons and sections within the wing are considered adequate; however, projected loss figures should be utilized for planning purposes. ✓✓

d. The physical location of the Personnel Directorate and Central Unit Personnel Section is on the second floor of the Wing headquarters building which creates excessive traffic through the building. It is suggested that if possible, additional space be made available within the building. ✓✓

e. During the period of the visit, the following subjects were discussed with the Director of Personnel and his staff:

(1) Central unit personnel section
(2) Combat crew control
(3) Personnel and administrative procedures
(4) Officer and airmen records maintenance
(5) OJT
(6) Officer effectiveness reports
(7) Manning status charts
(8) Morning reports and pay records

f. The Director of Personnel and his staff were extremely receptive to suggestions and methods of improving his operation.

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SECTION III DIRECTORATE OF PERSONNEL

70TH STRATEGIC RECONNAISSANCE WING

D. PERSONNEL SECTION

1. PROBLEMS:

a. The Director of Personnel and Central Unit Personnel Section is located on the second floor of the Wing headquarters building. The Branches are on one side of the hallway and run approximately one-half the length of the building. This arrangement allows too much distance between closely related functions, is not conducive to good coordination and creates excessive internal traffic and noise.

Recommendation: That space be allocated so as to allow arrangement of offices across the hall from one another, thus reducing the internal traffic. That signs be posted above each door and an office directory be placed at the head of the stairs. It is believed that this will eliminate disturbances by personnel seeking a specific office. It is further recommended that the hallway be utilized as a waiting room.

b. The experience level of assigned personnel is average or above; however, due to the newness of CUPS and the normal growing pains there is an air of slight confusion. Manning for some positions is shallow.

Recommendation: A job description should be prepared for each person. Procedures and check lists should be devised for each position. Definite work standards should be established and all personnel cross trained to at least on other position.

c. Conversion to the new airman personnel records is complete; however, much work will be required to bring them to desirable standards. Several permanent entry items of the AF Form 7 are posted in pencil. Some required entries remain blank. Some service obligation dates were extended as a result of bad time. The AF Form 4s do not always contain all required administrative orders and generally contain unnecessary papers. An immunization suspence file should be established. AF Form 1226 should be accomplished for all personnel with record of Courts Martial or bad time during their current enlistment even though prior to implementation of the new airman records. Duty assignments should be more descriptive. Item 30 of AF Form 7 should be corrected to include a chronological listing of service on current enlistment when applicable, in accordance with 2AF Message 5590, 28 October 1955.

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Action: AFM 35-12 was completely covered with the records clerk. An immunization suspense file system was explained and will be utilized. AFR 35-50 as amended was discussed to familiarize records clerks with proper entries. Special attention was given toward proper accomplishment of item 30.

Recommendation: That all record clerks make a thorough study of AFM 35-12. A daily accomplishment goal should be established until all records are properly accomplished. When all records are corrected a cross check of C & A, Morning Report Card, Pay Card and basic records should be performed.

d. Manning status charts do not include projected loss and gain figures.

Action: The use of a diagonal across the assigned column was explained and will allow the use of the current format to be used.

Recommendation: That the projected figure be used in planning and manning for a truer picture and an aid in stabilizing balanced manning.

e. Officers records and Officers Effectiveness Reporting is considered satisfactory although a few instances of late reporting was noted.

Action: A different system of suspensing Officers Effectiveness Reports was explained and accepted as an improvement over that currently in use.

f. The morning reports and pay section are functioning satisfactorily; however, a few discrepancies were noted. In several cases sufficient copies of Special Orders had not been received.

Action: One instance of lost pay due to civilian confinement and subsequent dismissal of charges was corrected.

Recommendation: That MRDR and Pay Cards be checked against AF Form 7 or 66, 617 and 1226. That the Directorate of Personnel review distribution requirements for Special Orders and establish a firm quantity.

g. The unit manning document (T/O 1-2303P-S) for the 70th Reconnaissance Technical Squadron dated 1 March 1956 does not authorize Photo Interpreters (AFSC 2044). A definite requirement exists in this organization for Photo Interpreter officers to interpret and evaluate photographs for critiquing crews.

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Action: This problem was discussed with Headquarters, 2nd Air Force and they suggested that changes to unit manning authorizations be submitted requesting changing 6 AFSC 2054, Intelligence Officer to AFSC 2044, Photo Interpreter.

Recommendation: That the unit manning document be reviewed and all changes be submitted to bring authorizations in line with requirements.

h. The latest revision to Air Force Manual 35-11 established procedures for officers to volunteer for overseas assignments. However, the exact procedures to be followed are not clear.

Action: The procedure to be followed is outlined in message 2AFPEA 3155 dated 19 August 1954. The message could not be located on the base. A telephone call was made to Headquarters, 2nd Air Force and a copy is being forwarded.

i. There are 8 RB-47 crew members available for upgrading to Airplane Commanders, 4 crew members available for upgrading to pilot and 4 RB-47 observers awaiting school quotas. Quotas have been requested in February 1956 and Headquarters, 2AF advised quotas would not be available until July 1956.

Action: The Operations and Training Section, Headquarters, 2nd Air Force was contacted regarding this problem and when quotas become available, they will be given to the Wing. This problem will be checked on by the Assistance Team periodically.

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C. ADJUTANT

1. GENERAL EVALUATION:

a. The Wing Adjutant's Office is capable of performing its assigned mission. It is organized in accordance with existing directives. The office is adequately manned and the personnel well qualified.

b. The physical location of the Wing Classified Section is unsatisfactory due to a lack of security. The unit mail rooms are substandard.

2. PROBLEMS:

a. The Wing Classified Section is physically located in a room partially screened off by filing cabinets. It is not felt that this affords adequate security and makes it impossible to control visitors. A work order has been submitted requesting the room be renovated to correct this matter.

Action: This matter was thoroughly discussed with the Wing Adjutant and Wing Sergeant Major and the increased danger of a security violation stressed. Vigorous action should be taken to have a higher priority assigned the work order to insure its early completion.

b. The certification of clearance, required to authorize airman to receive and sign for secret and confidential matter for a responsible officer, are being signed in some instances by the Unit Security Officer.

Recommendation: 2AF Supplement to AFR 205-1 requires the certificate of clearance be signed by the Base Provost Marshal.

c. The individual classification of each paragraph and subparagraph is not being indicated in parenthesis on outgoing classified documents.

Action: This is required by 2AF Supplement to AFR 205-1 and was fully explained to the Wing Adjutant and Wing Sergeant Major.

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d. Wing regulations have been published requiring the use of unnumbered forms.

Recommendation: All regulations requiring forms should be coordinated with the Base Forms Manager, and assigned a form number prior to publication.

e. Wing Regulations 5-4, "Preparation of Material for Publication", should include a section for record disposition instructions when the regulation requires a report. The disposition instructions should state the specific paragraph of AFM 181-5 authorizing disposition.

f. 2AF Form 29c "Reproduction Work Order Ledger" was not being maintained. The reproduction report, 2AF Form 29b, was not being forwarded to Base Reproduction.

Action: A work order ledger was initiated and a reproduction report will be forwarded to Base Reproductions at the end of the current month.

g. The 1956 files are being inter-filed with the 1955 files. AFM 181-5 required that files of this type be cut off at the end of the year and a new file initiated.

h. Record sets of regulatory publications and orders (including wing operation orders and plans) are not being labeled as the "Permanent Record Copy". This is required by the SAC Supplement to AFM 181-5. Also, one copy of each publication should be case filed with the background material.

i. Visits to four squadrons reflects the following discrepancies which were prevalent:

(1) There are no squadron mail rooms. Mail awaiting delivery to addressees is being kept in a desk or filing cabinet drawer.

(2) Outgoing mail is collected in open containers of desk tops.

(3) Mail clerks were unfamiliar with AFM 182-3.

(4) Mail clerks were not receiving adequate supervision.

(5) Locator cards in most cases not filed alphabetically or not up-to-date.

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Action: The above matter was discussed with the Wing Adjutant. It was emphasized that the Unit Postal Officers should exercise more supervision in unit mail matters, and unit mail clerks should receive more training.

j. Several operating officials claim that publications pertaining to their activity are not being received.

Action: Procedures within units and Base Supply were checked and found to be adequate.

Recommendation: That Unit Adjutants insure that publications as requested on Form 9ls be routed to operating officials.

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SECTION IV DIRECTORATE OF COMPTROLLER

70TH STRAT RECON WING

A. General Evaluation: The Wing Comptroller is well qualified for his assignment, and familiar with the SAC management control system. He has familiarized himself with operational training requirements, and is capable of conducting all air training analyses. He is establishing a good system to keep the Wing Commander informed on the status of the wing as pertains to the SAC management control system. A command notebook is being maintained wherein the wing's training progress is plotted and "Soft Spot " areas are highlighted. On the team's recommendation, the Comptroller will visit the 301st Bomb Wing to further familiarize himself with comptroller functions.

PROBLEM: The comptroller's function is not being utilized to the fullest extent by the Operations and Materiel Directorates. Information is available through the comptroller's function to aid all staff agencies in their analysis of their sections' effectiveness.

ACTION: The team recommended that the comptroller be utilized at weekly staff meetings to point out training progress, "soft spot" areas, and an up-to-date wing standing under the management control system. In addition, it was recommended that the comptroller publish a monthly analysis of training accomplishments, pointing out "Soft Spot" areas to the wing staff.

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SECTION V DIRECTORATE OF SAFETY

70TH STRAT RECON WING

A. General Evaluation: The Directorate of Safety is well organized, fully manned with competent personnel, and doing a good job of conducting the wing's safety program. Prompt dissemination of all safety information is being accomplished, and there are good safety bulletin boards throughout the wing. Adequate follow-up action on all incidents is being accomplished by the safety officer and his assistant. A wing "Totem Pole" contest is conducted, and appears to be very effective.

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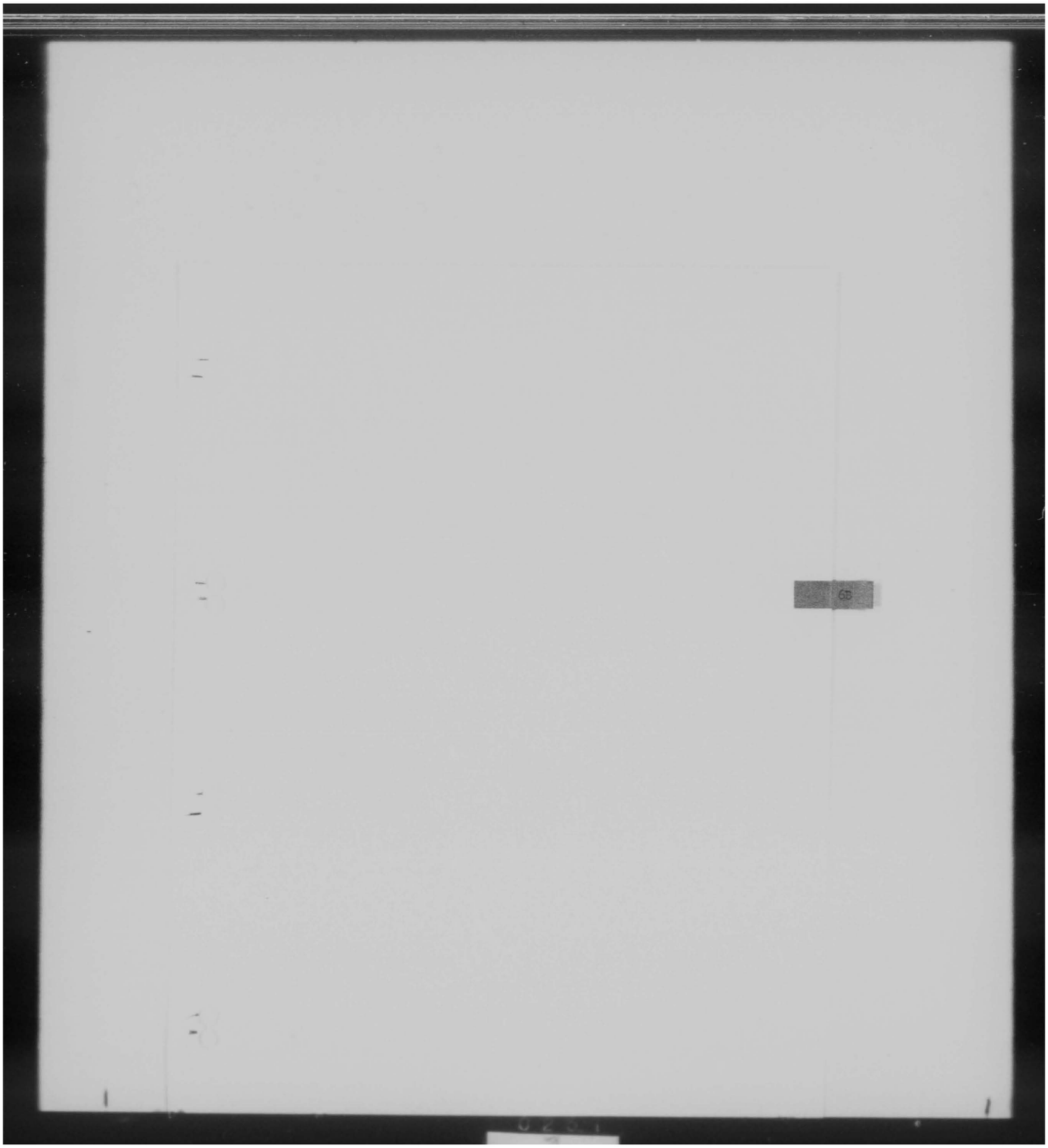

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
INDEX) 15 March 1956

INDEX GENERAL PROVISIONS AND DISTRIBUTION FORMULA

1. PURPOSE: The purpose of this index is to provide a list of all current operations memoranda and to outline the applicability and distribution of this publication in order to insure adequate dissemination to those concerned.

2. SCOPE: This publication is issued primarily as a directive to the 70th Air Refueling Squadron. Distribution is also made to interested agencies and staff sections as may be designated.

3. PROCEDURE: There will be no amendments to memoranda. All changes will be by replacement. When a memorandum becomes obsolete, the next memorandum published will assume its number.

a. Number KC-97-00 (KC-97G type aircraft)

b. Numerical index to Wing Operations Memoranda will be as follows:

Attachment #1 KC-97 Index

4. Distribution of Operations Memoranda will be made in accordance with the table on Attachment #2.

BY ORDER OF THE COMMANDER:

2 Attachments
1. KC-97 Index
2. Distribution Formula

HERBERT V COMBS
Colonel, USAF
Director of Operations

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KC-97 INDEX 15 March 1956

NUMBER	DATE	SUBJECT
KC-97-1	15 Mar 56	Navigator's Emergency Procedures
KC-97-2	15 Mar 56	Utilization of Approved Standard Check-lists
KC-97-3	15 Mar 56	KC-97 Crew Requirements
KC-97-4	15 Mar 56	Responsibility for Aircraft While in Flight
KC-97-5	15 Mar 56	Damage to 70th SIW Aircraft Away from Home Base
KC-97-6	15 Mar 56	Take-off and Landing Minimums
KC-97-7	15 Mar 56	Limitations on Transition Flying Imposed by Crew Fatigue
KC-97-8	15 Mar 56	Use of Emergency Over-ride During Aerial Refueling
KC-97-9	15 Mar 56	Aircrew Standardization
KC-97-10	28 Mar 56	Crew Qualification and Weather Minimums for KC-97 Strip Alert Operation

Attachment #1

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DISTRIBUTION

UNIT OR SECTION	OPERATIONS MEMORANDUM KC-97-01
Commander, 825th Air Division	(3)
Commander	1
Director of Operations	2
70th Wing Commander	1
70th Deputy Wing Commander	1
Director of Operations	(43)
DO Memo File	1
DDO Memo File	1
Admin Section File	1
AG File	2
Ops & Training	3
Wing Control Room	1
Staff Observer	1
Flying Safety	1
KC-97 Standardization Section	12
Extra Copies on File (Standardization Section)	20
70th Air Refueling Squadron	(143)
Commander	1
Operations Officer	1
Operations Memo File	1
PIF (Squadron Operations)	1
Flying Safety	1

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DISTRIBUTION (CON'T)

Each KC-97 Aircraft Commander (Assigned or Attached)	1
Each KC-97 Navigator (Assigned or Attached)	1
Each KC-97 Engineer	1
Each KC-97 Boom Operator	1
Squadron Observer	1
Extra Copies	(9)
Director of Material	(4)
Base Operations & Control Tower File	(2)

Attachment #2
[illegible]th Strat Recon Wing (H)
Operations Memo
25 March 1955

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-1) 15 March 1956

NAVIGATOR'S EMERGENCY PROCEDURES AND CHECKLIST

1. DITCHING

a. Immediate Action:

(1) Acknowledge prepare to ditch order.

(2) Inform aircraft commander and pilot of speed, course, altitude, position and estimated position of ditching.

(3) Destroy classified documents. Stow Very pistol, flares and navigation equipment in bag to be carried along on exit from aircraft.

(4) Insure that the upper emergency hatches are removed and stowed in lower compartments. Supervise the jettisoning of non-essential cargo and equipment.

(5) Remove parachute and don anti-exposure suit when ditching in high latitudes, wearing Mae West outside the exposure suit.

b. Ditching Imminent (10 minutes)

(1) Take charge of main cargo compartment. Insure all remaining cargo and equipment is tied down. Place rafts and equipment to be carried near exit to be utilized when ditching.

(2) Check to insure there are no personnel left in the lower compartments.

(3) Assume ditching position.(primary) In Nav. seat with shoulder harness and safety belt fastened tightly. (Secondary) Seat on floor with back braced against bulkhead #230, facing toward the rear. Pad position with parachute and have head cradled in arms with knees up.

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c. After ditching:

(1) When aircraft comes to rest, inform the passengers to exit through briefed emergency exit windows. Navigator proceeds to overwing emergency window on right side for exit. Enter first raft on right side carrying very pistol, flares, and navigation equipment.

2. CRASH LANDING

a. Acknowledge prepare to crash land order and complete the following if time permits:

(1) Inform aircraft commander and pilot of speed, course, altitude, position and estimated crash landing position if crash landing in sparsely settled area.

(2) Destroy classified documents.

(3) Stow flares, very pistol, and navigational equipment in bag to be carried upon exit if crash landing in sparsely settled area.

(4) Insure upper emergency hatches are removed and stowed in lower compartments.

(5) Jettison cargo and non-essential equipment.

(6) Assume crash landing position - in seat with shoulder harness and safety belt fastened securely.

b. After crash landing:

(1) Exit through nearest exit commensurate with safety.

3. BAILOUT

a. When the prepare for bailout order or signal is given:

(1) Acknowledge bailout order.

(2) Give aircraft commander and pilot altitude, position, and estimated position of bailout.

(3) If over water in high latitudes, don anti-exposure suit, don Mae West and parachute outside suit, attach one man dingy to parachute harness and dingy lanyard to Mae West D ring.

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(4) Leave seat and assist boom operator in removing rear cargo compartment emergency escape hatches.

(5) Assist passengers in adjusting parachute harnesses and equipment.

b. When bailout order or signal is given:

(1) Assist passengers in leaving aircraft.

(2) Leave aircraft through upper left rear escape hatch following the passengers.

(3) When free of aircraft, pull rip cord of parachute.

WARNING: Use caution when removing rear escape hatches as they come inward with force.

BY ORDER OF THE COMMANDER:

BERNARD V GGAS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70th STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.

NUMBER KC-97-2) 15 March 1956

UTILIZATION OF APPROVED STANDARD CHECKLISTS

1. The purpose of this memorandum is to insure the utilization of approved standard checklists and other materials provided by the 70th Wing Standardization Flight (KC-97).

2. This memorandum is applicable to all combat crew and staff crew members who fly 70th Strategic Reconnaissance Wing KC-97 aircraft.

3. The 70th Wing Standardization Flight (KC-97) will distribute checklists outlining standard procedure to the squadron operations officer in sufficient quantity to equip combat crews and staff personnel assigned or attached for flying.

4. In the interest of standardization, crew efficiency, and safety of flight, it is imperative that crew members fully utilize the provided checklists in the inspection and operation of the aircraft and in the performance of aerial refueling procedures. The checklist procedure will be followed essentially as outlined. No major changes will be made without standardization flight approval. Inapplicable steps or items pertaining to equipment not installed may be lined out lightly with lead pencil but in a manner which will not obliterate the item. Significant errors should be brought to the attention of standardization flight personnel.

BY ORDER OF THE COMMANDER:

Leonard V. Ogas

BERNARD V OGAS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-3) 15 March 1956

KC-97 CREW REQUIREMENTS

1. The following minimum crew requirements are established for all KC-97 flights:

a. VFR local area flights:

(1) Qualified aircraft commander, co-pilot, ET, boom operator.

(2) Qualified instructor pilot and student pilot, ET, and boom operator.

b. IFR flights and flights outside of local area:

(1) Qualified aircraft commander, co-pilot, ET, Navigator, and Boom Operator.

(2) Qualified instructor pilot, student pilot, ET, Navigator and Boom Operator.

BY ORDER OF THE COMMANDER:

BERNARD V CGAS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER 80-97-4) 15 March 1956

RESPONSIBILITY FOR AIRCRAFT WHILE IN FLIGHT

1. To affix the responsibility for the safety of aircraft in-flight, the following policy is established:

a. When an instructor pilot is flying in any aircraft and actively engaged in instructing, he will be responsible for safety in-flight.

b. When an instructor pilot is flying in any aircraft and not actively engaged in instructing, the aircraft commander in the left seat will be responsible for safety in-flight.

c. When an instructor pilot is not aboard the aircraft, the aircraft commander will be responsible for the aircraft. If more than one qualified aircraft commander is aboard the aircraft, the aircraft commander in the left seat will be so designated by written flight orders and is responsible for safety in-flight.

BY ORDER OF THE COMMANDER:

BERNARD V COGGS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER 70-97-5) 15 March 1956

DAMAGE TO 70SRW AIRCRAFT AWAY FROM HOME BASE

1. When an aircraft of this command incurs damage either at Little Rock AFB or at another base, certain reports to higher headquarters are necessary within a very few hours after the damage occurs. These reports are made only by the Wing Commander except in cases where damage is incurred away from Little Rock and communication with the Strategic Reconnaissance Wing (M) is in no way possible. In this case, it will be the pilot's responsibility to insure a preliminary report is sent to Strategic Air Command in case of minor damage.

2. Since it will normally be possible to communicate with the 70th SRW control room, the following procedures will be adhered to by aircraft commanders upon incurring damage to any type of aircraft while away from Little Rock AFB.

a. If any type of damage is incurred to a 70th SRW aircraft while away from home base, the aircraft commander will notify the 70th SRW control room either long line or commercial telephone of the incident and extent of damage within one (1) hour after the damage occurs. This call will be made to the Wing Commander, Director of Operations, or Wing Flying Safety Officer, if possible. Otherwise, the information will be passed to the control room and the aircraft commander will remain available at a telephone.

b. Control room personnel, upon receiving a report of damage, will immediately notify the Wing Commander, Director of Operations and Wing Flying Safety Officer of the incident and will obtain from the aircraft commander a telephone number at which he can be reached in the event a return call is necessary.

BY ORDER OF THE COMMANDER:

BERNARD V CGAS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-6) 15 March 1956

TAKE-OFF AND LANDING MINIMUMS

1. The following take-off and landing minimums will govern both white and green card holders in operation of the KC-97 aircraft of this command at Little Rock Air Force Base until such time as suitable radio aids and approved instrument letdown and approach have been published for this station:

a. Take-off: No take-offs will be made unless the ceiling is 800 feet and the visibility two (2) miles.

b. Landing: No landings will be made unless the ceiling is 1500 feet and the visibility three (3) miles.

2. All aforementioned ceiling heights are in absolute altitude and visibility is defined as the forward visibility through the windshield rather than that reported on the ground.

3. The minimums listed in paragraph 1 do not relieve the squadron commander of the responsibility of evaluating the existing weather conditions and crew proficiency and imposing higher minimums if conditions should warrant.

BY ORDER OF THE COMMANDER:

REINHARD V COATS
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER 80-97-7) 15 March 1956

LIMITATIONS ON TRANSITION FLYING IMPOSED BY CREW FATIGUE

1. Since crew fatigue has been determined to be a primary cause factor in a number of RC-97 accidents, it is imperative that measures be taken to eliminate the fatigue factor during the traffic pattern phases of operation which demand a high degree of precision flying.

2. When a crew has been airborne in excess of six (6) hours, the following limitations on transition flying are hereby imposed:

a. One GCA terminating in a full-stop landing.

b. No more than one (1) low approach or one (1) go-around will be executed.

3. Nothing in paragraph 2 above will be construed to imply that go-arounds may not be made at any time the pilot considers the approach to be poor, the landing to be hazardous, or that any other consideration of flight safety warrants a go-around.

4. A limitation of two (2) hours is hereby imposed on delayed take-offs. If scheduled take-off is delayed beyond this time, the mission will be cancelled.

BY ORDER OF THE COMMANDER:

[redacted]
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER LC-97-8) 15 March 1956

USE OF EMERGENCY OVER-RIDE DURING AERIAL REFUELING.

1. In the event a malfunction occurs during air refueling requiring the use of emergency boom latching in the receiver aircraft or the use of the test switch to advance to contact made in the tanker aircraft, an immediate disconnect will be initiated by the receiver pilot or requested by the tanker boom operator. The receiver will return to the observation position and both aircraft will check their air refueling systems and change signal amplifiers if necessary before another contact is initiated.

2. If the difficulty is still present and the contact must be made in emergency over-ride, the receiver pilot will advise the boom operator and tanker pilot that he understands that he is in an emergency over-ride condition and that the receiver pilot must initiate all disconnects, that all boom limits are inoperative and that no pressure disconnect will be possible. The boom operator will acknowledge and state that he will talk the receiver pilot through the transfer and advise him to disconnect if he approaches any limit.

3. No radio silence contacts will be attempted in emergency over-ride.

4. Emergency over-ride contacts will be made only with a qualified boom operator at the boom controls. Except when emergency over-ride contacts are being practiced to qualify new boom operators, only the minimum contacts necessary to take the tanker's fuel load will be made.

5. RB-47 aircraft commanders who have completed air refueling check out and are current will be considered qualified to make emergency over-ride contacts in accordance with paragraphs 1, 2 and 3 above, but only the minimum contacts necessary to take the tanker's fuel load will be made.

BY ORDER OF THE COMMANDER:

BERNARD V OGLE
Colonel, USAF
Director of Operations

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-9) 15 March 1956

AIRCREW STANDARDIZATION

1. PURPOSE: The purpose of this memorandum is to insure and facilitate compliance with Supplement III, SAC Regulation 51-4, dated 14 July 1955, and to establish the manner in which standardization checks will be administered by the 70th Strategic Reconnaissance Wing Standardization Flight.

2. SCOPE: The provisions of this memorandum are applicable to all aircrew members and staff personnel who fly 70th Strategic Reconnaissance Wing KC-97 aircraft.

3. RESPONSIBILITY: It will be the responsibility of the 70th Wing Standardization Flight to administer all standardization checks prescribed by eppropriate SAC and 2 AF Regulations. These checks will include the following:

a. Formal standardization checks to all assigned aircrew and staff personnel in accordance with the policies and procedures outlined in Annex III, SAC Regulation 51-4, and 2 AF Supplement I thereto.

b. Crew coordination checks as required by Supplement IX, SAC Regulation 51-19, dated 29 April 1955.

c. Instructor pilot, Navigator, ET, and Boom Operator check-outs and rechecks as prescribed by SAC Regulation 60-7.

4. PROCEDURE: All aircrews requiring standardization checks will be scheduled by the 70th Wing Standardization Flight. A schedule will be furnished each squadron by the 20th of each month for the following month. Crews scheduled for standardization checks will be placed on special orders assigning them to the Wing Standardization Flight for a minimum period of five (5) consecutive working days for this purpose.

5. AIRCRAFT SCHEDULING: Squadron operations officers are responsible for scheduling aircraft required for standardization checks and will insure that selected crews are available as stipulated in paragraph 4 above. Crews will not be scheduled for any squadron or additional duty while completing a standardization check.

a. Standardization checks will have priority over 51-19 and 50-8 crew missions in the scheduling and utilization of available aircraft.

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6. STANDARDIZATION CHECKS: A complete standardization check will consist of the following:

a. Phase I - written examinations.

(1) A comprehensive written closed book examination covering emergency procedures for the KC-97 aircraft. Minimum passing grade is 90%. This examination will include questions for pilots pertaining to flying on the back side of the power curve and landing with no wing flaps.

(2) A comprehensive written open book examination covering the individual crew member's position and duties (2-hour time limit, 90% passing grade).

b. Phase II - Flight checks (two sorties)

(1) Mission No. 1 - Navigation/Air Refueling. This mission will be planned to accomplish as many items as possible that are applicable to the unit mission. This is primarily a check of the navigator's procedures as outlined in Incl 1 to Supplement III, SAC Regulation 51-4, and Incl 2 for rated staff personnel.

(2) Mission No 2 - Pilots. This is primarily a pilot transition check mission and will include all items listed in Incl 1 to Supplement III, SAC Regulation 51-4 and Incl 2 for rated staff personnel.

c. Phase III - Critique

(1) The entire crew will receive a complete critique covering all phases of the standardization check.

(2) Make-up mission (if required).

(3) Failure of a Phase I check will place a crew member on student status as defined by SAC Regulation 51-4.

(a) The crew member will remain on student status for a minimum retraining period of fifteen (15) days before reaccomplishing that portion of Phase I that was not successfully passed.

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(b) Student status is that status of training which requires flight supervision by an aircrew instructor qualified in accordance with SAC Regulation 60-7.

(4) Failure of a Phase II check will place a crew member on student status for not less than fifteen (15) or more than forty-five (45) days. Upon completion of retraining, the crew will be rescheduled for a standardization check which will be completed within forty-five (45) days of the first check.

BY ORDER OF THE COMMANDER:

Bernard V. Cgas

BERNARD V CGAS
Colonel, USAF
Director of Operations

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70TH WING STANDARDIZATION FLIGHT

STANDARDIZATION SCHEDULE

Monday	0800-0900	General briefing for Phase I
	0900-1200	Emergency Examination
	1300-1600	Proficiency Examination
Tuesday	1300-1630	Mission and flight planning
Wednesday	0730-1000	Preflight and crew inspection
	1000-1500	Take-off and fly
	1500-1630	Critique Mission No. 1, brief for Mission No. 2
Thursday	0730-1000	Preflight and crew inspection
	1000-1300	Take-off and fly
Friday	0730-1000	Critique

Incl 1

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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-10) 28 March 1956

CREW QUALIFICATION AND WEATHER MINIMUMS
FOR KC-97 STRIP ALERT OPERATION

1. Only combat ready (T) crews will be assigned strip alert duty.

2. The strip alert take-off minimums, day and night, for both white and green card holders in operation of the KC-97 aircraft of this command at Little Rock Air Force Base are: Ceiling, 300 feet, and visibility one (1) mile.

3. Since the landing minimums at Little Rock Air Force Base will remain at ceiling 1500 feet and visibility three (3) miles until such time as suitable radio aids and approved instrument letdown and approach have been published for this station, it behooves each aircraft commander assigned strip alert duty to periodically check weather conditions at Little Rock Air Force Base and all possible alternate airfields within the 200 nautical mile radius throughout the tour of strip alert duty.

4. Weather minimums outlined in Operations Memorandum Number KC-97-6, dated 15 March 1956, continue to be in effect for normal KC-97 operation at Little Rock Air Force Base.

BY ORDER OF THE COMMANDER:

BERNARD V OGAS
Colonel, USAF
Director of Operations

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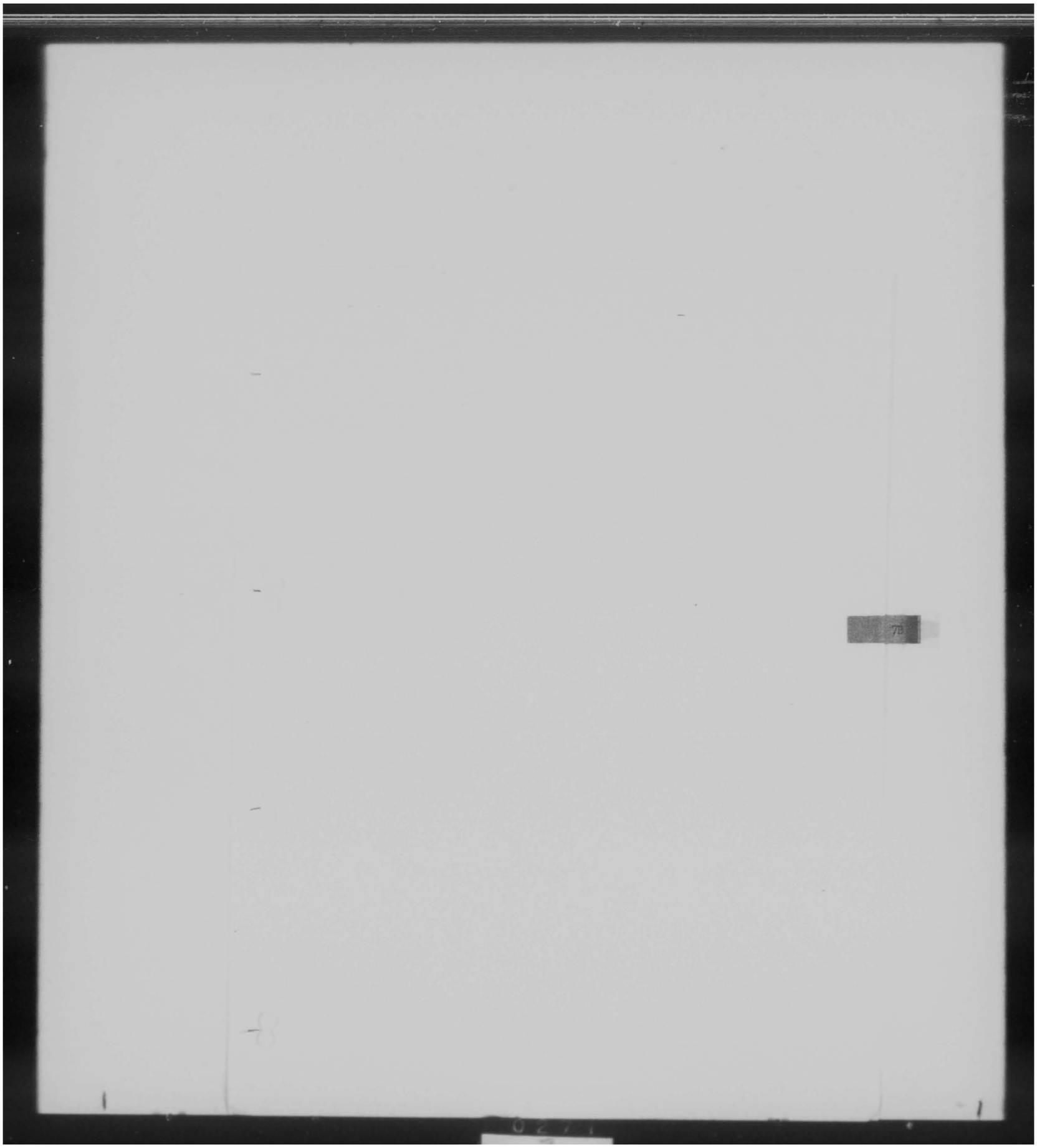

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70DOS 10 April 1956

SUBJECT: Standardization Activities Report, RCS: 2nd T-3

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

RB-47 Standardization

1. In accordance with paragraph 8, Second Air Force Supplement 1 to SAC Regulation 51-4, dated 18 January 1956, Standardization Activities Report (RCS; 2nd T-3) is herewith submitted as 1 closure 1. Revised 70th S.R.W. Operations Memoranda are attached as inclosure 2.

2. During the month of March the Standardization Section flew seventy two (72) hours IVO time and one hundred twenty-two (122) hours IP time.

3. Seven (7) training sorties were flown by crews of this section totaling forty-five hours, four of these mission accomplished standardization checks for Standardization Section crews L-19 and L-34.

4. Discrepancies:

a. Crew IN-05 is on student status.

b. Crew IN-06 will receive a complete Standardization Check during the month of April because of the excessive time lapse since the initiation of their last check.

c. The standardization check for crew IN-07 took in excess of fifteen days because of weather and aircraft cancellations.

d. Capt King, extra observer, was scheduled for a standardization check three times but cancelled in each instance.

e. The standardization check for crew L-19 took in excess of fifteen days because of a five day diversion to Barksdale AFB due to weather and maintenance.

f. The standardization check for crew L-34 took in excess of fifteen days because of the non-availability of the Senior Standardization Crew.

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g. Major Keens and Capt Allis, staff observers were scheduled for standardization checks but were cancelled because of weather and maintenance.

h. Standardization Checks for crews N-67, N-68 and N-69 took over fifteen days to complete because of Mission 1 failures.

i. The standardization check for crew N-70 took in excess of fifteen days because of a five day diversion to MacDill AFB due to weather.

j. The A/C and pilot on crew IN-82 have not completed a recheck because the A/C has been temporarily placed on D.N.I.F.

5. The following standardization checks were programed for the month of April:

a.	Crew N-01	Complete check
b.	Crew IN-06	Complete check
c.	Crew IN-09	Phase 1 and Mission 1 of Phase 11 complete, Mission 11 to be completed after advanced survival.
d.	Crew IN-11	Complete check
e.	Crew IN-12	Complete check
f.	Crew IN-14	Complete check
g.	Crew IN-17	Mission 1 recheck and Mission 11
h.	Crew IN-05	Mission 11
i.	Crew IN-42	Complete check
j.	Crew IN-43	Complete check
k.	Crew IN-44	Complete check
l.	Crew IN-45	Complete check
m.	Crew IN-46	Complete check
n.	Crew IN-47	Complete check
o.	Crew IN-50	Complete check
p.	Crew IN-76	Complete check
q.	Crew IN-79	Complete check
r.	Crew IN-82	Mission 11 recheck
s.	Crew IN-83	Complete check
t.	Crew L-31	Complete check

u. Staff Major Keens, Major Thorn, Capt Boucher, C pt King and Capt Allis.

6. Eight (8) complete crew checks were administered on one of which one (1) crew member failed. Two flight rechecks were accomplished. Five additional checks are in the process of completion.

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Hq 825th ADIV, LRAFB, Ark, 70LCS, Subj: Standardization Activities Report, RCS: 2nd T-3

7. One individual check was administered and successfully completed.

8. Recapitulation of staff and extra personnel.

a.	Assigned	39
b.	Qualified under 51-19	24
c.	Current under 51-4	20
d.	Checks administered	1
e.	Checks failed	0

FOR THE COMMANDER

2 Incl
1. 2nd T-3 (dup)
2. 70th SRW Operations Memoranda (2 sets)

THOMAS D. MORITZ
1st Lt., USAF
Asst Adjutant

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walla.

KENNETH M. WALLACE
Captain, USAF
Adjutant

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7OLOS

12 April 1956

SUBJECT: Standardization Activities Report, RCS: 2nd T-3

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

PART I
KC-97 Standardization

1. In accordance with paragraph 8, Second Air Force Supplement 1 to SAC Regulation 51-4, dated 18 January 1956, Standardization Activities Report (RCS: 2nd T-3) is herewith submitted as inclosure 1.

2. During the month of March this Standardization Flight performed two special activiteis. In compliance with 2nd AF Supplement 1 to SAC Reg 51-4 establishing a new 2nd AF Form 156, the first activity consisted of arranging in booklet form all test questions for both pilot emergency and proficiency examinations. Answers and answer sources also accompany the examination booklets. The second activity was the completion of all KC-97 Operations Memorandums currently in use and attached as inclosures to this report.

3. During March members of this Standardization Flight flew 92 hours IF time, 71 hours IM time, 57 hours IBT time and 59 hours IRC time.

4. There exists apparent date variances on the Phase II, Observer Flight check column on Form 59. Specifically, the difference in the dates occur among the A/Cs, N.O. and Navigators on Mission #1 (Observer Mission) Due to the accelerated combat readiness program and the scheduling difficulties encountered, it was not always possible for these crew members to fly the observer mission at the same time their respective navigators completed their observer mission. The dates indicated for these individuals show when the 51-4 Observer Mission was completed with a navigator other than their own. In each instance a complete Mission #1 (Observer Mission) of Phase II was accomplished on the date indicated. In addition, upon completed individual standardization check each intact crew was administered an crew coordination flight check consisting of a minimum of four hours duration and an air refueling mission.

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Hq 825th ADIV, 70BOS, LRAFB, Ark, Subj: Standardization Activities Report, RCS: 2nd T-3

5. Crew # T-12 is due a standardization semi annual recheck during the week of 30 April 1956.

6. During the month of March the following checks were administered:

Crew Coordination Flight Checks	3
51-4 Crew checks initiated	1
51-4 Crew checks completed	0
51-4 Individual checks initiated	21
51-4 Individual checks completed	8
51-4 Individual checks failed	5

7. There are four (4) staff personnel assigned to this unit. Three (3) of which are qualified under both SAC Reg 51-19 and 51-4. None were administered a standardization check during the month of March.

FOR THE COMMANDER:

THOMAS S. MORITZ
1st Lt., USAF
Asst Adjutant

Inclosures:
1. T-3 Photos, page 1
2. T-3 photos, page 2
3. Pilots Prof exam booklets
4. Pilots emerg booklets
5. Answers, Pilots Prof exam
6. Answers, Pilot emerg exam
7. Operation Memo #1 thru 10 incl
8. Boeing Tech Report

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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SHEET 1 OF 2 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 68

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 68

RCS: 2nd-T3

Written Exam Passing Grade

7045 AREFS SQUADRON PERIOD 1 Aug TO 31 March POSTED AS OF 31 March

REGULATIONS REQUIRING A STANDARDIZATION CHECK

	NAME	RANK	Due 30 May 1956
T 1 4	Pearelle	LT	
	Smith, L	CPT	
	Hunny	1LT	
	Goodbout	1LT	
	Downie	1LT	
T 2 9 *	Leftwich	1LT	
	Yates	CPT	
	Miller	1LT	
	McPhail	1LT	
	Isaac, L.	1LT	
	Current		Vacant Replaced by Watson 1 Nov 56
T 3	C Bates	1LT	
	Briggs	CPT	
	Tribeger	1LT	
	Adams	1LT	
	Downey	1LT	
T 4	Watson	1LT	Due 21 July 56
	Sheppard	1LT	
	—	1LT	
	Wilson	1LT	
	Cleary	1LT	
T 5	Burton	1LT	Due 22 Feb 56
	Becker	CPT	
	Smith, D	1LT	
	Pekisen	1LT	
	Evans	1LT	
			Due 13 June 56

	NAME	RANK	Due 13 Aug 56	Due 6 July 56
T 6	Walker	MAJ		
	Smith, G	CPT		
	Arnold, J	1LT		
	Perritt	1LT		
	Arnold, V	1LT		
T 7	Borsis	MAJ	Due 1 Dec 56	
	Ledwick	CPT		
	Waterman	1LT		
	Rayburn	1LT		
	Brown, T	1LT		
T 8	Raybell	MAJ		
	Lutz	CPT		
	Durbin	1LT		
	Warbelton	1LT		
	Donelly	1LT		
T 9	Bailey	MAJ	Due 13 Aug 56	
	Lobe	CPT		
	Applebubb	1LT		
	Godmanth	1LT		
	Hasemann	1LT		
T 10	Williams	MAJ	Due 10 June 56	
	Mallozza	CPT		
	Hunter	1LT		
	Jennings	1LT		
	Baise	1LT		

	NAME	RANK	Due 27 April 56	Due 8 June 56	Due 2 Aug 56
I M P	Kappes	MAJ			
	Peacock	CPT			
	Blose	1LT			
	House	1LT			
	Ingram	1LT			
T 12	Mathews	MAJ			
	Butler	CPT			
	Maddox	1LT			
	Hulin	1LT			
	Turnmire	1LT			
T 13	Brother	MAJ			
	Johnson	CPT			
	Shalegal	1LT			
	Blalock	1LT			
	Goodman, J	1LT			
T 14	Leisner	MAJ			
	L'Heil, V	CPT			
	Butler, J	1LT			
	L'Heil, W	1LT			
	Diggerstaff	1LT			
T 15	Hanne	MAJ			
	Hunt	CPT			
	Bentsen	1LT			
	Becker	1LT			
	Painter	1LT			

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SHEET 2 OF 2 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19 } 15

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4 } 15

RCS: 2nd-T3

Written Exam Passing Grade

7 SQUADRON PERIOD 1 Aug TO 31 March POSTED AS OF 31 March 57

REGULATIONS REQUIRING A STANDARDIZATION CHECK

Due 8 Aug '56

Due 21 August '56

Due 11 August '56

Due 19 June 57

Due 13 July '56

Due 25 July '56

Due 22 Aug '56

STAFF

Extra

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SHEET 1 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

6TH SR SQUADRON — PERIOD 1 AUG 55 TO 31 MAR 56 — POSTED AS OF 31 MAR 56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 46

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 42

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

ROUTINE

R PRATT 'P
O RUSSELL P
1 BALLANTINE O

— DUE 25 APR 56 —

R CLARK A/C
O KELLEY P
2 YATES O

— DUE 19 JUN 56 —

R WALTER 'P
O STEPHENSON P
3 LYONS

— DUE 13 JUN 56 —

R LAWSON A/C
O [illegible] P
4 [illegible]

— DUE 6 JUN 56 —

[illegible]WMAN A/C
[illegible]HUG P
5 WEATHERFORD O

EXTRA OR STAFF

STAFF WESTBROOK A/C
EHORN A/C
FKORANDA 'O

5 HALL A/C
X OGDEN P
1 HARAZDA O

5 EWING A/C
X 2 WISS P
HART O

NIGHT

1 STALLSMITH A/C
N ACTON P
O 6 FOLEY O

— COMPLETE CREW RECHECK DUE —

N RUSCHMAN A/C
O 7 COOK P
JUNES O

— DUE 24 SEP 56 —

N CARLISLE A/C
O 8 CARPER P
BOTKIN O

— DUE 25 JUL 56 —

1 SMITH A/C
N PHILLIPSON P
O 9 PIGGOTT O

N EGGLESTON A/C
1 OLSON P
0 WHITE 'O

— DUE 2 JUN 56 —

EXTRA OR STAFF

KING O
REIGHARD O
LOVELACE O
NEERLAND O
STEVENSON P

REGULATIONS REQUIRING A STANDARDIZATION CHECK

1 ERBE A/C
N 1 VENUS P
1 EDWARDS O

1 HOLT A/C
N 1 FRANK P
2 FERNANDEZ O

1 KEMPE A/C
N 1 SKEWS P
4 PAULE O

1 JOHNSON A/C
N 1 CROWDER P
7 MILLER O

OBSERVER RECHECK DUE 14 MAY 56
— CREW DUE 30 SEP 56 —

L NIX 'P
1 SHERIDAN P
9 LISTER 'O

— DUE 26 SEP 56 —

2 AF FORM 1 SEPT 5
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SHEET 2 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

26TH SR SQUADRON — PERIOD 1 AUG 55 TO 31 MAR 56 — POSTED AS OF 31 MAR 56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 47

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 45

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

R COX J.O. A/C
3 RUGG P
5 DURRETT O

DUE 18 MAY 56

R DVORAK A/C
3 NEAL P
6 CHRISTENSON O

DUE 23 AUG 56

R DISTLER A/C
3 HALGREN P
7 OSWALT O

DUE 7 AUG 56

N GREGORY A/C
3 CROCKER P
8 PAXSON O

DUE 10 SEP 56

R WEINDORF A/C
3 DELVECCHIO P
9 GIRARD O

DUE 21 AUG 56

EXTRA OR STAFF

S BLUMENSTOCK A/C
A HAYSLIP A/C
F ELLIS O
E MATTHEWS A/C
HUGHES P
A OGAS A/C
T FOXX O
R KEEMA O
A BARNEY O
MILLER T.C. O
TALTON P

1 CABANISS A/C
N 4 HENRICKS P
2 MURPHY O

1 BAUMANN A/C
N 4 HARRISON P
3 PORTER O

1 THRASH A/C
N 4 WILSON P
4 FLEENOR O

1 ARBUTINA A/C
N 4 SHEPARD P
5 KIRBY O

1 MOKE A/C
N 4 HAMILTON P
6 BOATLER O

1 BUTLER A/C
N 5 McDERMOTT P
2 HARDING O

1 GOUDE A/C
N 4 CONNER P
7 MONSON O

1 HACKETT A/C
N 5 SELLECK P
0 THOMPSON O

N KRUM A/C
5 COX, F.E. P
1 DUBISHAR O

DUE 23 AUG 56

L AUERBACH 1 P
3 LIEN P
4 RICE 1 O

DUE 30 SEP 56

L ARLINGTON 1 P
4 WILKINSON P
R UMOFF 1 O

CURRENT UNTIL RELIEVED OR UNTIL KEB BY HIGHER HQ'S

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SHEET 3 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

61ST SR SQUADRON PERIOD 1 AUG 55 TO 31 MAR 56

POSTED AS OF 31 MAR 56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 47

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 46

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

1 BUTLER 'P
N GOODWIN P
6 TRUMPATER O SF

N HALL
6 ROE P
7 HANSEN O

— DUE 30 JUL 56 —

N ROGERS
6 DARROW P
8 BEAVERS O

— DUE 28 JUL 56 —

N BUCKLEY
6 HOLLAND P
9 MCGINNIS O

— DUE 1 AUG 56 —

N BLAKWELL
7 MARLOW P
O CORVEY O

— DUE 28 SEP 56 —

EXTRA OR STAFF

F SMITH
A DOUGHERTY
P BOUCHER O

S HARWELL
A ANNING P
T CHALDON SF

S MOORE
A
4 F. [illegible] O

R BENKE 'P
7 HEFLIN P
1 SLIVINSKI 'O

N HOPPIN
7 NUGENT P
C AHL O

— DUE 20 JUL 56 —

N NICHOLS
7 HOWLEY P
3 LEFEVRE O

— DUE 11 AUG 56 —

N DAVISON
7 STEPHENS P
4 BROOKS 'O

— DUE 8 AUG 56 —

L LEWANDOWSKI
7 ELIEL P
6 ILLIG O SF

— DUE 2 SEP 56 —

EXTRA OR STAFF

PRESTON 'P
BURKE 'P
GARDNER 'O
JENNISON O
PIECEK O
ZUPFER O SF

R COPELAND
7 BROCK P
7 WHITTINGHAM O

— DUE 5 SEP 56 —

1 FUNK
N JANKOVICH P
7 ZULTZ O SF

1 MILLER
N TRACEY P
8 QUINTAL O SF

1 OHLSEN
N ST MARTIN P
3 KOROPSAK O SF

L MUMME 'P
B BAXTER P
1 *REASONER 'O

— DUE 16 MAR 56 —

2 AF FORM 59
1 SEPT 55
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SECRET

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Nebraska

COA 28 March 1956

SUBJECT: SAC Management Control Statement - Non-Operationally Ready Wings - February 1956 (UNCL)

TO: See Distribution

1. Highlights

a. The 100th, 307th, 341st, and 379th MB Wings improved or maintained their relative position in relation to the standard non-ready wing program* during February; the 70th SRW, 380th MBW and 384th MBW regressed slightly. (CONFIDENTIAL)

b. The major factors retarding the attainment of readiness by the non-ready wings continue to be inadequate facilities and lack of equipment, and a shortage of housing. (CONFIDENTIAL)

2. Discussion

a. Inadequate facilities and a shortage of family housing have hampered the 307th Wing in attaining readiness by necessitating restrictions on manning and aircraft delivery. The wing is currently recovering from the affects of these restrictions and should attain the currently scheduled readiness date of 1 April 1956. However, the non-ready period for this wing will total seventeen months. (SECRET)

b. The 70th SR Wing has been retarded in its development since moving to Little Rock in September 1955. Inadequate facilities (housing, administrative facilities and airfield facilities) have hampered the flying training program necessitating a slippage in the readiness date of this wing from 1 February 1956 to 1 May 1956. The 70th SR Wing should attain the currently scheduled readiness date (1 May 1956) after being in a non-ready status for 13 months. (SECRET)

c. The 380th MB Wing, now training at Pinecastle because of untimely completion of facilities at Plattsburg, is faced with a further period of operating away from its home station or with marginal facilities at its home station if it returns there in June 1956 as presently scheduled. The majority of the essential Plattsburg facilities will not be completed until sometime during the summer of 1956 (July, August). Family housing will also be a problem at Plattsburg until mid 1957 or later. The readiness date for the 380th is indefinite at this time. (SECRET)

d. The 384th MB Wing, in the fifth month of the non-ready period, has encountered equipment problems that may possibly delay the currently scheduled readiness date of 1 July 1956. Due to inadequate funds insufficient class 17A and 17C equipment items were procurred by AMC. Action is currently being taken to procure this equipment at the earliest possible date. The lack of this equipment impairs the wing's capability to maintain its aircraft thereby effecting the flying training program. (SECRET)

e. The buildup of the 100th MB Wing at Portsmouth is satisfactory in all areas. Air field facilities are forecast to be adequate for support of the first aircraft scheduled to arrive in April 1956. However, housing is developing as a major problem. There are fifteen family housing units available on base and an estimated 25 available in the surrounding area. Construction of 1200 housing units of 1700 programmed is scheduled to be complete sometine after mid

ADJMC CONT NO
116-3

* Programmed in SAC Technical Pamphlets 170-2 and 2A.

SECRET 70-829

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1957. This wing will be plagued by the housing problem throughout its non-ready period. (CONFIDENTIAL)

f. The 341st MBW, in the fourth month of the non-ready period, has encountered delay in delivery of B-47 aircraft (none received in February against seven programmed). The extensive construction program underway at Abilene AFB has necessitated restriction on night flying at that station until 30 April 1956. This wing will probably have difficulty attaining readiness by 1 August 1956 as presently scheduled unless the retarding effects of the late aircraft delivery and the construction program can be overcome. (SECRET)

g. The 379th MBW, in the second month of the non-ready period, is progressing satisfactorily. Indications are, at this time, that the 379th will attain readiness as scheduled, (1 Oct 56). (SECRET)

BY ORDER OF THE COMMANDER IN CHIEF:

John L. Sutton

JOHN L. SUTTON
Colonel, USAF
Chief, Management Analysis
Division, D/Comptroller

1 Incl
SAC MCS -
Feb 56

DISTRIBUTION:
26 cys - Hq SAC
15 cys ea - 8th, 15th, AFs
25 cys - 2d AF
10 cys ea - 70, 100, 307, 341, 379, 380, 384 Wings

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Inclosure 1

SAC MANAGEMENT CONTROL SYSTEM - NON-OPERATIONALLY READY WINGS - FEBRUARY 1956

	70th MSRW		100th MBW		307th MBW		341st MBW		379th MBW		380th MBW		384th MBW	
	Item Wt.	% Score	Item Wt.	% Score	Item Wt.	% Score	Item Wt.	% Score	Item Wt.	% Score	Item Wt.	% Score	Item Wt.	% Score
A. PERSONNEL														
1. Manning in Required Specialties														
a. Officers	30	30	30	10	30	30	30	10	30	10	30	60	30	30
b. Airmen														
Direct Support	150	30	150	10	150	10	150	10	150	10	150	10	150	10
Indirect Support	25	10	25	10	25	10	25	10	25	10	25	10	25	10
2. AWOL Rate per 1000	30	100	30	100	30	50	30	100	30	100	30	80	30	100
3. Reenlistment Rate	40	40	40	100	40	30	40	100	40	100	40	60	40	50
4. MTD Utilization	NA	-	NA	-	20	43	20	100	NA	-	20	89	NA	-
5. Number of Crews Assigned	50	30	NA	-	50	20	50	100	50	0	50	30	50	100
TOTAL	325	36	275	33	345	21	345	47	325	28	345	34	325	39
B. MATERIEL														
1. Flying Hrs Delvd as % of Reqd	60	90	X	-	60	65	NA	-	X	-	60	90	60	39
6. Combat Equipped Acft	50	0	X	-	50	90	NA	-	X	-	50	90	50	100
7. Materiel Status	140	96	110	97	140	100	110	78	NR	-	110	95	60	85
TOTAL	350	75	110	97	250	90	110	78	NR	-	220	93	170	73
C. GENERAL ITEMS														
1. Cost per Flying Hour	105	97	X	-	105	97	NA	-	X	-	150	43	150	67
2. Flying Safety	50	100	NA	-	50	100	50	100	NA	-	50	100	50	100
4. Readiness Index	120	0	X	-	120	0	X	-	X	-	120	0	120	0
5. Ground Safety	25	80	25	30	25	40	25	55	25	100	25	30	25	35
TOTAL	300	57	25	30	300	54	75	85	25	100	345	35	345	46
D. OPERATIONS														
1. Combat Ready Crews	150	0	X	-	150	80	150	100	X	-	150	100	150	100
2. Flying Hour Utilization														
a. Training Produced	50	95	X	-	50	79	X	-	X	-	X	-	X	-
b. Cost of Trng Produced	35	100	X	-	35	98	X	-	X	-	X	-	X	-
3. Number of Acft Assigned	75	100	X	-	75	96	75	0	X	-	75	67	75	54
4. Cumulative Flying Hour	150	100	X	-	150	100	150	0	X	-	150	0	150	0
TOTAL	460	67	X	-	460	90	375	40	X	-	375	53	375	51
GRAND TOTAL	1335	58.7	410	50.0	1355	64.5	905	51.0	350	33.1	1285	49.9	1215	49.4
Grand Total Including 25% Reduction		44.0				48.4								
Month of Activation or Conversion		11th		2d		15th		4th		2d		6th		5th

NA-No Measured Activity X-No Requirement
NR-No Report

SECRET

SECRET

76-829

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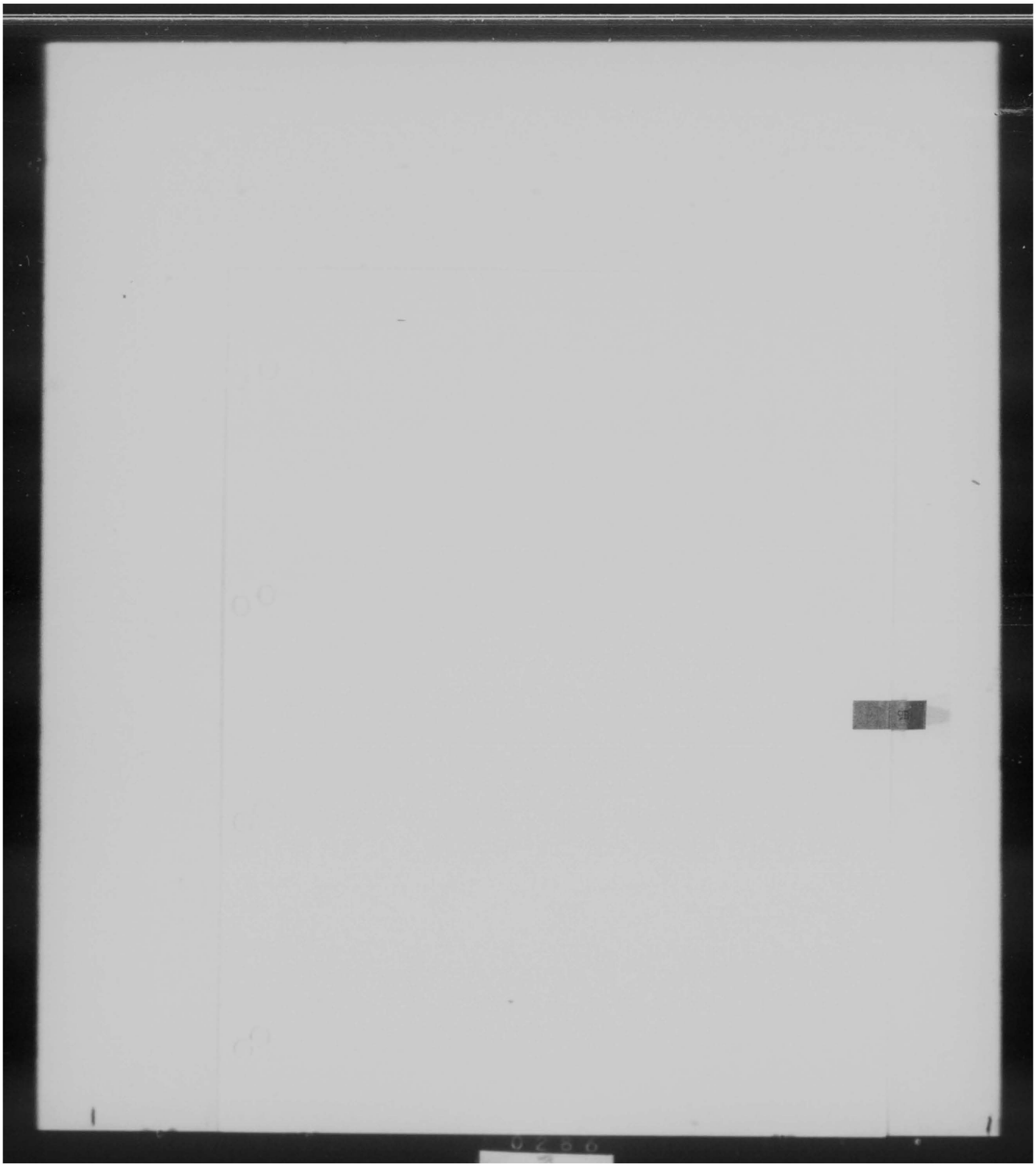

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C O P Y C O P Y

KLH.4ORYAC78
PP RUBSKL
DE RJWFKL 370
P 1 323002
FM COMAF 2 BARKSDALE AFB, LA.
TO COMADIV 825 LITTLE ROCK AFB, ARK.
BT
/UNCLASSFIED/ FROM: DPLM 2233 THIS MESSAGE IN TWO PARTS. PART 1
SAC MESSAGE BPLMC 20187, 12 MAR 56 IS QUOTED IN PART. "EFFECTIVE FOR
MARCH REPORTING, THE 70TH ARFS IS AUTHORIZED 1 X PART 11 & 11A & 11C
OF SAC T/O 1-1179 AS MODIFIED BY REMARK 61 OF TWX 1 MAR 56 MAP WITH
AN AUTHORIZED STRENGTH OF 99 OFFICERS AND 194 AIRMEN. SAC GENERAL ORDER
WILL BE ISSUED UPON RECEIPT OF USAF AFOMO LETTER. PENDING RECEIPT OF
SAC GENERAL ORDER OF 1 APR MAP, THIS IS YOUR AUTHORITY TO REVISE
AND REPUBLISH APPLICABLE UMD FOR THIS UNIT. "PART 11". UMD FOR 70TH
ARS IS HEREBY AMENDED TO REFLECT FOLLOWING COMBAT AUTHORIZATIONS:
1234C-60

PAGE TWO RJWFKL 370
1525F - 30
43350 - 4
43370 - 30
43371 - 30
TOTAL -154
BT
13/2348Z MAR RJWFKL

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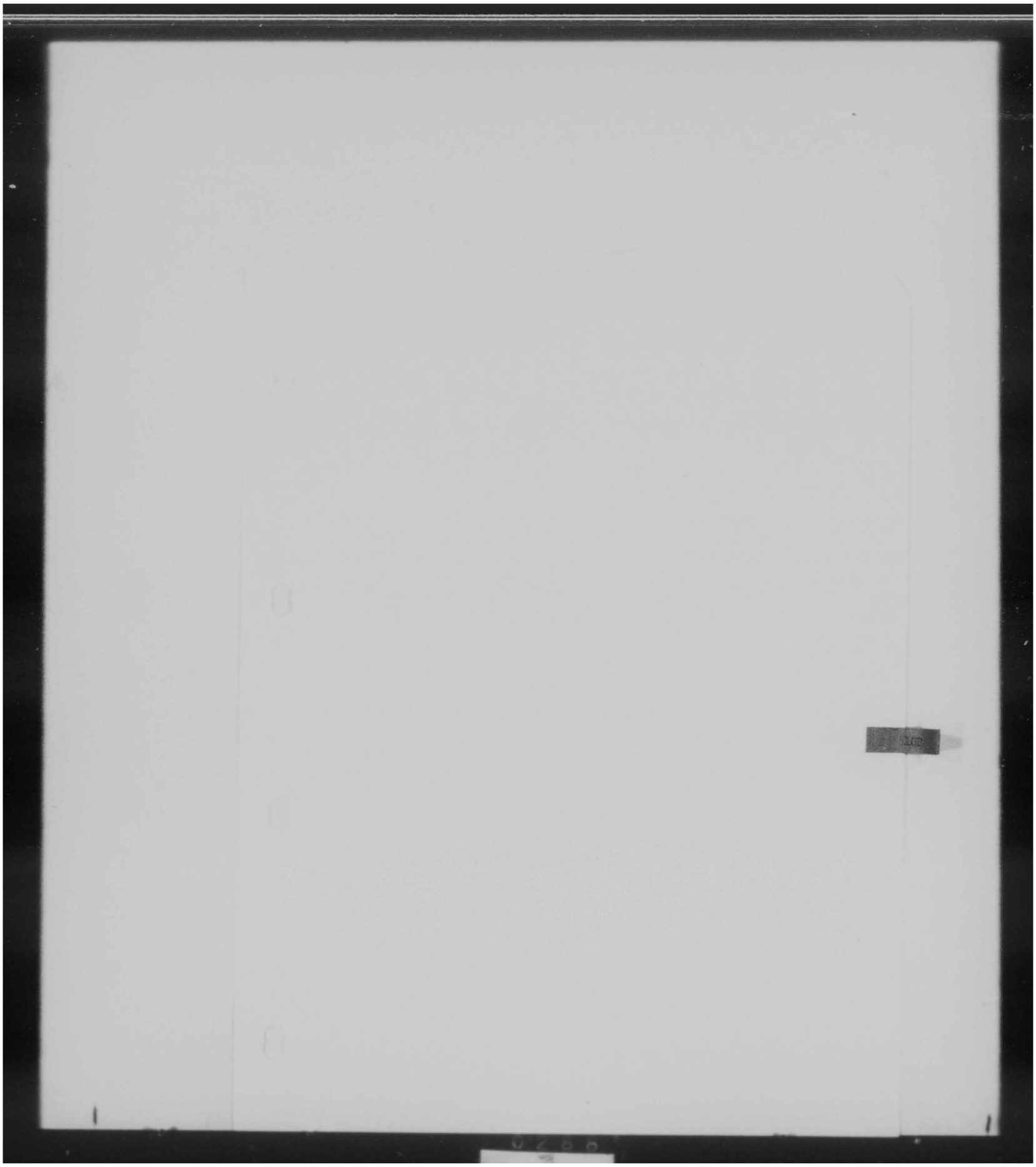

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DC

SUBJECT: Requirement for Assistant Boom Operators on KC-97 Flight Crews.

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The recent decision to remove assistant boom operators from KC-97 Flight Crews constitutes a serious flight safety problem.

2. The following information portrays the potential hazards in connection with this problem:

a. During 1951 the C-97 Flight Training School at Kelly Air Force Base in Texas lost a C-97 and crew due to a flap malfunction. This malfunction resulted in one flap being extended to the take-off position, and the other flap being extended to the full down position. The scanners did not detect this condition, and the aircraft went out of control immediately after take-off.

b. On March27, 1956, a serious fuel leak occurred in the forward secondary tank transfer valve in a KC-97 aircraft assigned the 70th Air Refueling Squadron, Little Rock Air Force Base. The heavy fumes emanating from this fuel leak caused a serious inflight emergency. The Flight Crew was able to cope with this incident due to availability of an assistant boom operator, and other extra crew members who assisted in coping with this emergency.

c. Hq 2AF message DSFS 0355, dated 6 April 1956, outlines a message from OCAMA regarding loss of a KC-97G at Palm Beach Air Force Base, Florida. This aircraft was apparently lost due to an inflight fire that originated in the lower forward compartment, in the vicinity of the left body heater.

(1) One of the precautionary measures listed in this message requires that flight crews thoroughly scan the lower cargo compartment periodically during flight.

(2) KC-97 operating Tech Order requires periodic check of engines during flight, and visual check of landing gear and flaps.

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Hq 825th ADiv DO, Little Rock AFB, Subj: Requirement for Assistant Boom Operators on KC-97 Flight Crews.

3. The forementioned requirements ca not be adequately accomplished without the assistant boom operator. During inflight refueling his services are positively essential. For example, the engines are normally operated at high power settings to maintain formating speeds, and should be monitored visually at periodic intervals. The IFR hydraulic systems and the fuel transfer systems are pressurized. There is no other crew member available to detect and handle malfunctions that occur in the lower compartments. This situation is particularly acute with the recent ommission of radio operators from KC-97 flight Crews.

4. Recommend that assistant boom operators be re-integrated into KC-97 flight crews to correct this flight safety problem.

FOR THE COMMANDER:

C. P. WILLIAMSON
Lt. Colonel, USAF
Executive Officer

I CERTIFY THAT THIS IS A TRUE COPY: Kenneth M. Walker

Captain, USAF
Adjutant

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Hq 825AD, Little Rock AFB, Ark., 7OLOT, Subject: (Unclassified) Change to SAC Regulation 51-19 and 50-43 and Second Air Force T-4 and T-9 Program

LOTE (28 Mar 56) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
4 April 1956
TO: Commander, 825th Air Division, Little Rock Air Force Base, Jacksonville, Arkansas

This headquarters concurs with your proposal. The program established for the 379th Bombardment Wing includes one day and one night mass refueling and cell tactics. Recommend that 384th Bombardment Wing re-plan training program to include day and night mass refueling with cell tactics. Also recommend that various types of TOT runs with IP&A breakaway be incorporated into advance stage of 50-43 program. Advise this headquarters of action taken. (Unclassified)

BY ORDER OF THE COMMANDER:

S/Donald M. Merten
T/DONALD M. MERTEN
Deputy Chief, Training Division
Directorate of Operations

LO (28 Mar 56) 2nd Ind

HEADQUARTERS 825TH AIR DIVISION, Little Rock AFB, Jacksonville, Ark.
10 April 1956
TO: Commander 70th Strategic Reconnaissance Wing, and Commander 384th Bombardment Wing, Little Rock AFB, Jacksonville, Ark.

1. Forwarded for your information.

2. For 384th BW: Forwarded for your information and compliance with 1st Ind.

BY ORDER OF THE COMMANDER:

S/C. B. Williamson
T/C. B. WILLIAMSON
Lt. Colonel, USAF
Executive Officer

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker
KENNETH M. WALKER
Captain, USAF
Adjutant

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70DOT 28 March 1956

SUBJECT: (UNCLASSIFIED) Change to SAC Regulation 51-19 and 50-43 and Second Air Force T-6 and T-9 Programs

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In order to maintain the desired degree of flexibility in the execution of assigned mission, units must be proficient in day and night cell tactics and mass refueling as outlined in SAC Manuals 55-5 and 55-5A. (Confidential)

2. SAC Regulation 51-19 and 50-43 are designed to train newly assigned aircrew personnel into combat crews capable of carrying out any SAP assignment. These regulations and the Second Air Force T-6 training program for the 70th Wing and T-9 program for the 70th Air Refueling Squadron are inadequate because these directives are deficient of cell tactics and mass refueling which are required by the tactical doctrine outlined in the manuals referenced above. (Confidential)

3. The T-6 and T-9 provide and emphasize to an excellent degree individual crew training; however, a good training program should provide for unit training that properly exercises and trains the Wing Staff in efficient planning and execution of day and night unit missions. Without this unit training for Air Refueling Squadrons and B- and RB-47 Wings, organizations will in most cases be declared combat ready and given SAP assignments without knowing the capability of the Reconnaissance Technical Squadron, the planning ability of the Wing Staff Sections, or the performance of the Maintenance Team during maximum efforts. (Confidential)

4. It is believed that every newly activated and converting unit should be required to conduct a minimum of one (1) day and one (1) night cell mission, including mass refueling, prior to being declared combat ready. It is recommended that B/RB-47 units and Air Refueling Squadrons currently in training have their training program, applicable directives, and flying time allocations modified to include this type training and the unit's combat ready date extended if necessary to accommodate these important additional requirements. (Confidential)

FOR THE COMMANDER

CONFIDENTIAL

S/ Robert J. Potts
T/ ROBERT J. POTTS
1st Lt., USAF
Asst Adjutant

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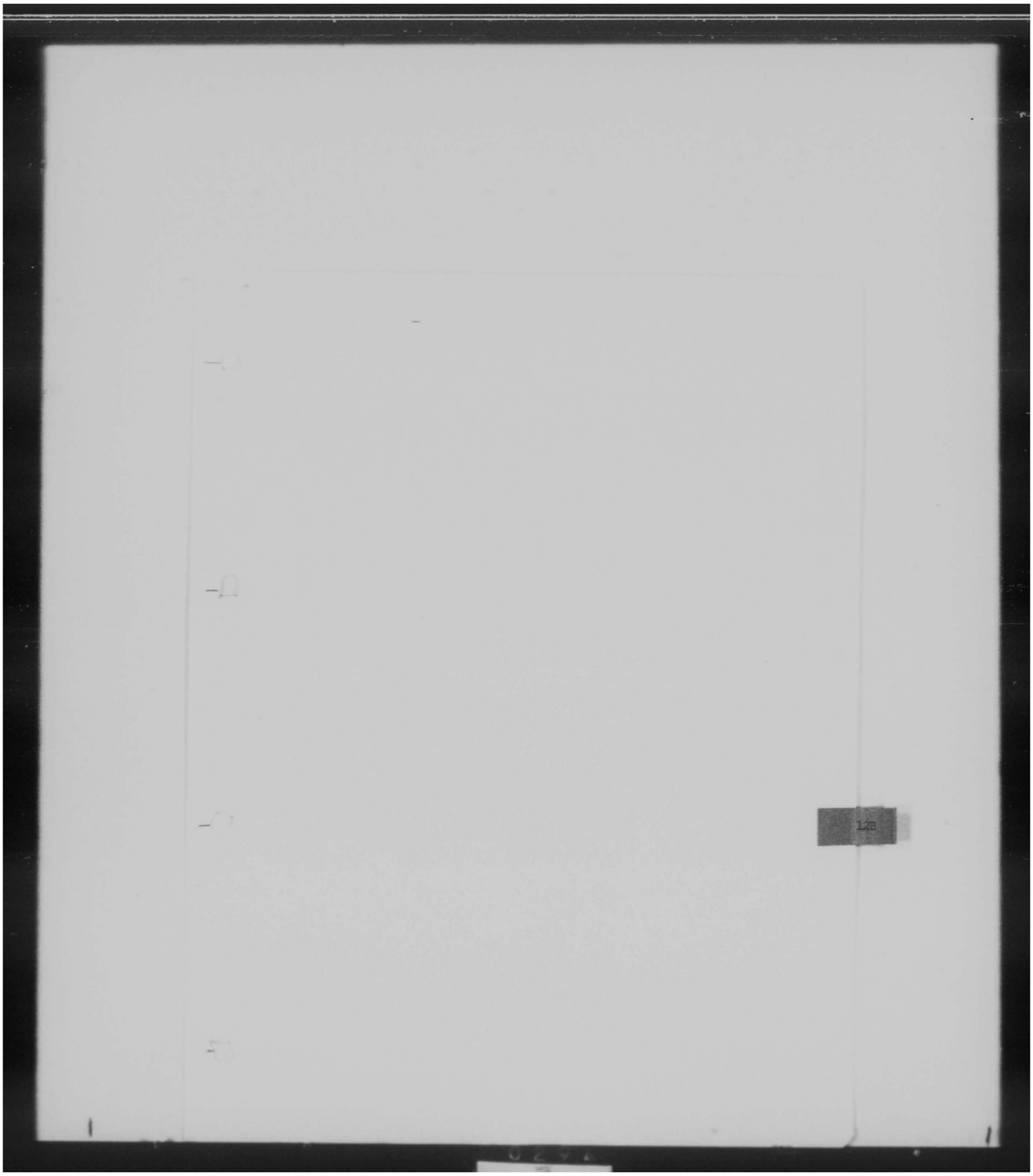

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

70TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS ORDER 412-56

OPERATION JAIL HOUSE

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

OPERATIONS ORDER 412-56

OPERATION JAIL HOUSE

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

OPERATIONS ORDER NUMBER 412-56

OPERATION JAIL HOUSE (UNCLASSIFIED)

MAP REFERENCES: JN-44, 45.

TASK ORGANIZATIONS:

6th Strategic Reconnaissance Squadron	Lt Col Westbrook
26th Strategic Reconnaissance Squadron	Lt Col Blumenstock
61st Strategic Reconnaissance Squadron	Lt Col Smith
70th Air Refueling Squadron	Lt Col Broaddus
70th A&E Squadron	Major Bunce
70th Field Maintenance Squadron	Major Lamb
70th Periodic Maintenance Squadron	Major Florick
70th Reconnaissance Technical Squadron	Major Brown

1. General: This wing will provide training for combat crews in cell tactics and mass air refueling during March and April. This order provides for the initial phase of this training for fifteen (15) RB-47 crews and fifteen (15) KC-97 crews during the first part of March.

   a. Intelligence: Annex "A".

   b. Friendly Forces: Omitted.

   c. Assumptions:

      (1) RB-47 crews will assume that instrument conditions exist during the formating and cell portions of this mission in order to provide maximum training in radar station keeping for the observers.

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(2) KC-97 crews will assume that instrument conditions exist during the climb and orbit portions of the mission in order to provide maximum training in radar station keeping.

(3) All crews will assume that low visibility conditions exist during the refueling portion of this mission.

2. Mission: To launch one cell of KC-97's and one cell of RB-47's each day on 7, 8 and 9 March 1956 to provide training in cell tactics and mass air refueling.

3. Task for Subordinate Units:

a. The 6th Strategic Reconnaissance Squadron will:

(1) Launch five (5) RB-47's on 7 March 1956 as outlined in Annex "B" to this order.

(2) Provide RB-47 weather reconnaissance of the refueling areas on 8 March 1956.

(3) Provide a spare aircraft, pre-flighted up to "Start Engines", on 9 March 1956 as outlined in Annex "B" to this order.

b. The 26th Strategic Reconnaissance Squadron will:

(1) Launch five (5) RB-47's on 8 March 1956 as outlined in Annex "B" to this order.

(2) Provide RB-47 weather reconnaissance of refueling areas on 9 March 1956.

(3) Provide a spare aircraft, pre-flighted up to "Start Engines", on 7 March 1956 as outlined in Annex "B" to this order.

c. The 61st Strategic Reconnaissance Squadron will:

(1) Launch five (5) RB-47's on 9 March 1956 as outlined in Annex "B" to this order.

(2) Provide RB-47 weather reconnaissance of the refueling areas on

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7 March 1956.

(3) Provide a spare aircraft, pre-flighted up to "Start Engines", on 8 March 1956 as outlined in Annex "B" to this order.

d. The 70th Air Refueling Squadron will:

(1) Launch five (5) KC-97's each day on 7, 8 and 9 March 1956 to off-load 24,000 pounds JP-4 fuel per aircraft as outlined in Annex "B" to this order.

(2) Provide the squadron briefing room for general briefings on this order as required by the Director of Operations and for interrogation of all crews upon completion of the mission.

e. The 70th A&E Squadron will:

(1) Provide armament and electronic support as required for the individual aircraft participating in this exercise.

(2) Transport O-15 camera film to the 70th Reccy Tech Squadron immediately after aircraft return to this base.

f. The 70th Reconnaissance Technical Squadron will process O-15 camera film and have it ready for mission critique upon call from the Director of Operations.

x. General Instructions:

(1) All cells will be flown in accordance with the applicable Tactical Doctrine.

(2) If primary refueling area has been used and the weather is VFR at flight altitude at Bryan, Texas, the cell mission will be completed at that point and aircraft will disperse to fly individual routes as planned by the squadron. If primary refueling area has been used and if weather is IFR at flight altitude over Bryan, Texas, the

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flight will continue in cell to Little Rock Air Force Base via Jackson, Miss, Columbus, Miss, New Albany, Miss, to Little Rock Omni.

(3) Missions will be critiqued in the respective squadron briefing rooms on the day following execution.

(4) Reports will be submitted as required in Annex "D".

(5) RB-47 weather reconnaissance of the refueling areas will be completed at least one hour prior to take-off time of the mission and results will be transmitted to the Wing Control Room via 252.6 mcs or relayed through the control tower.

(6) O-15 camera will be operated on one every four sweeps from 10,000 feet until refueling contact, and then will be operated on one every twelve sweeps from end refueling until termination of the cell. Film will be used to critique join-up, level off, all turns and descent to refueling rendezvous.

(7) Safety of flight will take precedence over any other requirements outlined in this order.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative:

(1) The title of this order, OPERATION JAIL HOUSE, Annex "A", "C" and "D" are Unclassified.

(2) The basic order and Annex "B" are classified CONFIDENTIAL.

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b. Logistical: Normal.

5. COMMAND, COMMAND POST, AND COMMUNICATIONS:

a. Command: Normal.

b. Command Post: 70th Strat Recon Wing Control Room "VENICE CONTROL".

c. Communications: See Annex "C".

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Annex A- Intelligence

Annex B- Air Operations

Appendix 1 - Flight Plan (Primary)

Appendix 2 - Flight Plan (Alternate)

Appendix 3 - Take-off and Assembly Diagram

Appendix 4 - Tanker and RB-47 Route Formation

Appendix 5 - Tanker and Receiver Refueling Formation

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Appendix 7 - Navigation Log (KC-97)

Annex C- Communications

Annex D- Reports

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(Wg Obs- 1 cy)	
DM	4 cys
Flying Safety	1 cy
Wg Historian	5 cys

OFFICIAL:

Bernard V. Cgas

BERNARD V. CGAS
Colonel, USAF
Director of Operations

OPORD 412-56
70SRW
1 March 1956

6

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

ANNEX "A"

OPERATIONS ORDER NUMBER 412-56

INTELLIGENCE

1. In order to provide training in interrogation and combat reporting, each crew will prepare a scenario on simulated fighter interception, fighter tactics and flack as briefed by the Wing Intelligence Officer and interrogaters will attempt to extract the pre-planned information from the crew members. A modified R-25 (Intelligence Summary) report will be submitted and will be based on the hypothetical information resulting from these interrogations.

2. Immediately after landing, crew members will be transported to the 70th Air Refueling Squadron for de-briefing.

Annex A
OPORD 412-56
70SRW
1 March 1956

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

ANNEX "B"

OPERATIONS ORDER 412-56

AIR OPERATIONS

GENERAL: This annex establishes the operational procedures and tactics to be used during this manuever.

1. RB-47:

a. Pre-take off preparation for RB-47's:

(1) Fuel load - 85,000 lbs.

(2) K-system operational.

(3) Air refueling equipment operational.

(4) Ground Spares:

(a) The 6th Strategic Reconnaissance Squadron will use a spare aircraft from the 26th Strategic Reconnaissance Squadron.

(b) The 26th Strategic Reconnaissance Squadron will use a spare aircraft from the 61st Strategic Reconnaissance Squadron.

(c) The 61st Strategic Reconnaissance Squadron will use a spare aircraft from the 6th Strategic Reconnaissance Squadron.

(d) The spare aircraft will be an aircraft scheduled to fly a normal squadron mission that day.

(e) It will be pre-flighted up to start engines by the crew assigned to fly it on the squadron mission.

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(f) The squadron scheduled to fly the formation for that day will have transportation standing by to carry any aborting crew to the assigned spare.

(g) Mandatory ground aborts:

a. Safety of flight items.

b. UHF radio inoperative.

c. K-system inoperative.

b. Take-off Procedure for RB-47's:

(1) Take-off time for first aircraft of each days flight will be planned for 1600 Zulu (1000 CST). This time is subject to adjustment due to weather.

(2) All aircraft will monitor channel 3 UHF (275.6mc) from "before starting engines" on checklist until airborne.

(3) Any crew having a ground abort will report same to the flight leader. If radio is non-operational, send a ground crew member as runner to flight leader aircraft.

(4) If flight leader ground aborts the deputy flight leader (Number 2 Aircraft) will take charge of flight and assume the time and position of the flight leader unless the flight leader can make the scheduled take-off time with the spare aircraft.

(5) All aircraft will start engines thirty (30) minutes before scheduled take-off time of the flight leader.

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(6) Each aircraft commander will call the flight leader when ready to taxi.

(a) Interplane aircraft call signs will be VENICE LEADER, VENICE TWO, VENICE THREE, VENICE FOUR AND VENICE FIVE throughout complete flight.

(b) The flight leader will call the control tower for taxi clearance for the flight.

(c) Flight leader will also call 70th SRW control room after all aircraft report.

(7) The flight leader will plan start taxi time so as to arrive at end of runway at least five (5) minutes before take-off time.

(8) Aircraft will take-off in one minute intervals.

(a) In order to accomplish one minute take-offs two aircraft must be on runway at one time.

1. The number one aircraft takes the inside of the runway (side closest to taxi-way) an a position up the runway approximately 500 feet.

2. Number two aircraft takes the outside of runway approximately aircraft length behind number 1 (so that outboard engine is not directly behind leaders outboard engine).

3. When number 1 aircraft starts take-off roll, number 3 aircraft taxis up the inside of runway to a position approximately one aircraft length behind number 2 aircraft.

4. Number 4 acft taxis across runway to a position behind number 2 after number 2 starts take-off roll.

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5. When number 3 starts take-off number 5 taxis out.

(9) The N-1 compass must be accurately synchronized while aiming as straight down the runway as possible, as correct headings are essential during the formating phase.

(10) The same altimeter setting from the tower will be used by all aircraft. (This setting must be used by all aircraft until after level-off at cruise altitude).

c. Climb and Formating Procedures for RB-47's:

(1) Exactly two (2) minutes after start of take-off roll a 20 degree banked turn to the right will be made rolling out on the specified magnetic heading of 105 degrees.

(a) On a 060 take-off the turn time will be four (4) minutes.

(2) All aircraft will accelerate to an indicated airspeed of 310 knots.

(a) 310 KIAS and 96% RPM will be held by all aircraft until arrival at assigned formating altitude.

(3) All aircraft will switch to channel 12 UHF (252.6) during climb before arrival at formating altitude.

(a) Channel 9 (327.4) will be back up frequency.

(4) The following altitudes and speeds will be used furing the formating period:

No 1 aircraft	10,000 MSL	240 KIAS
No 2 aircraft	10,500 MSL	250 KIAS
No 3 aircraft	11,000 MSL	270 KIAS
No 4 aircraft	11,500 MSL	280 KIAS
No 5 aircraft	12,000 MSL	295 KIAS

Annex B
WORD 412-56
SAC HW
1 March 1956

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(a) All aircraft will hold a common magnetic heading at 105 degrees during this period.

(5) The level-off period will be held long enough to give the last aircraft at least fifteen (15) minutes of level flight time. (Approximately 20 minutes after flight leader levels off).

(a) This level-off period will be used to establish the cell formation position as shown in appendix 4 this annex.

(b) Station keeping technique will be used to position each aircraft in relation to the preceding aircraft.

(6) Each aircraft will report to flight leader when in cell position (that is, all observers have the aircraft below and ahead of him in the radar altitude hole).

(7) After the flight leader has established that all aircraft are in position, he will announce "start accelerating to 310 Knots at 96% RPM.now, number 5 aircraft will start climb in two minutes".

(a) Number 5 aircraft will call when starting to climb.
Number 4 aircraft will start climb 30 seconds later, calling when starting climb.
Number 3 aircraft will start climb 30 seconds after number 4 aircraft, calling when starting climb.
Number 2 aircraft will start climb 30 seconds after number 3 aircraft, calling when starting climb.
Number 1 aircraft will start climb 30 seconds after number 2 aircraft.

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(b) This procedure guarentees an altitude and distance separation between aircraft and puts the formation in position to maintain station keeping technique during climb and level-off.

(8) Climb speeds for all aircraft will be 310 KIAS to 20,000' MSL, 290 KIAS to 25,000 MSL, 280 KIAS to 30,000 MSL, and 270 KIAS to level-off.

(9) Level off altitudes:

Number 1 aircraft level off at 33,000 MSL

Number 2 aircraft level off at 33,500 MSL

Number 3 aircraft level off at 34,000 MSL

Number 4 aircraft level off at 34,500 MSL

Number 5 aircraft level off at 35,000 MSL

(10) 105 degrees magnetic heading will be held during this phase regardless of wind conditions.

(11) Extremely accurate airspeeds, power settings, altitudes, and headings are mandatory in order to accomplish this formating method.

d. RB-47 Formation Tactics and Procedures During Cruise:

(1) Due to short cruise time from level off to refueling no optimum cruise altitude adjustment will be made. All aircraft will hold the altitudes specified in paragraph c(9) above.

(2) During the cruise leg between level off and first turn point holding a steady heading is more important than course corrections.

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(3) IFR conditions are simulated during these flights so there will be no change to assume a VFR formation and check altimeters, airspeeds and headings.

(a) If necessary all aircraft can overfly Jasper, Ala turn point in order for each observer to measure altitude. Turn must be started by three minutes past Jasper, Ala.

(4) Accurate altitude separation is important during actual IFR formation and since there is no way to visually check altitude the following altitude measurement method will be used:

(a) Each observer measures altitude over Jasper, Ala (if impossible to get Jasper, flight leader will pick another known elevation point).

(b) The following formula will be used to obtain flight pressure altitude.

$RA + T - (\pm D) = PA$

Where RA = Radar Altitude.

T = Terrain elevation above sea level (will be standard for all aircraft)

D = D factor, deviation in feet on forecast temperature and pressure (obtained before take-off, for 35,000 feet).

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(c) Example Number 1:

Lead aircraft altimeter reads 33,000 MSL

RA + T $-(\pm D) = PA$

31,850 + 570' = 32,320' -(-325') = 32,645'

Pilot will set altimeter to 32,645 feet then climb to 33,000' indicated.

(d) As each aircraft passes over the designated measuring point the observer will measure and compute pressure altitude. Then each pilot will set the computed pressure altitude on his altimeter and climb or descend to his designated altitude.

(5) Flight leader will give an advance notice prior to each turn or course correction of more than five degrees.

e. Refueling Phase for RB-47's:

(1) The refueling phase will start at the 200 mile point as shown on flight plan. (200 miles from tanker orbit point).

(2) Trail cell formation will be held until just prior to start descent.

(3) APN-76 rendezvous equipment will be turned on at 200 mile point. (settings as shown in appendix 6, this annex)

(4) Flight leader will call for all aircraft to switch to the specified common air refueling UHF frequency at 200 mile point. (frequencies as shown in appendix 6, this annex).

(a) Flight leader will contact tanker leader at this time giving lastest ETA to rendezvous point.

(b) Planned rendezvous time for primary route is 1800Z(1200C).

(c) Planned rendezvous time for alternate route is 2000Z (1400 CST).

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(5) Flight leader observer will start monitoring beacon position for tanker APN-11 or APN-69 signal.

(a) In the event lead observer is unable to make electronic contact the deputy leader will attempt contact.

(6) Ten minutes prior to letdown flight leader will have flight assume receiver refueling formation (10 degree echelon to the right as shown in appendix five this arnex).

(7) Refueling check list will be completed except for flaps and slipway doors five minutes prior to start letdown, setting 29.92 in altimeter but holding same actual altitude.

(8) Flight leader will check ETA to rendezvous point every five minutes and relay any revisions to tanker leader. (It will take approximately fifteen (15) minutes for tankers to get to rendezvous point from orbit point).

(9) Receiver letdown range is computed as follows:

$$\frac{\text{Differential Altitude}}{\text{Rate of Descent}} \times \frac{\text{Differential Ground Speed}}{60} = \text{Descent Range}$$

(a) Computed letdown range is increased 7 NM plus 1 NM for every tanker behind lead tanker when doing formation refueling.

(b) Planned descent range is 71 NM from planned rendezvous point.

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(10) The following is a rough guide for speed control during descent to aid in holding formation:

35 MSL - 250 KIAS

30 MSL - 265 KIAS

25 MSL - 295 KIAS

20 MSL - 320 KIAS

15 MSL - 340 KIAS

(11) Rate of descent will be 2500 feet per minute with the above inidcated speeds.

(12) Station keeping will be used during descent.

(13) Level off altitudes will be as follows with 29.92 altimeter setting.

Number 1 aircraft - 14,500 MSL

Number 2 aircraft - 15,000 MSL

Number 3 aircraft - 15,500 MSL

Number 4 aircraft - 16,000 MSL

Number 5 aircraft - 16,500 MSL

(a) These altitudes will be held until at least one mile out and in visual contact with the respective tanker. Contact speed will be the required speed computed for the receiver at the highest altitude.

(14) At 12 miles out tankers will start acceleration to refueling speeds if needed.

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(15) The following airspeeds will be used while closing on tankers after level off.

4 miles out - 310 KIAS

3 miles out - 275 KIAS

2 miles out - 250 KIAS

1 mile out - 225 KIAS

(16) Aircraft will maintain 1 mile echelon trail separation distance. (Leader must reduce speed smoothly and gradually to allow remaining aircraft to hold formation).

(17) The last primary tanker in the formation will have his APN-11 or APN-69 Beacon on to identify the last and highest tanker in the formation (setting as shown in appendix 6, this annex).

(a) Remaining tankers will carry the APN-11 or APN-69 in "standby" position and prepared to turn it on if directed by tanker leader.

(b) When receiver leader passes the last primary tanker he will notify the tanker leader who will then turn on his APN-11 or APN-69 Beacon. Last primary tanker will then place his Beacon on "standby".

1. This will jump the beacon signal four miles on receiver leaders scope so must be anticipated during closing speed adjustments.

(18) When all receivers report in respective observation position flight leader will give order to commence refueling.

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(a) 24,000 pounds of JP-4 will be onloaded.

(19) When each receiver completes his refueling he will drop back to observation position and report refueling completed.

(a) Tankers will tell their receivers amount of fuel transferred.

(b) Receivers will give tankers their Venice two digit call sign and amount of fuel aboard.

(20) When all receivers have reported refueling completed the receiver flight leader will inform tanker leader refueling is completed, and tankers to start a left turn.

(a) When tankers have turned at least 30 degrees flight leader will give order to assume trail position with station keeping.

(21) The acceleration and climb procedure will be accomplished in same manner as flown from the 10,000 foot level to cruise altitude.

(a) As shown on pages 5 and 6 paragraph c(6)(7)(8) and (9) this annex.

(b) The same climb speeds and level-off altitudes will be used.

f. Final Cell Formation Procedure for RB-47's:

(1) After level off a corrected pressure altitude will be computed as explained on page 7 paragraph 4(d) this annex.

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(a) Flight leader observer will establish the geographical fix to measure altitude, also the terrain elevation and D factor to be used in the formula.

(3) Route cell formation will be flown to Bryan, Texas (Primary)

(a) Unless directed otherwise due to weather conditions the formation will break-up into individual squadron training flights.

(b) The individual portion of each aircraft flight will be planned so that there is a dispersing effect from the formation terminating point.

(c) aircraft will remain in cell until cleared by the leader to depart individually on individual clearance.

2. KC-97

a. Pre-Take off Preparation:

(1) Flight fuel load as required to complete planned mission plus adequate reserves.

(2) 24,000 pounds of JP-4 aboard.

(3) Ground Spare Tanker:

(a) A KC-97 aircraft scheduled to fly a squadron training mission will be preflighted and standing-by as spare each day of flight.

(4) Mandatory ground abort.

(a) Safety of flight items.

(b) Navigational radar inoperative.

(c) UHF radio inoperative.

(d) Air refueling equipment inoperative.

b. KC-97 Take-off and Climb:

(1) Each tanker will call flight leader when ready to taxi.

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(a) Interplane call sign for entire flight will be NAMESAKE LEADER, TWO, THREE, FOUR and FIVE.

(b) Flight leader will call 70th SRW control room when all aircraft are ready to taxi.

(2) Aircraft will taxi out as a flight.

(3) Aircraft will take-off in one minute intervals.

(4) All aircraft will fly identical departure pattern as briefed.

(5) APS-42 will be turned on for take-off. Each tanker will establish radar contact with tanker ahead as soon as possible.

(6) At least one turn will be made during climb to facilitate closure to one mile before level-off.

(7) After level-off aircraft will utilize route cell formation enroute to orbit point and during orbit. Aircraft will be stacked up from leader, one mile nose to tail, and 500 feet altitude separation (as shown in appendix four this annex).

c. KC-97 orbitting and refueling:

(1) Take-offs will be planned so as to arrive at orbit point 30 minutes prior to planned departure time.

(2) Tankers will orbit using station keeping at the following altitudes (29.92 altimeter setting).

Number 1 aircraft	-	15,000 MSL
Number 2 aircraft	-	15,500 MSL
Number 3 aircraft	-	16,000 MSL
Number 4 aircraft	-	16,500 MSL
Number 5 aircraft	-	17,000 MSL

b. [illegible]

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(a) There will be no tanker descent to refueling leg. The above altitudes are also refueling altitudes.

(3) Orbit pattern will be left hand two minutes outbound and two minutes inbound from orbit point on refueling track.

(a) Primary orbit- 3333N/9435W 280 TC.

(b) Alternate orbit-3447N/9417W 073 TC.

(4) Planned rendezvous time:

(a) Primary route - 1800 Zulu (1200 CST)

(b) Alternate route - 2000 Zulu (1400 CST)

(5) Tanker leader will be monitoring tanker/receiver refueling frequency (UHF) upon arrival at orbit area.

(6) All tankers will have checked APN-12 equipment before arrival at orbit point. The tanker leader and last tanker will keep APN-12 on and remaining tankers will place APN-12 in Standby (setting as shown in appendix 6 this annex).

(7) The last tanker in formation will have APN-11 or APN-69 Beacon on from arrival at orbit point until told to turn to "stand-by" by passing receiver flight leader.

(a) All other tankers will have APN-11 or 69 in standby.

(8) There is no radio silence requirement but radio communications between tankers and receivers will necessarily be held to a minimum during refueling since all aircraft are on a common UHF channel.

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(9) Tanker leader will call for accelerate to refueling speed when receivers are 12 miles out.

(a) All tankers will use a refueling speed compited on highest tankers altitude.

(10) After completion of refueling tanker leader will wait until receiver leader has called that all receivers have completed refueling and are in observation position then call for all tankers to start left turn.

(a) Turn will be approximately 45 degrees.

(11) After completion of turn tankers will assume trail cell formation and proceed to turn point then directly back to Little Rock Omni or range station.

(12) Tanker procedures and tactics will be as outlined in SAC Manual 55-10 (Tactical Doctrine-Air Refueling) unless specifically states otherwise.

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PRIMARY ROUTE

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 70SBW | AIRCRAFT TYPE AND SERIAL NO: RB-47E | CREW NUMBER: | ACFT COMDR (Name and Grade): CONFIDENTIAL | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

III. PRE-FLIGHT PLAN

FROM Little Rock AFB / ROUTE	P.C. or P.N.	T/C	WIND D / V / DRIFT	T.H.	VAR.	M.H.	TIME / ALT.	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: REQ'D FUEL (Tenths)	ACCUM WEIGHT
															85000	170073
S/T/TO/ACC											10	:02			4600	4600
											22	:04			80400	165472
Level Off 10M		110	—	110	-5	105	10.0	VAR	—	—	32	0:06			1890	1890
											93	:20			78510	163583
Start Climb		110	—	110	-5	105	10.0	—	278	278	125	026			5200	5200
											90	:13			73310	158383
Level Off		110	—	110	-5	105	33.2	VAR	—	—	215	0:39			4450	4450
3349N/8717W			270/63												68860	153933
Jasper, Ala		110	+3	113	-4	109	33.3	.74	425	482	41	:05			933	933
3350N/8638W			270/63								256	144			67927	153000
Clanton, Ala		151	+7	158	-4	154	33.5	.74	425	450	68	:09			1600	1600
3225N/8702W			270/63								324	153			66327	151400
Selma, Ala		218	+7	225	-4	221	33.6	.74	425	381	32	:05			800	800
3222N/8643W			270/63								356	158			65527	150600
Meridian, Miss		268	0	268	-4	264	33.9	.74	425	352	86	1:44			2500	2500
											442	1:129			63027	148100
3248N/8654W			270/63								128	:19			2200	2200
200 Mile Point		285	-3	282	-6	276	34.4	.74	425	364	550	1:37			60827	145900
3331N/9425W			270/63								150	:33			5100	5100
Point Lamount		243	-3	240	-7	233	35.2	.74	425	314	746	2:12			55727	140100
3340N/9519W											1	:1			550	550
Bonds Point		270	—	268	-7	261	35.0	—	425	425	311	2:12			52477	139550
											311	2:12			44000	24500
CH ICAD											125	:30			73477	163550
											936	2:42			3470	3470
END REFUEL		280	—	278	-7	271	33.0	—	425	425	84	:12			70077	155150
											1020	2:54			1000	4776
LEVEL OFF		281	—	281	-10	271	33.6	—	425	425	15	:04			68777	151150
3426N/10013W			270/63								1036	2:58			550	550
Childress, Tex		278	-1	277	-11	266	33.4	.74	425	362	134	:21			65527	150600
3243N/10158W			270/63								1170	3:19			1300	1300
Lamesa, Tex		221	+7	228	-11	217	33.9	.74	425	380	148	3:34			64227	147300
3022N/10112W			270/63								1318	3:54			2300	2300
Ozona, Tex		163	+8	171	-11	160	34.2	.74	425	440	1758	4:35			62427	144400
3016N/9853W			270/63								126	1:54			2650	2650
Fredricksburg		102	+2	104	-10	094	34.7	.74	425	487	1884	4:50			59777	141750
3040N/9624W			270/63								133	1:57			2400	2400
Bryan, Tex		079	-2	077	-9	068	35.0	.74	425	487	2017	4:47			57377	139350
TO BE TERMINATED OR CONTINUED AS DIRECTED																
															57377	139400
3218N/9611W			270/63								132	:41			6300	6300
Jackson, Miss		073	-2	071	-7	064	35.3	.74	425	486	1999	4:48			51077	133100
3330N/8825W			270/63								115	1:43			2200	2200
Columbus, Miss		052	-5	047	-5	042	35.6	.74	425	136	2004	5:28			48877	130900
3429N/8802W			270/63								46	1:10			1500	1500
New Albany, Miss		334	-8	326	-5	321	35.3	.74	425	352	2050	5:38			46377	129400
3600N/9215W			270/63								157	1:27			3800	3800
Little Rock AFB		275	-1	274	-6	268	37.4	.74	425	352	2207	5:38			42577	125600

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DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	83900	
CREW WT	750	
OIL WT	423	
RTO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85073
FUEL WEIGHT FM	As	
CML		
ANL	Required	
FWD AMR		
C.G.	for Correct	
ATO		
EXT.	00	
TOTAL		85,000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		170073
FLIGHT ENG AND TAXI FUEL ALW		3000
TAKE-OFF GROSS WT		167073

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
300'	10,100'	50°F

CRITICAL FIELD LENGTH: 7900'

TAKE-OFF

DISTANCE	SPEED
6900'	148K

SPEED

REFUSAL	WHEEL REST	LIFT-OFF
125K	138K	1[illegible]00 161K

NO. OF RTO BOTTLES CHARGED

PROPELLANT

TECHNICAL ORDERS	App 1 Amn A
TAKE-OFF	70SBW OPord 412-56
CHANGES	1 March 1956
TAKE-OFF	
DISTANCE	
ATO FIRING SPEED	

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ALTERNATE ROUTE

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 708 BW | WING | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM Little Rock AFB / ROUTE	ALT COND	T.C.	WIND D. V. / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
															85000	170073
															4600	4600
S/T/TO/ACC											10	02			80400	165473
											22	04			1890	1890
Level Off 10M		110	—	110	-5	105	10.0	VAR	—	—	32	0106			78510	163583
											93	120			5200	5200
Start Climb		110	—	110	-5	105	10.0	—	278	278	125	126			73310	158383
											90	113			4450	4450
Level Off		110	—	110	-5	105	33.2	VAR	—	—	215	139			68860	153933
3349N/8717W Jasper, Ala		110	270/63 +3	113	-4	109	33.3	.74	425	482	41	105			933	933
											256	144			67927	153000
3250N/8638W Clanton, Ala		151	270/63 +7	158	-4	154	33.5	.74	425	450	68	109			1600	1600
											324	153			66327	151400
3225N/8702W Selma, Ala		218	270/63 +7	225	-4	221	33.6	.74	425	381	32	105			800	800
											356	158			65527	150600
3222N/8813W Meridian, Miss		268	270/63 0	268	-4	264	33.9	.74	425	352	96	1124			2500	2500
											448	1128			63027	148100
33°-30N-94°00W Texarkana VOR		284	270/63 -2	282	-7°E	275	35.1	.74	425	362	277	146			7400	7400
											719	1158			55627	140700
34°25'N-100° 13W Childress		280	270/63 -2	278	-9°E	269	36.3	.74	425	362	320	53			8100	8100
											1039	2151			47527	132600
32°43'N-101°57'W Lamesa		221	270/63 +6	227	-11°E	216	36.7	.74	425	380	134	21			1700	1700
											1173	3124			45827	130900
30°42'N-101°13W Orone		163	270/63 +8	171	-11°E	160	37.2	.74	425	438	127	17			3900	3900
											1300	3130			41927	127000
30°16'N-98°53'W Fredricksburg		102	270/63 +2	104	-10°E	094	37.6	.74	425	487	125	15			2200	2200
											1425	3145			39727	124800
30°21'N-96°22'W Bryan		079	270/63 -1	078	-9°E	069	37.9	.74	425	487	133	16			2300	2300
											1558	4102			37427	122500
30 55N 95 34W Letdown		072	270/63 -2	070	-9°E	061	38.2	.74	425	486	45	105			1200	1200
											1603	4107			36227	121300
31 17N 94 17W Rend Pt		072	—	072	-8°E	064	13.0	-	425	425	71	10			550	550
											1674	4117			35677	120750
ON LOAD											—	—			24000	24000
											1674	4117			59677	144750
31°52'N-91°56'W End Refuel		073	—	073	-7°E	066	15.0	-	250	250	125	30			7500	7500
											1799	4147			52177	137250
32°16'N-90°21'W Level Off		074	—	074	-6°E	067	36.2	—	425	425	84	12			3500	3500
											1883	4159			48677	133750
32°18'N-90°11'W Jackson, Miss		074	270/63 -2	072	-6°E	066	36.2	.74	425	486	09	101			250	250
											1892	5100			48427	133500
33°30'N-88°25'W Columbus, Miss		052	270/63 -5	047	-5°E	042	36.6	.74	425	475	115	14			2100	2100
											2007	5115			46327	131400
34°20'N-89°00'W New Albany, Miss		334	270/63 -8	326	-5°E	321	36.7	.74	425	396	66	10			1400	1400
											2073	5125			44927	130000
34°46'N-89°11'W Little Rock AFB		275	270/63 -1	274	-6°E	268	37.3	.74	425	352	157	27			4000	126000
											2230	5152			40927	126000

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	83900	
CREW WT	750	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85073
FUEL WEIGHT: FWL	As	
CWL		
AWL	Required	
FWD AUX		
R.B.	For correct	
ATO		
EXT.	CG	
TOTAL		85000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		170073
ENTRY END AND TAXI FUEL ALT		3000
TAKE-OFF GROSS WT		167073

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
300'	10100'	50°F

CRITICAL FIELD LENGTH: 7900'

TAKE-OFF

DISTANCE	SPEED
6900'	148K

SPEED

REFUSAL	DECISION SPEED	LIFT
125K	166K	8000 / 101K

NO. OF ATO BOTTLES REQUIRED

ATO FUEL PELLANT WEIGHT ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

Arp 2 Anx A 708BW OPord 412-56 1 March 1956

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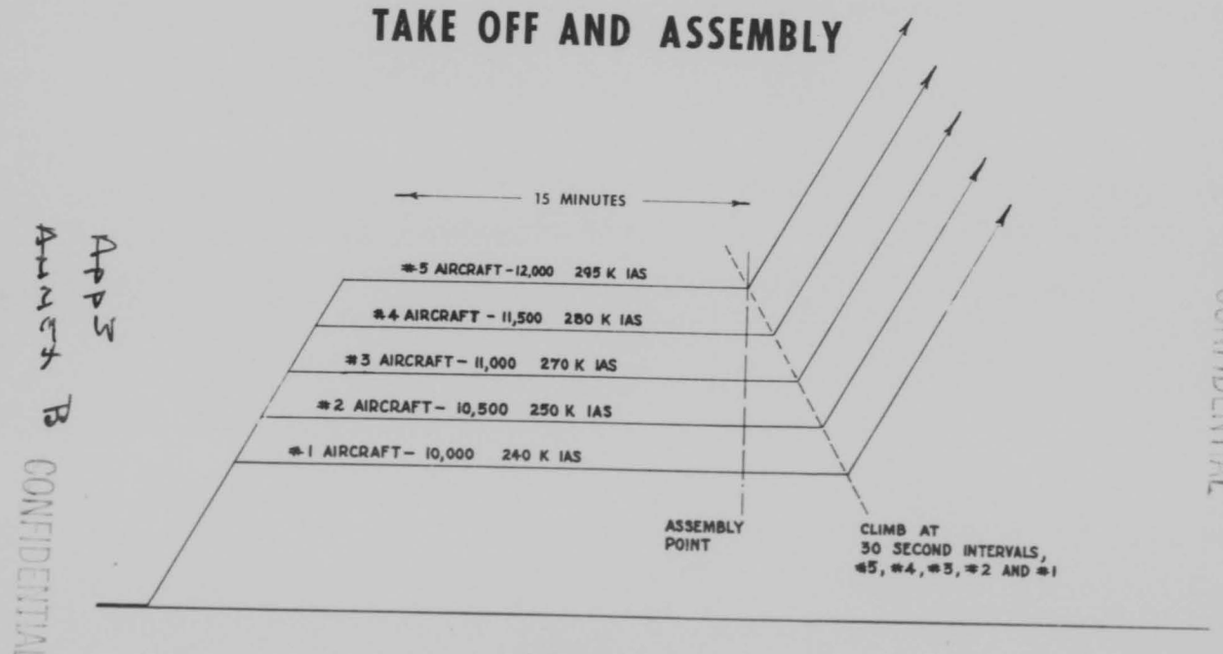

FIGURE 1

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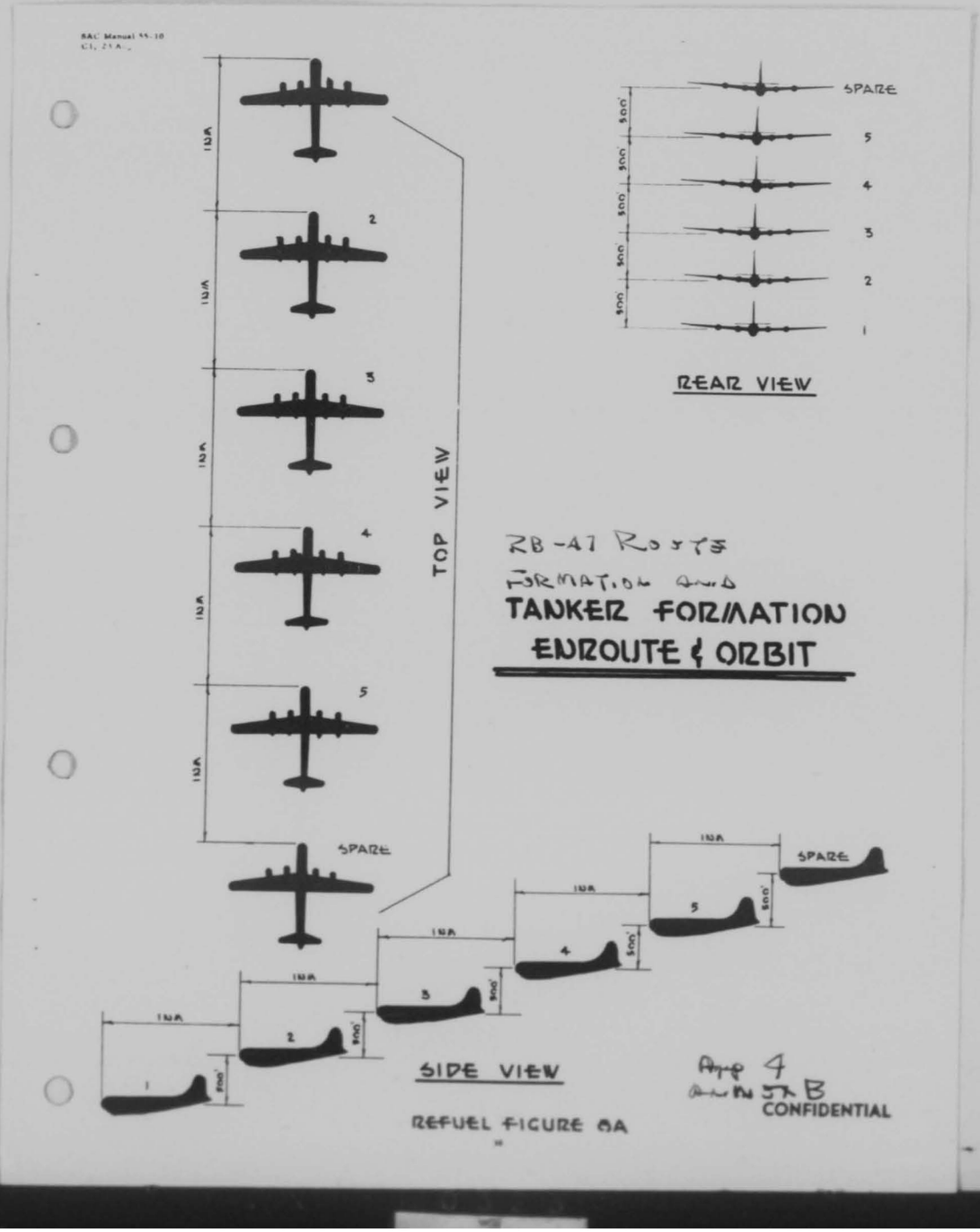

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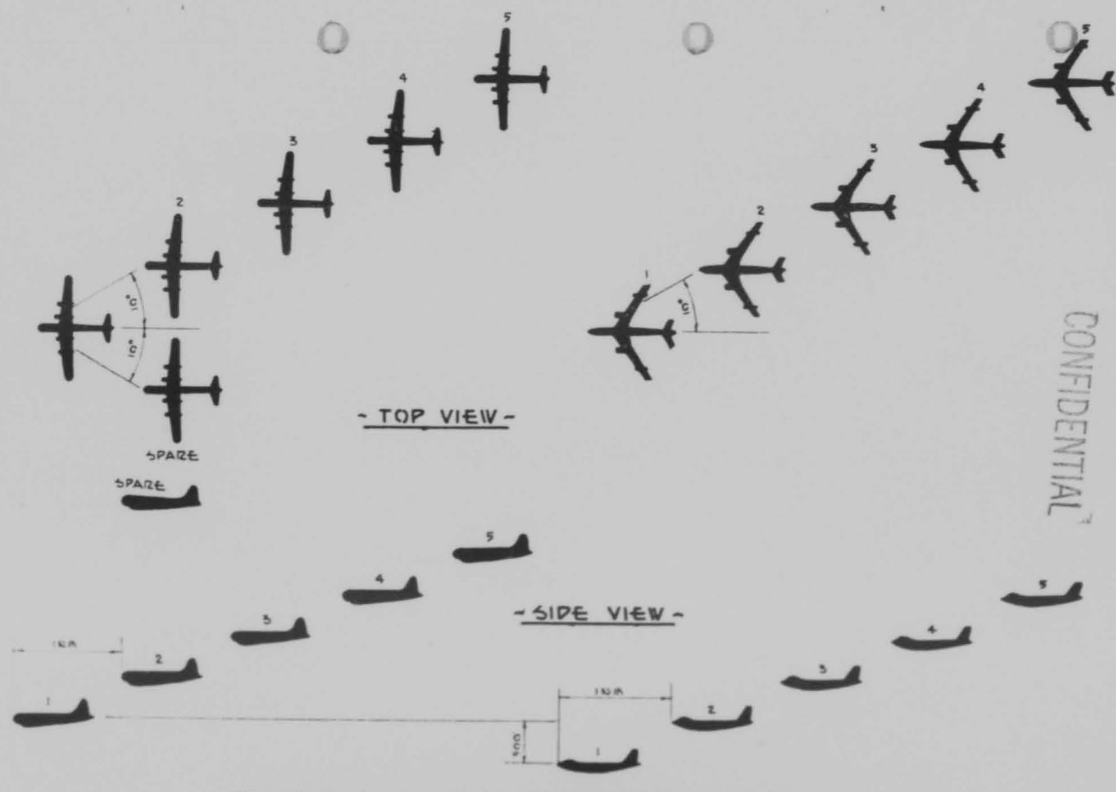
ANNEX 13



TANKER & BOMBER FORMATIONS DURING FINAL CLOSURE FROM LEVEL OFF

REFUEL FIGURE 8B

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APPENDIX 6, ANNEX "B"

OPERATIONS ORDER 412-56

RENDEZVOUS AND REFUELING COMMUNICATIONS INFORMATION

Receiver Call Sign	Tanker Call Sign	Primary Refueling Frequency UHF	Back-up Refueling Frequency UHF	APN-11 or APN-69 Setting	APN-12 Tanker		APN-76 Receiver		RB-47 Back-up Omni Frequency	HF Back-up Freq.
					Trans	Rec	TRAN	REC		
VENICE LEADER	NAMESAKE LEADER	256.0	266.2	1-2-1 Stand-by until called for	"ON" Position 8	6	6	8	121.5	5710.5
VENICE TWO	NAMESAKE TWO	256.0	266.2	1-2-1 Standby	"Standby" 8	6	6	8	121.5	5710.5
VENICE THREE	NAMESAKE THREE	256.0	266.2	1-2-1 Standby	"Standby" 8	6	6	8	121.5	5710.5
VENICE FOUR	NAMESAKE FOUR	256.0	266.2	1-2-1 Standby	"standby 8	6	6	8	121.5	5710.5
VENICE FIVE	NAMESAKE FIVE	256.0	266.2	1-2-1 "ON" Until RB-47 Passes	"ON" Postion 8	6	6	8	121.5	5710.5

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Appendix 6
Annex "B"
OPORD 412-56
708TW
1 March 1956

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AF Form 21
Approved 1 June 48

TANKER PRIMARY ROUTE

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 70TH ARS TYPE KC-97G DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS AT. AT T. O.
LB. GAL. ABOARD AT T. O.

ALTERNATE—

TIME TO ALTERNATE— HRS. M.

FUEL REQUIRED TO ALT— GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M

WATCH FAST SLOW Rate sec/hr

AT GCT (DATE)

Departure LRAFB Destination LRAFB

OFFICIAL (NAME) NAVIGATOR (RANK)

ALT. SETT. DEP. DEST.

FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	C
LITTLE ROCK AFB													
CONWAY DAM											:15	:15	
"													
34-37N 92-38W LEVEL OFF	210				-7		10M	190		25	:08	:23	
"													
34-22N 92-50W MALVERN, ARKANSAS	210				-7		15M	220		18	:05	:28	
"													
33-33N 94-35W ORBIT POINT	241				-7		15M	220		99	:27	:55	
"	280/												
ORBITTING	/100				-8		15M	220			:30	1:25	
33-33N 94-35W ORBIT POINT													
33-43N 95-48W RENDEZVOUS POINT	280				-8		15M	219		60	:16	1:41	
"													
34-03N 98-20W END REFUELING	280				-9		15M	246		125	:30	2:11	
"													
33-52N 98-31W WICHITA FALLS	231				-10		15M	208		20	:06	2:17	
"													
34-44N 92-18W LITTLE ROCK, ARKANSAS	080				-8		15M	208		313	1:30	3:47	
"													
LETDOWN AND LAND											:45	4:32	
										TOTAL	TOTAL		

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Appendix 7
Annex 49
OPLAN 472-56
1 March 56
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AF Form 81
Approved 1 June 48

TANKER SECONDARY ROUTE

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 70TH ARS TYPE KC-97G DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION _____

GROSS WT. AT T. O. LB. GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M
FUEL REQUIRED TO ALT.—	GAL

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A.M.	P.M.

WATCH _____ FAST SLOW

AT _____ GCT (DATE) _____ Rate sec/hr

Departure LRAFB Destination LRAFB

OFFICIAL (NAME) (NAVIGATOR) (RANK) ALT. SETT. TP TEST

FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	IAS / TAS (K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	C
LITTLE ROCK AFB													
CONWAY DAM											:15	:15	
34-37N 92-38W LEVEL OFF	210				-7		10M	190		25	:08	:23	
34-22N 92-50W MALVERN, ARKANSAS	210				-7		15M	220		18	:05	:28	
30-58N 95-23W ORBIT POINT	241				-8		15M	220		241	1:06	1:34	
ORBITTING	073/ /253				-8		15M	220			:30	2:04	
30-58N 95-23W ORBIT POINT													
31-17N 94-17W RENDEZVOUS POINT	073				-8		15M	219		60	:16	2:20	
31-53N 91-56W END REFUELING	073				-8		15M	246		125	:30	2:50	
32-27N 91-30W TURNING POINT	032				-7		15M	208		41	:12	3:02	
34-44N 92-18W LITTLE ROCK, ARKANSAS	343				-7		15M	208		122	:35	3:37	
LETDOWN AND LAND											:45	4:22	
										TOTAL	TOTAL		

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Appendix 7
Annex 18a
CFORD 113-56
70SW
1 March 56
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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

ANNEX "C"

OPERATIONS ORDER 412-56

COMMUNICATIONS

1. GENERAL: All communications conducted during this operation will be in accordance with standard peacetime operating procedures.

2. DISCIPLINE: Communications discipline will be maintained at all times. No transmission will be made until the frequency to be used has been monitored to determine whether it is being utilized. No authentication will be necessary on this mission.

3. INTER-PLANE COMMUNICATIONS:

   a. RB-47 inter-plane communications will be conducted on 252.6 mcs (primary) and 327.4 mcs (secondary), Channels 12 and 9 respectively.

   b. KC-97 inter-plane communications will be conducted on 148.86 mcs (primary) and 138.42 mcs (secondary), Channels E and F respectively.

4. AIR REFUELING COMMUNICATIONS: Air refueling communications will be conducted on channels 10 and 11, 256.0 mcs (primary) and 266.2 mcs (secondary) respectively.

5. IFF: IFF operations will be in accordance with 2AF Msg DOEO 12136 (Classified).

6. POSITION REPORTS: Position reports during the formation part of the mission will be transmitted only by the lead aircraft. In the event that the lead aircraft is unable to submit position reports, lead aircraft

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will designate the aircraft responsible for submitting such reports. Whenever possible, position reports will be transmitted directly to the ARTC Center. During the air refueling operations, position reports will be transmitted by the tanker leader for the entire formation. All position reports will be in accordance with the applicable facility charts. During the formation portion of the mission, the following message format for initial call-up will be used:

a. _____CENTER this is VENICE_____over_____over.

b. When making the actual position report the following format will be used:

(1) VENICE_____reporting for VENICE_____, _____, _____, _____,
JAIL HOUSE MISSION_____, _____, _____, _____,

7. CALL SIGNS: Calls signs, APN-12 and 76 settings, back-up frequencies, and APN-9 settings will be found in ANNEX "B", Appendix 6.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
1 March 1956

ANNEX "D"

OPERATIONS ORDER 412-56

REPORTS

1. GENERAL: Reporting procedures will be simulated during this operation for training purposes. Required reports will NOT be delivered to the Base Communication Center but will be delivered to the 70th SRW Communications Office where a log will be maintained of their receipt to simulate normal procedures. All messages will be prepared as required by the applicable reporting manual but will be marked in red "NOT TO BE TRANSMITTED". The Wing Intelligence Officer will provide the necessary officer personnel to Current Operations to accomplish the reporting required by this operations order.

2. Required Reports: The following reports (Reference SAC Manuals 55-8R, Confidential, and 55-8T Confidential) will be submitted and will be given the same precedence as simulated combat mission reports.

   a. R-2, Pre-Mission Report.

   b. R-9, Telephone Departure Report (To be made from the Control Room to Commander, 70th Air Refueling Squadron).

   c. R-10, Departure Report.

   d. R-15, Landing Report.

   e. R-25, Intelligence Summary Report (To be prepared and submitted entirely by Intelligence Section).

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f. T-2, Pre-Mission Report.

g. T-10, Departure Report.

h. T-11, Air Refueling Report (To be submitted by Tanker Flight Commander, via air/ground radio to the control room).

i. T-15, Landing Report.

3. Each tanker A/C will submit the following information on the refueling portion of the mission.

a. Tanker number and receiver number.

b. Time of initial contact.

c. Number of contacts and length of time each is maintained.

d. Disconnects and reason for each.

e. Amount of fuel transferred and total time required for transfer.

This report will be submitted to the 70th Air Refueling Squadron Operations Officer immediately after the tanker lands and the Operations Officer will have these reports delivered to the Control Room by 0800 hours the following day.

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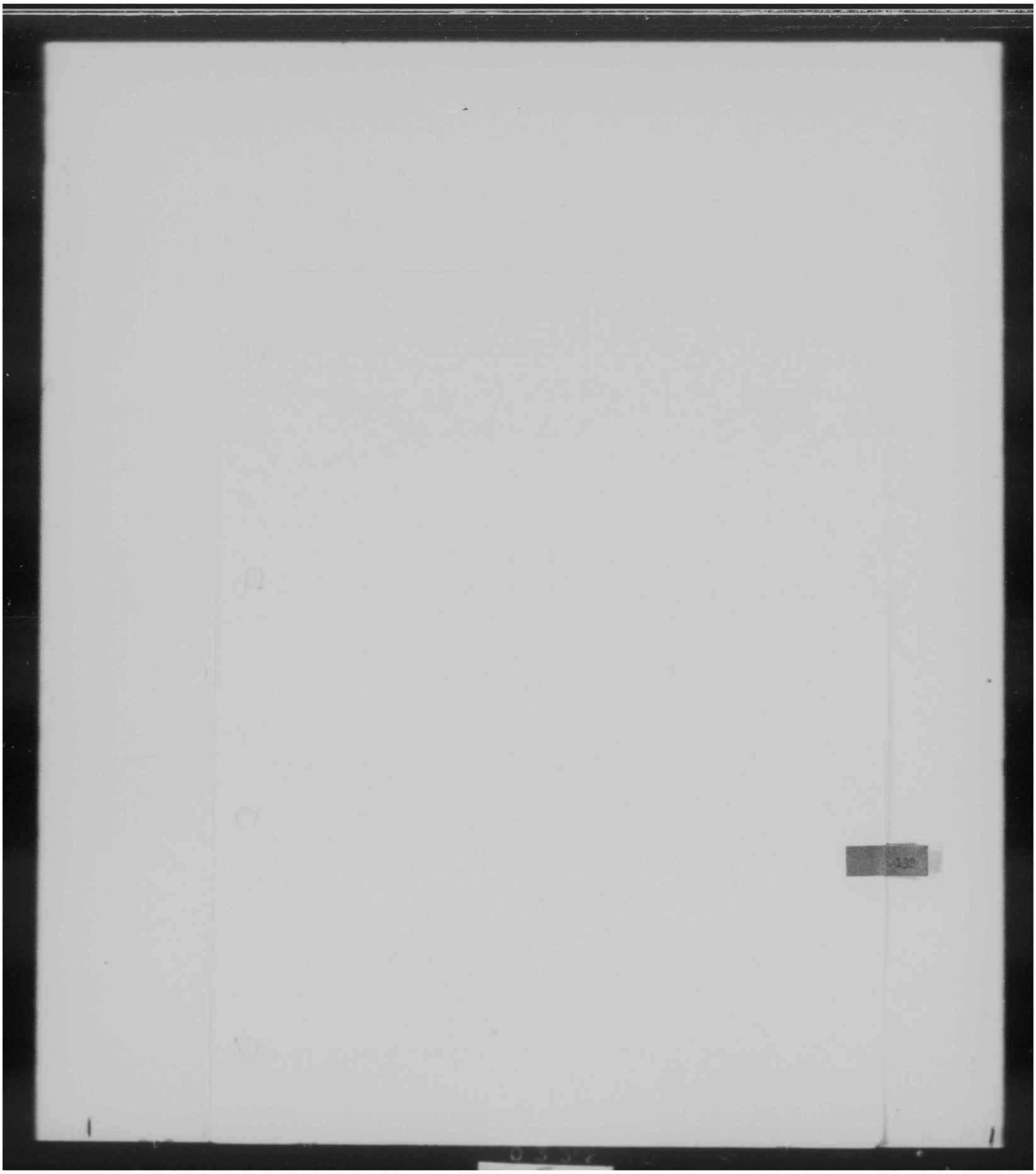

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

70TH STRATEGIC RECONNAISSANCE WING (M)

OPERATION'S ORDER 413-56

OPERATION LEAN MEAT

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70-590

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

OPERATIONS ORDER 413-56

OPERATION LEAN MEAT

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

OPERATIONS ORDER NUMBER 413-56

OPERATION LEAN MEAT (UNCLASSIFIED)

MAP REFERENCES: JN-44, 45.

TASK ORGANIZATIONS:

6th Strategic Reconnaissance Squadron	Lt Col Westbrook
26th Strategic Reconnaissance Squadron	Lt Col Blumenstock
61st Strategic Reconnaissance Squadron	Lt Col Smith
70th Air Refueling Squadron	Lt Col Broaddus
70th A&E Squadron	Major Bunce
70th Field Maintenance Squadron	Major Lamb
70th Periodic Maintenance Squadron	Major Florick
70th Reconnaissance Technical Squadron	Major Brown

1. General: This wing will provide training for combat crews in cell tactics and cell air refueling during March and April. This order provides for the first and second phases of this training for thirty RB-47 crews and 18 KC-97 crews during the second two weeks of March. The first phase consists of day refueling and the second phase consists of night refueling. Crews will have participated in the day cell prior to being scheduled in the night phase of this operation.

   a. Intelligence: Annex "A".

   b. Friendly Forces: Omitted.

   c. Assumptions:

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(1) RB-47 crews will assume that instrument conditions exist during the forming and cell portions of this mission in order to provide maximum training in radar station keeping for observers.

(2) KC-97 crews will assume that instrument conditions exist during the climb and orbit portions of the mission in order to provide maximum training in radar station keeping.

(3) All crews will assume that low visibility conditions exist during refueling portion of this mission.

2. Mission:

a. To launch one cell of KC-97's and two cells of RB-47's each day on 13, 14, and 15 Mar 56 to provide training in daylight cell tactics and cell air refueling.

b. To launch one cell of KC-97's and two cells of RB-47's each day on 20, 21 and 22 Mar 56 to provide training in night cell tactics and cell air refueling.

3. Tasks for Subordinate Units:

a. The 6th SRS will:

(1) Launch 5 RB-47's on 13, 14, 20 and 21 Mar 56 as outlined in Annex "B" to this order.

(2) Provide RB-47 weather reconnaissance of the refueling areas on 15 and 22 Mar 56.

(3) Provide one spare RB-47, pre-flighted up to "Start Engines", on 15 and 22 Mar 56 as outlined in Annex "B" to this order.

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b. The 26th SRS will:

(1) Launch 5 RB-47's on 13, 15, 20 and 22 Mar 56 as outlined in Annex "B" to this order.

(2) Provide weather reconnaissance of the refueling areas on 14 and 21 Mar 56.

(3) Provide one spare RB-47, pre-flighted up to "Start Engines" on 14 and 21 Mar 56 as outlined in Annex "B" to this order.

c. The 61st SRS will:

(1) Launch 5 RB-47's on 14, 15, 21 and 22 Mar 56 as outlined in Annex "B" to this order.

(2) Provide RB-47 weather reconnaissance of the refueling areas on 13 and 20 Mar 56.

(3) Provide one spare RB-47, pre-flighted up to "Start Engines" on 13 and 20 Mar 56 as outlined in Annex "B" to this order.

d. The 70th Air Refueling Squadron will:

(1) Launch 6 KC-97's each day on 13, 14, 15, 20, 21 and 22 March 1956 to off-load 18,000 pounds JP-4 fuel in area ALPHA and to furnish dry hook-ups in area BRAVO as outlined in Annex "B" to this order.

(2) Provide the squadron briefing room for general briefings on this order as required by the Director of Operations and for interrogation of all crews upon completion of the mission.

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e. The 70th A&E Squadron will:

(1) Provide armament and electronic support as required for the individual aircraft participating in this exercise.

(2) Transport O-15 camera film to 70th Recce Tech Squadron immediately after aircraft return to this base.

f. The 70th Reconnaissance Technical Squadron will process O-15 camera film and have it ready for mission critique upon call from the Director of Operations.

x. General Instructions:

(1) All cells will be flown in accordance with the applicable Tactical Doctrine.

(2) Refueling areas are:

ALPHA Rendezvous Point: 3343N/9543W - TC 280 degrees

BRAVO Rendezvous Point: 3117N/9417W - TC 072 degrees

(3) RB-47 cells will be named RED and WHITE. RED flights will take-off first each day and receive 18,000 pounds transfer in refueling area ALPHA. WHITE flights will make dry contacts in refueling area BRAVO.

(4) "H" hours will be the rendezvous times specified in Annex "B" and take-off times will be adjusted, using latest winds aloft data, to make the rendezvous times good.

(5) If the weather is VFR at flight altitude over Bryan, Texas, RED cell missions will be completed at that point and aircraft will disperse to fly individual routes as planned by the squadron. If the weather is IFR at flight altitude over

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Bryan, Texas, RED flights will continue in cell to Little Rock AFB via Jackson, Miss, Grenada Dam, Miss to Little Rock Omni.

(6) WHITE flights will fly the entire route to Little Rock Omni in cell as specified in Annex "B".

(7) Missions will be critiqued upon the call of the Director of Operations.

(8) RB-47 weather reconnaissance of the refueling areas will be completed at least one hour prior to take off time of the mission and the results will be transmitted to Wing Control Room via 252.6 mcs or relayed through the control tower.

(9) O-15 cameras will be operated on one every four sweeps from 10,000 feet until refueling contact, and then will be operated on one every twelve sweeps from end refueling until termination of the cell. Film will be used to critique join-up, level off, all turns, and descent to rendezvous.

(10) Safety of flight will take precedence over any other requirements outlined in this order.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative:

(1) The title of this order, OPERATION LEAN MEAT, Annex "A", and "D" are Unclassified.

(2) The basic order, Annex "B" and Annex "C" are classified CONFIDENTIAL.

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(3) Pen or pencil ammendments to this order are authorized.

(4) This order will be returned to this headquarters within 5 calender days of the termination of the mission.

b. Logistical: Normal.

2. COMMAND, COMMAND POST, AND COMMUNICATIONS:

a. Command: Normal

b. Command Post: 70th Strat Recon Wing Control Room "VENICE CONTROL".

c. Communications: See Annex "C"

BURKE
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Annex A - Intelligence

Annex B - Air Operations

Apprendix 1 - RED Flight Plan

Appendix 2 - WHITE Flight Plan

Appendix 3 - Take-off and Assembly Diagram

Apprendix 4 - Tanker and RB-47 Poute Formation

Appendix 5 - Tanker and Receiver Refueling Formation

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Appendix 7 - Navigation Log (KC-97)

Annex C - Communications

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(DOTO - 1 cy)	
(Stbd - 2 cys)	
DM	4 cys
Flying Safety	1 cy
Wg Historian	5 cys

OFFICIAL:

James A. Moore

FOR:
BERNARD V. OGAS
Colonel, USAF
Director of Operations

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

ANNEX "A"

OPERATIONS ORDER NUMBER 413-56

INTELLIGENCE

1. In order to provide training in interrogation and combat reporting, each crew will prepare a scenario on simulated fighter interception, fighter tactics and flack as briefed by the Wing Intelligence Officer and interrogaters will attempt to extract the pre-planned information from the crew members. A modified R-25 (Intelligence Summary) report will be submitted and will be based on the hypothetical information resulting from these interrogations.

2. Immediately after landing, crew members will be transported to the 70th Air Refueling Squadron for de-briefing.

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HEADQUARTERS 70TH STRATEGIC RECONAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

ANNEX "B"

OPERATIONS ORDER 413-56

AIR OPERATIONS

GENERAL: This annex establishes the operational procedures and tactics to be used during operation "LEAN MEAT".

1. Route timing for KC-97 and RB-47 day cell flights of the 13, 14 and 15 and night cell flights of 20, 21 and 22 of Mar 56 will be as shown on pages 1 and 2, respectively of appendix 6, this annex.

2. Squadrons will furnish flights as shown in the follcwing schedule.

a. Day Flights:

(1) 13 March 1956

6th SRS	5 RB-47's (Red Flight)
26th SRS	5 RB-47's (White Flight)
61st SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97's

(2) 14 March 1956

61st SRS	5 RB-47's (Red Flight)
6th SRS	5 RB-47's (White Flight)
26th SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97's

Annex B
70SRW OPORD 413-56
9 Mar 56

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(3) 15 March 1956

26th SRS	5 RB-47's (Red Flight)
61st SRS	5 RB-47's (White Flight)
6th SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97's

b. Night Flights:

(1) 20 March 1956

6th SRS	5 RB-47's (Red Flight)
26th SRS	5 RB-47's (White Flight)
61st SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97S

(2) 21 March 1956

61st SRS	5 RB-47's (Red Flight)
6th SRS	5 RB-47's (White Flight)
26th SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97's

(3) 22 March 1956

26th SRS	5 RB-47's (Red Flight)
61st SRS	5 RB-47's (White Flight)
6th SRS	1 RB-47 (Ground Spare)
70th ARS	6 KC-97's

c. All RED Flights will transfer 18,000 pounds of JP-4 at ALFA refueling area.

d. All WHITE Flights will accomplish a dry hook-up of at least 10 minutes duration at BRAVO refueling area.

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3. RB-47:

a. Pre-take off preparation for RB-47's:

(1) Fuel load - 85,000 lbs.

(2) K-system operational.

(3) Air refueling equipment operational.

(4) Ground Spares:

(a) The spare aircraft will be an aircraft scheduled to fly a normal squadron mission that day if possible.

(b) It will be pre-flighted up to start engines including air refueling check by the crew assigned to fly it on the squadron mission.

(c) The squadron scheduled to fly the formation for that day will have transportation standing by to carry any aborting crew to the assigned spare.

(d) Mandatory ground aborts:

1. Safety of flight items.

2. UHF radio inoperative.

3. K-system inoperative.

b. Take-off Procedure for RB-47's:

(1) Planned take-off times will be as shown in route timing (appendix 6). Actual take-off times will be adjusted on latest metro winds to make planned rendezvous times good.

(2) All aircraft will monitor channel 3 UHF (275.8mcs) from "before starting engines" on checklist until airborne.

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(3) Any crew having a ground abort will report same to the flight leader. If radio is non-operational, send a ground crew member as runner to flight leader aircraft.

(4) If flight leader ground aborts the deputy flight leader (Number 2 Aircraft) will take charge of flight and assume the time and position of the flight leader unless the flight leader can make the scheduled take-off time with the spare aircraft.

(5) All aircraft will start engines thirty (30) minutes before scheduled take-off time of the flight leader.

(6) Each aircraft commander will call the flight leader when ready to taxi.

(a) Interplane aircraft call signs will be as shown in Annex C, this order.

(b) The flight leader will call the control tower for taxi clearance for the flight.

(c) Flight leader will also call 70th SPW control room after all aircraft report.

(7) The flight leader will plan start taxi time so as to arrive at end of runway at least five (5) minutes before take-off time.

(8) Aircraft will take-off in one minute intervals.

(a) In order to accomplish one minute take-offs two aircraft must be on runway at one time.

1. Number one aircraft will take a position

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approximately 500 feet up the runway on the inside of the runway (side closest to taxi-way)

2. Each succeeding aircraft will alternate on each side of the runway.

(9) The N-1 compass must be accurately synchronized while aiming as straight down the runway as possible, as correct headings are essential during the formating phase.

(a) Set compass on actual runway heading (244 or 064 degrees).

(10) The same altimeter setting from the tower will be used by all aircraft. (This setting must be used by all aircraft until after level-off at cruise altitude).

c. Climb and Formating Procedures for RB-47's:

(1) All RB-47's will formate on a magnetic heading of 105 degrees.

(a) If taking off on runway 240 a 20 degree banked turn to the right will be started exactly two minutes after start of take-off roll.

(b) If taking of on runway 060 a 20 degree banked turn to the right will be started four (4) minutes after start of take-off roll.

(2) All aircraft will accelerate to an indicated airspeed of 310 knots.

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(a) 310 KIAS and 96% RPM will be held by all aircraft until arrival at assigned altitude.

(3) All aircraft will switch to their flights designated interplane UHF frequency during climb before arrival at formating altitude.

(4) The following altitudes and speeds will be used during the formating period:

No 1 aircraft	10000 MSL	240 KIAS
No 2 aircraft	10500 MSL	250 KIAS
No 3 aircraft	11000 MSL	270 KIAS
No 4 aircraft	11500 MSL	280 KIAS
No 5 aircraft	12000 MSL	295 KIAS

(a) All aircraft will hold a common magnetic heading at 105 degrees during this period.

(5) The level-off period will be held long enough to give the last aircraft at least fifteen (15) minutes of level flight time. (Approximately 20 minutes after flight leader levels off).

(a) This level-off period will be used to establish the cell formation position as shown in appendix 4, this annex.

(b) Station keeping technique will be used to position each aircraft in relation to the preceding aircraft.

(6) Each aircraft will report to flight leader when in cell position (that is, all observers have the aircraft below and ahead of him in the radar altitude hold).

Annex F
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(7) After the flight leader has established that all aircraft are in position, he will announce "THIS IS VENICE RED (or WHITE) LEADER: START ACCELERATING NOW, - NUMBER 5 WILL START CLIMB IN TWO MINUTES".

(a) Number 5 will call when starting to climb.

(b) Number 4 aircraft will start climb 30 seconds later, calling when starting climb.

(c) Number 3 aircraft will start climb 30 seconds after number 4 aircraft, calling when starting climb.

(d) Number 2 aircraft will start climb 30 seconds after number 3 aircraft, calling when starting climb.

(e) Number 1 aircraft will start climb 30 seconds after number 2 aircraft.

(8) This procedure guarentees an altitude and distance separation between aircraft and puts the formation in position to maintain station keeping technique during climb and level-off.

(9) Climb speeds for all aircraft will be 310 KIAS to 20,000' MSL, 290 KIAS to 25,000 MSL, 280 KIAS to 30,000 MSL, and 270 KIAS to level-off, using 96% RPM.

(10) Level off altitudes:

Number 1 aircraft level off at 33,000 MSL
Number 2 aircraft level off at 33,500 MSL
Number 3 aircraft level off at 34,000 MSL
Number 4 aircraft level off at 34,500 MSL
Number 5 aircraft level off at 35,000 MSL

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(a) These are planned altitudes and are subject to adjustment in order to get CAA approved block altitude clearances.

(11) 105 degrees magnetic heading will be held during this phase regardless of wind conditions.

(12) Extremely accurate airspeeds, power settings, altitudes, and headings are mandatory in order to accomplish this formating method.

d. RB-47 Formation Tactics and Procedures during Cruise:

(1) Due to short cruise time from level off to refueling no optimum cruise altitude adjustment will be made. All aircraft will hold the altitudes specified in paragraph c(10) above, or as adjusted.

(2) During the cruise leg between level off and first turn point holding a steady heading is more important than course corrections.

(3) IFR conditions are simulated furing these flights so there will be no change to assume a VFR formation and check altimeters, airspeeds and heading.

(a) If necessary all aircraft can overfly Jasper, Ala turn point in order for each observer to measure altitude. Turn must be started by three minutes past Jasper, Ala.

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(4) Accurate altitude separation is important during actual IFR formation and since there is no way to visually check altitude the following altitude measurement method will be used:

(a) Each observer measures altitude over Jasper, Ala (if impossible to get Jasper, flight leader will pick another known elevation point).

(b) The following formula will be used to obtain flight pressure altitude.

RA + T -(± D) = PA

Where RA = Radar Altitude.

T = Terrain elevation above sea level (will be standard for all aircraft)

D = D factor, deviation in feet on forecast temperature and pressure (obtain before take-off, for 35,000 feet).

(c) Example Number 1:

Lead aircraft altimeter reads 33,000 MSL

RA + T -(± D) = PA

31,850 + 570' = 32,420' - (-325') = 32, 745'

Pilot will set altimeter to 32,745 feet then climb to 33,000' indicated.

(d) As each aircraft passes over the designated measuring point the observer will measure and compute pressure altitude. Then each pilot will set the computed

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pressure altitude on his altimeter and climb or descend to his designated altitude.

(5) Flight leader will give an advance notice prior to each turn or course correction of more than five degrees.

e. Refueling Phase for RB-47's:

(1) The refueling phase will start at the 200 mile point as shown on flight plan. (200 miles from tanker orbit point).

(2) APN-76 rendezvous equipment will be turned on at 200 mile point. (settings as shown in Annex "C", this order).

(3) Flight leader will call for all aircraft to switch to the specified common air refueling UHF frequency at 200 mile point. (frequencies as shown in Annex "C", this order).

(a) Flight leader will contact tanker leader at this time giving latest ETA to rendezvous point.

(4) Flight leader observer will start monitoring beacon position for tanker APN-11 or APN-69 signal.

(a) In the event lead observer is unable to make electronic contact the deputy leader will attempt contact.

(5) At least ten minutes prior to letdown flight leader will have flight assume receiver refueling formation (10 degree echelon to the right as shown in appendix five this annex).

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(6) Refueling check list will be completed except for flaps and slipway doors five minutes prior to start letdown, setting 29.92 in altimeter but holding same actual altitude.

(7) Flight leader will check ETA to rendezvous point every five minutes and relay any revisions to tanker leader. (It will take approximately fifteen (15) minutes for tankers to get to rendezvous point from orbit point).

(8) Receiver letdown range is computed as follows:

$$\frac{\text{Differential Altitude}}{\text{Rate of Descent}} \times \frac{\text{Differential Ground Speed}}{60} = \text{Descent Range}$$

(a) Computed letdown range is increased 7 NM plus 1 NM for every tanker behind lead tanker when doing formation refueling.

(b) Flight plans (appendix 1 & 2) show ground distance back from rendezvous point to start descent. This distance is not to be confused with computed descent range based on differential speed and position of tankers and receivers.

(9) The following is a rough guide for speed control during descent to aid in holding formation:

35 MSL - 250 KIAS

30 MSL - 265 KIAS

25 MSL - 320 KIAS

15 MSL - 340 KIAS

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(a) These indicated speeds give an approximate 425 knots TAS allowing adequate throttle adjustment for trailing aircraft to maintain refueling cell formation during descent.

(10) Rate of descent will be 2500 feet per minute with the above indicated speeds.

(11) Station keeping will be used during descent.

(12) Level off altitudes will be as follows with 29.92 altimeter setting.

Number 1 aircraft - 14,500 MSL

Number 2 aircraft - 15,000 MSL

Number 3 aircraft - 15,500 MSL

Number 4 aircraft - 16,000 MSL

Number 5 aircraft - 16,500 MSL

(a) These altitudes will be held until at least one mile out and/or in visual contact with the respective tanker. Contact speed will be the required speed computed for the receiver at the highest altitude.

(13) At 12 miles out tankers will start acceleration to refueling speeds if needed.

(14) The following airspeeds will be used while closing on tankers after level off.

4 miles out - 310 KIAS

3 miles out - 275 KIAS

2 miles out - 250 KIAS

1 mile out - 225 KIAS

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(15) Aircraft will maintain 1 mile echelon trail separation distance. (Leader must reduce speed smoothly and gradually to allow remaining aircraft to hold formation.)

(16) The last primary tanker in the formation will have his APN-11 or APN-69 Beacon on to identify the last and highest tanker in the formation (setting as shown in annex C, this order).

(a) Remaining tankers will carry the APN-11 or APN-69 in "standby" position and prepared to turn it on if directed by tanker leader.

(b) When receiver leader passes the last primary tanker he will notify the tanker leader who will then turn on his APN-11 or APN-69 Beacon. Last Primary Tanker will then place his Beacon on "standby".

1. This will jump the beacon signal four miles on receiver leaders scope so must be anticipated during closing speed adjustments.

(17) When all receivers report in respective observation position flight leader will give order to commence refueling.

(a) All receivers will then close to contact position.

(18) When each receiver completes his refueling he will drop back to observation position and report refueling completed.

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(a) Tankers will tell their respective receivers amount transferred or time on boom.

(b) Receivers will give tankers their Venice two digit call sign and amount of fuel aboard.

(19) When all receivers have reported refueling completed the receiver flight leader will inform tanker leader refueling is completed, and tankers to start a left turn.

(a) When tankers have turned at least 30 degrees flight leader will give order to assume trail position with station keeping.

(20) The acceleration and climb procedure will be accomplished in same manner as flown from the 10,000 foot level to cruise altitude.

(a) As shown on pages 6 and 7 paragraph c(6)(7)(8)(9) and (10), this annex.

(b) The same climb speeds are level-off altitudes will be used.

f. Final Cell Formation Procedure for RB-47's:

(1) After level off a corrected pressure altitude will be computed as explained on page 9 paragraph 4, this annex.

(a) Flight leader observer will establish the geographical fix to measure altitude, also the terrain elevation and D factor to be used in the formula.

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(3) Route cell formation will be flown to Bryan, Tex (RED Flight Only).

(a) Unless directed otherwise due to weather conditions the formation will break-up into individual squadron training flights.

(b) The individual portion of each aircraft flight will be planned so that there is a dispersing effect from the formation terminating point.

(c) All aircraft will remain in cell formation until cleared by the cell leader to depart individually on individual flight clearances.

4. KC-97

a. Pre-Take off Preparation:

(1) Flight fuel load as required to complete planned mission plus adequate reserve.

(2) 18,000 pounds JP-4 aboard.

(3) Mandatory ground abort.

(a) Safety of Flight Items.

(b) Navigational radar inoperative.

(c) UHF radio inoperative.

(d) Air refueling equipment inoperative.

b. KC-97 Take-Off and Climb:

(1) Each tanker will call flight leader when ready to taxi.

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(a) Interplane call sign for entire flight including refueling will be NAMESAKE LEADER, TWO, THREE, FOUR, FIVE AND SPARE.

(b) Flight leader will call 70th SRW control room when all aircraft are ready to taxi.

(2) Aircraft will taxi out as a flight.

(3) Aircraft will take-off in one minute intervals.

(4) All aircraft will fly identical departure pattern as briefed.

(5) APS-42 will be turned on for take-off. Each tanker will establish radar contact with tanker ahead as soon as possible.

(6) At least one turn will be made during climb to facilitate closure to one mile before level-off.

(7) After level-off aircraft will utilize route cell formation enroute to orbit point and during orbit. Aircraft will be stacked up from leader, one mile nose to nose, and 500 feet altitude separation (as shown in appendix four this annex).

c. KC-97 orbitting and refueling:

(1) Take-offs will be planned so as to arrive at ALFA orbit point 30 minutes prior to planned orbit departure time.

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(2) Tankers will orbit using station keeping at the following altitudes (29.92 altimeter setting).

Number 1 aircraft	-	15,000 MSL
Number 2 aircraft	-	15,500 MSL
Number 3 aircraft	-	16,000 MSL
Number 4 aircraft	-	16,500 MSL
Number 5 aircraft	-	17,000 MSL
Number 6 aircraft	-	17,500 MSL

(a) There will be no tanker descent to refueling leg. The above altitudes are also refueling altitudes.

(b) The tanker flight will assume cell refueling formation when departing orbit area on refueling track.

1. The last turn in orbit prior to departing can be used to help the spare tanker gain the four miles needed to assume the tanker refueling formation.

2. During refueling the spare tanker will hold altitude until normal rated power is needed and then gradually descend in order to hold its relative horizontal formation position.

(3) Orbit pattern will be left hand two minutes outbound and inbound from orbit point to refueling track.

(a) ALFA orbit - 3333N/9435W 280 TC (Inbound).

(b) BRAVO orbit - 3058N/9523W 073 TC (Inbound).

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(4) Planned rendezvous times:

(a) ALFA Rendezvous Point

1. Day Flights - 1225 CST (1825Z)

2. Night Flights - 1920 CST (0120Z next day).

(b) BRAVO Rendezvous Point

1. Day Flights - 1510 CST (2110Z)

2. Night Flights - 2205CST (0405Z next day).

(5) All tanker aircraft will monitor tanker/receiver refueling frequency (UHF) upon arrival at orbit area.

(6) All tankers will have check APN-12 equipment before arrival at orbit point. All tankers will keep APN-12 on during orbit and rendezvous unless required to go to "standby" by tanker leader. (Settings as shown in annex "C", this order).

(7) The last primary tanker in formation will have APN-11 or APN-69 Beacon on from arrival at orbit point until told to turn to "Standby" by passing receiver flight leader.

(8) Since all tankers and all receivers are on a common refueling frequency there is a requirement for strict radio silence particularly during the actual refueling period.

(a) Each tanker/receiver pair will make one radio check in order of position in flight.

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(9) Tanker leader will call for accelerate to refueling speed when receivers are 12 miles out.

(a) All tankers will use a refueling speed computed on highest tankers altitude.

(12) After completion of refueling tanker leader will wait until receiver leader has called that all receivers have completed refueling and are in observation position then call for all tankers to start left turn.

(a) Turn will be approximately 45 degrees.

(11) After completion of turn tankers will assume trail cell formation and proceed to next turn point.

(12) Tanker procedures and tactics will be as outlined in SAC Manual 55-10 (Tactical Doctrine--Air Refueling) unless specifically stated otherwise.

(13) If spare tanker has not off-loaded his 12,000 pounds of JP-4 at ALFA refueling area the spare tanker will exchange positions with the last primary tanker and refuel his receiver at the BRAVO refueling area.

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RED FLIGHT ROUTE

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 70TH SRW | AIRCRAFT TYPE AND SERIES: B5-47E | CREW NUMBER: | PILOT (Name and Grade): CONFIDENTIAL | OBSERVER (Name and Grade): | COPILOT (Name and Grade):

III. PRE-FLIGHT PLAN

FROM Little Rock AFB / ROUTE	P/Z	T/O	WIND V / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: FUEL THIS SEGMENT	FUEL FLIGHT PLAN: GROSS WEIGHT
															85000	170073
S/T/TO/ACC															4600	4600
											10	:02			80400	165473
											22	:04			1890	1890
Level Off 10M		110	-	110	-5	105	10.0	VAR	-	-	32	:06			78510	163583
			275/20								99	:20			5200	5200
Start Climb		109	+1	110	-5	105	10.0	-	278	296	131	:26			73310	158383
			270/35								97	:13			4800	4800
Level Off		108	+2	110	-5	105	33.0	VAR	414	447	228	:39			68510	153583
3349N/8717W			270/60								28	:03			483	483
Jasper, Ala		110	+3	113	-4	109	33.0	.73	425	480	256	:42			68027	153100
3250N/8638W			270/60								68	:09			1570	1570
Clanton, Ala		151	+7	158	-4	154	33.0	.73	425	450	324	:51			66457	151530
3225N/8702W			270/60								32	:05			860	860
Selma, Ala		218	+6	224	-4	220	33.0	.73	425	386	356	:56			65597	150670
3222N/8843W			270/60								86	:14			2350	2350
Meridian, Miss		268	0	268	-4	264	33.0	.73	425	367	442	1:10			63247	146320
3249N/9045W			270/60								108	:17½			2900	2900
200 Mile Point		285	-2	283	-6	277	33.0	.73	425	368	550	1:27½			60347	145420
3333N/9432W			270/60								196	:32			5120	5120
Start Descent		283	-2	281	-7	274	33.0	.73	425	367	746	1:59½			55227	140300
3346N/9548W			270/35								65	:10			550	550
Rendez Point		280	-1	279	-8	271	15.0	VAR	425	392	811	2:09½			54677	139750
															18000	18000
On Load															72677	157750
3408N/9803W			270/20								116	:30			8200	8200
End Refueling		280	-1	279	-9	270	15.0	-	250	231	927	2:39½			64477	149550
3420N/9936W			270/35								78	:12			3500	3500
Level Off		281	-1	280	-10	270	33.0	VAR	425	392	1005	2:51½			60977	146050
3426N/10013W			270/60								31	:05			815	815
Childress, Tex		278	-1	277	-11	266	33.0	.73	425	368	1036	2:56½			60162	145235
3243N/10158W			270/60								134	:21			3360	3360
Lamesa, Tex		221	+6	227	-11	216	33.0	.73	425	383	1170	3:17½			56802	141875
3042N/10112W			270/60								128	:17½			2770	2770
Cuero, Tex		163	+7	170	-11	159	33.0	.73	425	438	1298	3:35			54032	139105
3016N/9853W			270/60								126	:15½			2370	2370
Fredricksburg		102	+2	104	-10	094	33.0	.73	425	483	1424	3:50½			51662	136735
3040N/9624W			270/60								133	:16½			2550	2550
Bryan, Tex		079	-2	077	-9	068	33.0	.73	425	484	1557	4:07			49142	134215
TO BE CONTINUED OR TERMINATED AS DIRECTED.															49142	134215
3218N/9011W			270/60								332	:41			6770	6770
Jackson, Miss		073	-2	071	-7	064	33.0	.73	425	482	1889	4:48			43772	128145
3346N/8946W			270/60								90	:12½			1750	1750
Grenada Dam, Miss		013	-2	005	-6	359	33.0	.73	425	437	1979	5:00½			41322	126395
3440N/9211W			270/60								132	:21½			3000	3000
Little Rock VOR		294	-3	291	-6	285	33.0	.73	425	371	2111	5:22			38322	123395

DATE OF TAKEOFF:

ENGINE START:	TAKEOFF TIME:	
LANDING TIME:	DURATION OF FLT:	

AIRCRAFT BASIC WT	83,900	
CREW WT	750	
OIL WT	423	
EXPEND'BLE WEIGHT (Kegs)		
EXT. TANKS WT (Empty)		
OPERATING WT		85,073
FUEL LOAD: FM	As	
FUEL LOAD: CM		
FUEL LOAD: ARM	Required	
FUEL LOAD: TRIP FUEL		
FUEL LOAD: A.R.	for	
FUEL LOAD: ATO		
FUEL LOAD: MISC.	Correct CG	
FUEL LOAD: TOTAL		85000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		170,073
TAXI FUEL AND TAKE-OFF FUEL ALLOW		3,000
TAKE-OFF GROSS WT		167,073

RUNWAY

PRESS ALT	LENGTH	AIR TEMP
300'	10,100'	50°F

CRITICAL FIELD LENGTH: 7900

TAKE-OFF

DISTANCE	SPEED
6900	148½ K

SPEED

REFUSAL	SAFETY BEST CLIMB	LIMIT 3000
125K	166K	101K

NO. OF AVG BOTTLES REQUIRED	Ans 1 Annex B
ASSESS. PELLANT WEIGHT	70082 69082 413-56
ADJUSTED TAKE-OFF WEIGHT	9 Mar 56
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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UNITS FLIGHT ROUTE

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		70IST SRW	RE-47E		CONFIDENTIAL		

PRE-FLIGHT PLAN

FROM Little Rock AFB / ROUTE	C/O	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
							°								85000	170073
							°								4600	4600
S/T/TO/ACC											10	:02			80400	165473
							°				22	:04			1890	1890
Level Off 10M		110	-	110	-5	105	10.0	VAR	-	-	32	:06			78510	163583
			275/20				°				99	:20			5200	5200
Start Climb		109	+3	110	-5	105	10.0	-	278	296	131	:26			73310	158383
			270/35				°				97	:13			4800	4800
Level Off		108	+2	110	-5	105	33.0	VAR	414	447	228	:39			68510	153583
3349N/8717W			270/60				°				28	:03			483	483
Jasper, Ala		110	+3	113	-4	109	33.0	.73	425	480	256	:42			68027	153100
3353N/8639W			270/60				°				68	:09			1570	1570
Clanton, Ala		151	+7	158	-4	154	33.0	.73	425	450	324	:51			66457	151530
3284N/8702W			270/60				°				99	:05			860	860
Selma, Ala		218	+4	224	-4	220	33.0	.73	425	386	356	:56			65597	150670
3222N/8643W			270/60				°				50	:14			2350	2350
Meridian, Miss		268	0	268	-4	264	33.0	.73	425	367	442	1:10			63247	148320
3330N/8[illegible]W			270/60				°				277	1:45			7370	7370
Texarkana, TUR		284	-2	282	-7	275	33.0	.73	425	367	719	1:55			55877	140950
3425N/[illegible]W			270/60				°				320	1:49			7450	7450
Childress, Tex		280	-1	279	-9	270	33.0	.73	425	392	1039	2:41			48427	133500
3243N/[illegible]W			270/60				°				134	:21			3100	3100
Tamesa, Tex		221	+7	227	-11	216	33.0	.73	425	383	1173	3:03			45327	130400
3[illegible]N/[illegible]W			270/60				°				129	:19			2520	2520
Ozona, Tex		163	+7	170	-11	159	33.0	.73	425	438	1300	3:23			42807	127880
3[illegible]N/[illegible]W			270/60				°				125	:15			2170	2170
Fredericksburg		102	+2	104	-10	094	33.0	.73	425	483	1425	3:38			40637	125710
3[illegible]N/9[illegible]W			270/60				°				133	:16			2310	2310
Ivan, Tex		079	+2	081	-9	072	33.0	.73	425	484	1558	3:55			38327	123400
3053N/9541W			270/60				°				40	:05			670	670
Start Descent		072	-2	070	-9	061	33.0	.73	425	482	1598	4:00			37657	122730
3119N/9417W			270/35				°				76	:10			550	550
Rendz Point		072	-2	070	-8	062	15.0	VAR	425	458	1674	4:10			37107	122180
							°								0	0
SIMULATED OR LAND															37107	122180
3155N/9[illegible]W			270/20				°				135	:30			6600	6600
End Refueling		073	-1	072	-7	065	15.0	-	250	269	1809	4:40			30507	115580
			270/35				°				61	:08			3600	3600
Level Off		074	-1	073	-6	067	33.0	VAR	425	458	1870	4:48			26907	111980
3218N/9[illegible]W			270/60				°				22	:03			390	390
Jackson, Miss		074	-2	072	-6	066	33.0	.73	425	482	1892	4:51			26517	111590
3[illegible]N/[illegible]W			270/60				°				90	:12			1600	1600
Grenada Dam		033	-2	035	-6	359	33.0	.73	425	477	1982	5:03			24917	109990
3[illegible]N/[illegible]W			270/60				°				132	:21			2750	2750
Little Rock AFB		294	-3	291	-6	285	33.0	.73	425	373	2114	5:25			22167	107240

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	83,900
CREW WT	750
OIL WT	423
ATO B/L WEIGHT (Keyin)	
EXT. TANKS WT (Keyin)	
OPERATING WT	85,073
FUEL WEIGHT: F.M.	As
FUEL WEIGHT: C.M.	
FUEL WEIGHT: A.M.	Required
FUEL WEIGHT: FWD A.M.A.	
FUEL WEIGHT: R.R.	for Correct
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	OG
FUEL WEIGHT: TOTAL	85000
BOMBS WT	
AMMO WT	
ADL. FLUID WT	
INITIAL GROSS WT	170,073
START ENG. AND TAXI FUEL ALW	3,000
TAKE-OFF GROSS WT	167,073

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
300'	10,100'	50°F

CRITICAL FIELD LENGTH: 7900

TAKE-OFF

DISTANCE	SPEED
6900	148½ K

ORIGINAL			
ADJUSTED	DISTANCE REQ'D FOR T.O.	SPEED	ATO FIRING SPEED
	12SK	166K	101K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	Agg 2 Annex B
ADJUSTED TAKE-OFF WEIGHT	70SRW OPORD 413-56
ADJUSTED TAKE-OFF DISTANCE	9 Mar 56
ATO FIRING SPEED	

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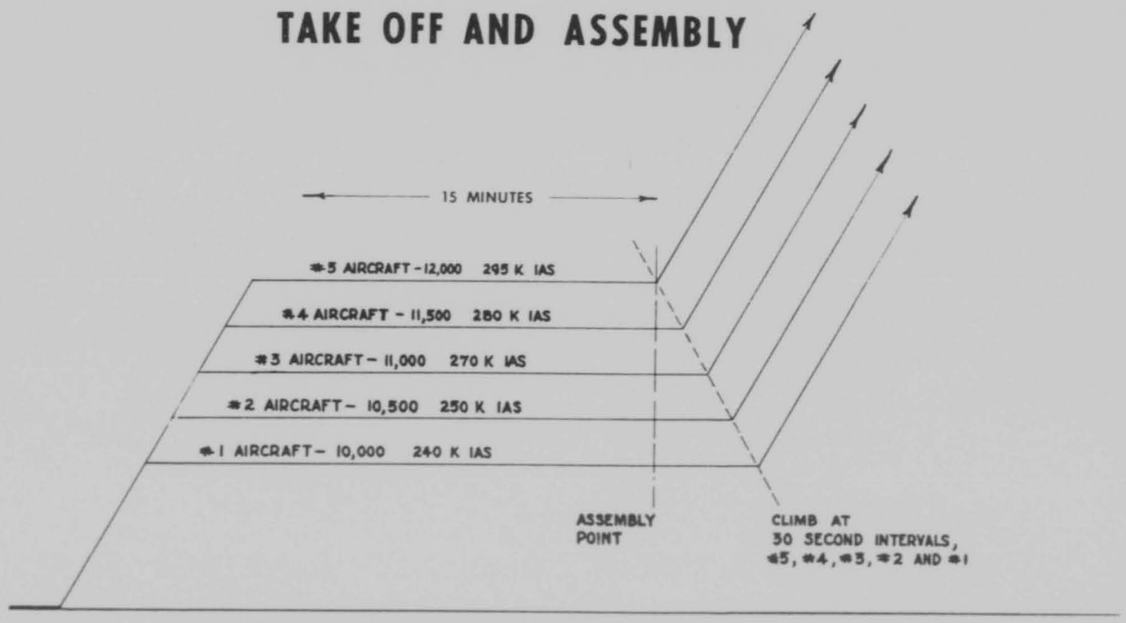

FIGURE 1

APP 3 ANNEX O

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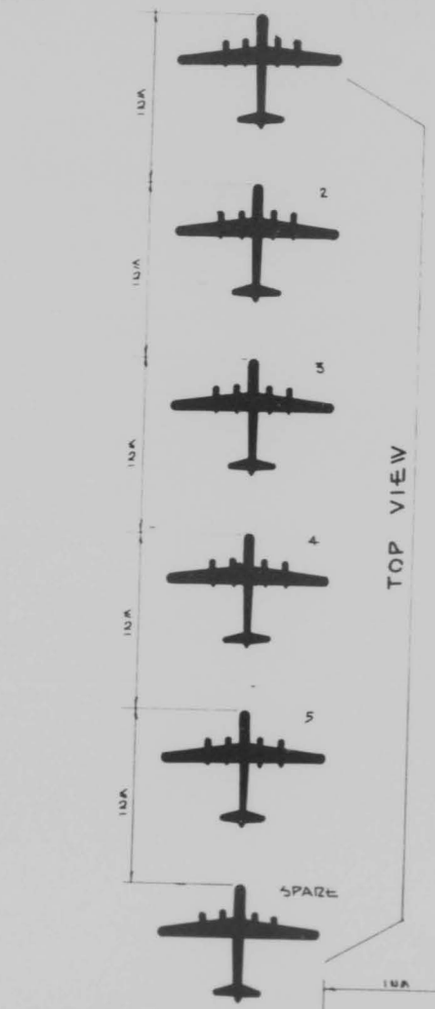
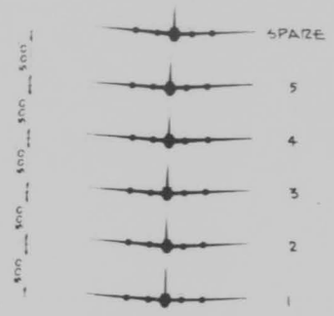
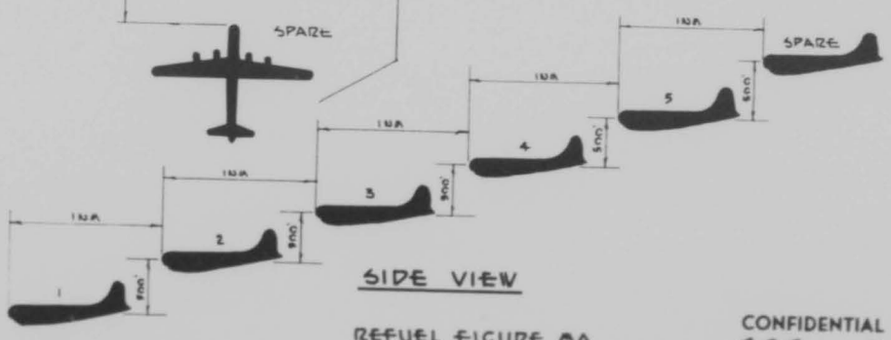




RB-47 ROUTE FORMATION,

TANKER FORMATION ENROUTE & ORBIT



REFUEL FIGURE 8A

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APP 4
ANNEX B

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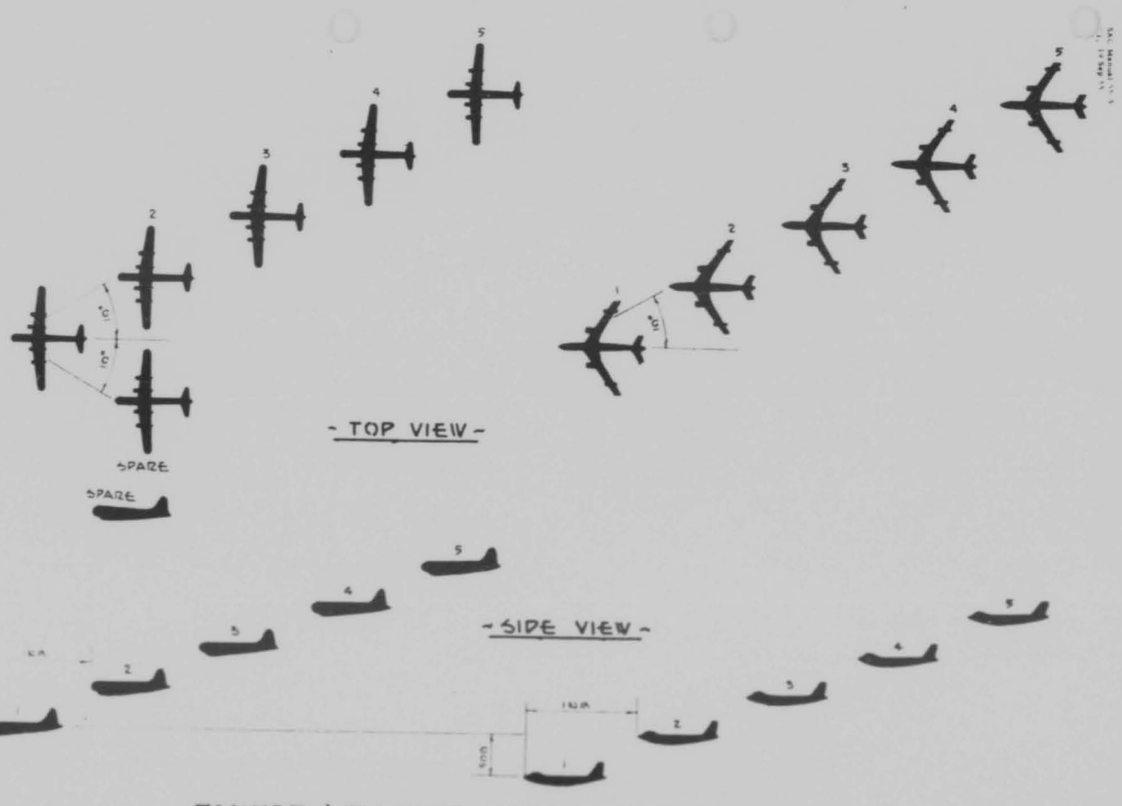

TANKER & BOMBER FORMATIONS DURING FINAL CLOSURE FROM LEVEL OFF

REFUEL FIGURE 4B

APP 5
ANNEX B

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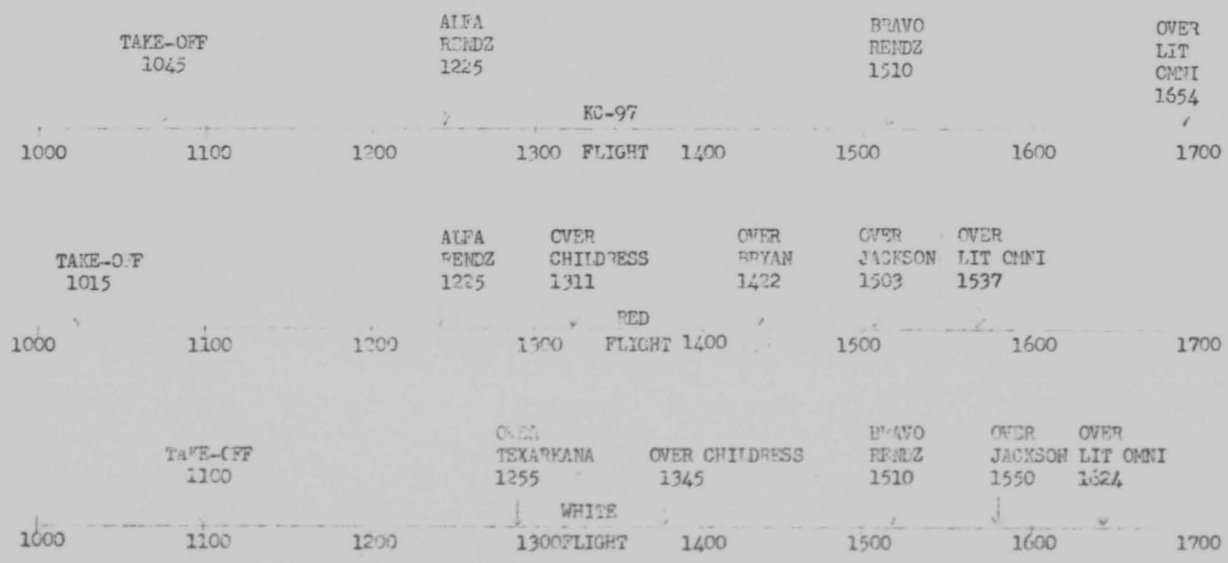
ROUTE TIMING
for Day Flights on the 13, 14, and 15 March 1956



ALL TIMES ARE CENTRAL STANDARD TIME

Page 1
Appx 6
Annex B
TCOFORD
413-56
9 Mar 56

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ROUTE TIMING
for NIGHT flights on the 20, 21 and 22 March 1956

KC-97 FLIGHTS

| | | |

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AF Form 21
Approved 1 June 48

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AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 70 AREFS TYPE KC-97G DATE _____

Appendix 7
Annex "B"
OPORD 413-56
70SRW
9 March 56

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS WT. AT T. O. / LOAD. ABOARD AT T. O. 141,151

ALTERNATE

TIME TO ALTERNATE

FUEL REQUIRED TO ALT.

SIGN		MODEL		TWIN/SIGN
MAG.	SET'G	PROPS	SETS	R.M.

WATCH _____ FAST/SLOW _____ Rate per/hr

AT _____ GCT (DATE)

Departure LRAFB Destination LRAFB

OFFICIAL (NAME) (NAVIGATOR) (RANK)

ALT. SETT. TEMP. DEST.

FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND SPEED / DIR.	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME
LRAFB Conway Dam											:15	:15
Conway Dam 3437N/9238W Level off	212				-7		AVE 10M	190		25	:08	:23
3437N/9238W 3422N/9250W - Malvern, Ark.	212				-7		15M	221		18	:05	:28
3422N/9250W 3333N/9435W - Orbit point	242				-7		15M	221		99	:27	:55
ORBIT	280 100				-8		15M	220			:30	1:25
3333N/9435W - Orbit point 3343N/9548W - Rendezvous point	280				-8		15M	219		60	:16	1:41
3343N/9548W 3403N/9820W - End refueling	280				-9		15M	246		125	:30	2:11
3403N/9820W 3354N/9831W - Wichita Falls	226				-10		15M	211		13	:04	2:15
3354N/9831W 3058N/9523W - Orbit point	138				-9		15M	211		238	1:08	3:23
ORBIT	073 253				-9		15M	209			:30	3:53
3058N/9523W - Orbit Point 3117N/9417W - Rendezvous point	073				-8		15M	208		60	:17	4:10
3117N/9417W 3153N/9156W - End refueling	073				-8		15M	246		125	:30	4:40
3153N/9156W 3331N/9011W - Greenwood T.P.	042				-7		15M	207		133	:39	5:19
3331N/9011W 3444N/9218W - Little Rock	304				-7		15M	207		127	:35	5:54
LETDOWN AND LAND										1017	:45	6:39

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TOTAL TOTAL

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

ANNEX "C"

OPERATIONS ORDER 413-56

COMMUNICATIONS

1. GENERAL:

a. All communications during this mission will be governed by SAC Communications Instructions, Current US Facility Charts, Current US Supplementary Flight Information Documents, and Allied Communications Publication 125(A)-1 (USAF Supplement, Air-Ground radio-telephone procedures).

b. No recall word has been designated.

2. EMERGENCY PROCEDURES:

a. All aircraft will monitor 243.0 during the entire flight.

b. If an emergency occurs during this mission, the aircraft declaring the emergency will switch to the emergency position IFF.

c. Aircraft may communicate on any frequency with any station, air or ground, in case of emergency; however, consideration should be given to the character of the emergency, safety of crew, location of aircraft, and other relative factors.

3. RECOGNITION, IDENTIFICATION, AND IFF:

a. No requirement exists on this mission for actual fighter identification, and recognition, AFSAL 5104 will be carried for training purposes only.

b.

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b. Radio silence will not be required on this mission, but it is of the utmost necessity that rigid communications discipline be maintained at all times.

c. IFF operation will be in accordance with 2AF Msg DOEO 12136 (Classified Secret)

4. FREQUENCIES:

a. HF communication will not be used on this mission; however, in the event that HF back up is necessary during refueling operations, 5710.5 kcs will be used.

b. VHF: In order to decrease interference in air to air communications, the tanker task force will use 148.86 mcs (Channel E) primary and 138.42 (Channel F) secondary for interplane communications.

c. UHF communications are as follow:

(1) RB-47 inter-plane communications will be conducted on 252.6 mcs (Channel 12) for Red Flight and 327.4 mcs (Channel 9) for White Flight.

(a) 311.0 mcs will be used as back-up interplane frequency.

(2) KC-97 and RB-47 air refueling communications will be conducted on 256.0 mcs (Channel 10) primary and 266.2 mcs (Channel 11) secondary.

(3) All frequencies, together with their usage, will be found in appendix 1 of this annex.

5. CALL SIGNS:

a. Wing Control Room - Venice Control

1st Cell RB-47 Lead Aircraft Venice Red Leader

2nd Cell RB-47 Lead Aircraft Venice White Leader

KC-97 Lead Aircraft - Namesake Leader

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b. Interplane call signs of aircraft of aircraft in order of formation position.

(1) KC-97 Flight

(a) Namesake Leader

(b) Namesake Two

(c) Namesake three

(d) Namesake Four

(e) Namesake Five

(f) Namesake Spare

(2) RB-47 RED Flight

(a) Venice Red Leader

(b) Venice Red two

(c) Venice Red three

(d) Venice Red four

(e) Venice Red five

(3) RB-47 WHITE Flight

(a) Venice White Leader

(b) Venice White two

(c) Venice White three

(d) Venice White four

(e) Venice White five

6. POSITION REPORTS: Position reports during the formation part of the mission will be transmitted only by the lead aircraft. In the event the lead aircraft is unable to submit position reports, lead aircraft will designate the aircraft responsible for submitting such reports.

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Whenever possible, position reports will be transmitted directly to the ARTC Center. During the air refueling operations, position reports will be transmitted by the tanker leader for the entire formation. All position reports will be in accordance with the applicable facility charts. During the formation portion of the mission, the following message format for initial call-up be used:

a. _____CENTER this is VENICE_____over_____over.

b. When making the actual position report the report the following format will be used:

(1) VENICE_____reporting for VENICE_____, _____, _____, _____, LEAN MEAT MISSION_____, _____, _____, _____.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

APPENDIX 1

ANNEX "C"

OPERATIONS ORDER 413-56

1. Frequencies:

   a. HF

      1. 5710.5 — Air Refueling Back Up

   b. VHF

      (1) 148.86 mcs (P) — Channel E Tanker Interplane

      (2) 138.42 mcs (S) — Channel F Tanker Interplane

   c. UHF

      (1) 327.4 mcs (S) — Channel 9 Receiver Interplane

      (2) 256.0 mcs (P) — Channel 10 Interplane Refueling

      (3) 266.2 mcs (S) — Channel 11 Interplane Refueling

      (4) 252.6 mcs (P) — Channel 12 Receiver Interplane

      NOTE: Indicates primary frequencies (P)

      Indicates secondary frequencies (S)

2. APN-11 Setting

   a. 1-2-1

3. APN-12/76 Settings

   a. 8T - 6R Tanker

   b. 6T - R8 Receiver

Appl
Annex C
70SRW OPORD 413-56
9 Mar 56

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
9 March 1956

ANNEX "D"

OPERATIONS ORDER 413-56

REPORTS

1. GENERAL: Reporting procedures will be simulated during this operation for training purposes. Required reports will NOT be delivered to the Base Communications Center but will be delivered to the 70th SRW Communications Office where a log will be maintained of their receipt to simulate normal procedures. All messages will be prepared as required by the applicable reporting manual but will be marked in red "NOT TO BE TRANSMITTED." The Wing Intelligence Officer will provide the necessary officer personnel to Current Operations to accomplish the reporting required by this operations order.

2. REQUIRED REPORTS: The following reports (Reference SAC Manual 55-8R, Confidential, and 55-8T Confidential) will be submitted and will be given the same precedence as simulated combat mission reports.

   a. R-2, Pre-Mission Report.

   b. R-9, Telephone Departure Report (To be made from the Control Room to Commander, 70th Air Refueling Squadron).

   c. R-10, Departure Report.

   d. R-15, Landing Report.

   e. R-25, Intelligence Summary Report (To be prepared and submitted entirely by Intelligence Section).

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f. T-2, Pre-Mission Report.

g. T-10, Departure Report.

h. T-11, Air Refueling Report (To be submitted by Tanker Flight Commander, via air/ground radio to the control room).

i. T-15, Landing Report.

3. Each tanker A/C will submit the following information on the refueling portion of the mission.

a. Tanker number and receiver number.

b. Time of initial contact.

c. Number of contacts and length of time each is maintained.

d. Disconnects and reason for each.

e. Amount of fuel transferred and total time required for transfer.

This report will be submitted to the 70th Air Refueling Squadron Operations Officer immediately after the tanker lands and the Operations Officer will have these reports delivered to the Control Room by 0800 hours the following day.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
12 March 1956

AMENDMENT NUMBER 1

TO

OPERATIONS ORDER 413-56

1. So much of paragraph 3b(5), Annex "B", Operations Order 413-56 dated 9 Mar 56 as reads: "time of the flight leader" is deleted.

2. So much of paragraph 3c(4), Annex "B", Operations Order 413-56 dated 9 Mar 56 as reads: "No 3 aircraft 11000 MSL 270 KIAS" is deleted and is further amended to add: "No 3 aircraft 11000 MSL 265 KIAS".

3. Delete pages 11 and 12, Annex B, and add new pages 11 and 12 attached to this amendment.

4. So much of paragraph 4c, Annex "B", Operations Order 413-56 dated 9 Mar 56 is amended to delete paragraph 4c(13) and is further amended to add new paragraph 4c(13) as follows:

(13) If spare tanker has not off-loaded his 18,000 pounds JP-4 at ALFA refueling area he will off-load to the last receiver in the BRAVO area. If all primary tankers are still in the formation in the BRAVO area the spare tanker will retain his position and the receiver will move over to the spare for refueling after being waved off by the primary tanker.

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Amendment #1
70SRW OPORD 413-56
9 Mar 56

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4. Paragraph 1, Appendix 1, Annex "C", Operations Order 413-56, is amended to delete paragraph c, and is further amended to add the following new paragraph:

c. UHF

(1) 327.4 mcs (P) White Flight Primary Channel 9

(2) 356.0 mcs (P) Channel 10 Interplane Refueling

(3) 266.2 mcs (S) Channel 11 Interplane Refueling

(4) 252.6 mcs (P) Red Flight Primary Channel 12

(5) 311.0 mcs UHF Back-up Frequency

5. Annex "D" Operations Order 413-56 dated 9 Mar 56 is amended to add paragraph 4 as indicated below:

4. The 70th Recce Tech Sq will simulate submitting the R-51 report.

DISTRIBUTION:

825th ADiv	2 cys
Comdr 70th SRW	1 cy
825th ABGP	2 cys
6th SRS	13 cys
26th SRS	13 cys
61st SRS	13 cys
70th AREFS	21 cys
70th A&E Sq	2 cys
70th FM Sq	2 cys
70th PM Sq	2 cys
70th RTS	2 cys
DO 70SRW	15 cys
(DOCO - 2 cys)	
(DOP - 5 cys)	
(DOT - 1 cy)	
(DOI - 2 cys)	
(DOTO - 1 cy)	
(DOS - 2 cys)	
DM	4 cys
Flying Safety	1 cy
Wing Historian	5 cys

Amendment #1
70SRW [illegible]ORD 413-56
9 Mar 56

2

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(6) Refueling check list will be completed except for flaps and slipway doors five minutes prior to start letdown, setting 29.92 in altimeter but holding same actual altitude.

(7) Flight leader will check ETA to rendezvous point every five minutes and relay any revisions to tanker leader. (It will take approximately fifteen (15) minutes for tankers to get to rendezvous point from orbit point).

(8) Receiver letdown is computed as follows:

$$\frac{\text{Differential Altitude}}{\text{Rate of Descent}} \times \frac{\text{Differential Ground Speed}}{60} = \text{Descent Range}$$

(a) Computed letdown range is increased 7 NM plus 1 NM for every tanker behind lead tanker when doing formation refueling.

(b) Flight plans (appendix 1 & 2) show ground distance back from rendezvous point to start descent. This distance is not to be confused with computed descent range based on differential speed and position of tankers and receivers.

(9) Rate of descent will be 2500 feet per minute and will result in the approximate air speeds in the following paragraph.

(10) The following is a rough guide for speed control during descent to aid in holding formation:

35 MSL	- 250 KIAS	25 MSL	- 320 KIAS
30 MSL	- 265 KIAS	15 MSL	- 340 KIAS

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(a) These indicated speeds give an approximate 425 knots TAS allowing adequate throttle adjustment for trailing aircraft to maintain refueling cell formation during descent.

(11) Station keeping will be used during descent.

(12) Level off altitudes will be as follows with 29.92 altimeter setting.

No 1 aircraft	-	14,500 MSL
No 2 aircraft	-	15,000 MSL
No 3 aircraft	-	15,500 MSL
No 4 aircraft	-	16,000 MSL
No 5 aircraft	-	16,500 MSL

(a) These altitudes will be held until at least one mile out and/or in visual contact with the respective tanker. Contact speed will be the required speed computed from the receiver at the highest altitude.

(13) At 12 miles out tankers will start acceleration to refueling speeds if needed.

(14) The following airspeeds will be used while closing on tankers after level off.

4 miles out	-	310 KIAS
3 Miles out	-	275 KIAS
2 miles out	-	250 KIAS
1 mile out	-	225 KIAS

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas

AMENDMENT NUMBER 2

TO

OPERATIONS ORDER 413-56

1. So much of paragraph 2a, Operations Order 413-56, dated 9 Mar 56 as reads: "on 13, 14 and 15" is deleted and is further amended to add: "13, 14, 15 and 20".

2. So much of paragraph 2b, Operations Order 413-56, dated 9 Mar 56 is amended to delete so much as reads: 20 Mar 56.

3. So much of paragraph 3c(9), Annex "B" OPORD 413-56, is amended to delete so much as reads: "280 KIAS to 30,000 MSL, and 270 KIAS" and is further amended to read: "270 KIAS to 30,000 MSL and 240 KIAS".

4. So much of page 1, Appendix 6, Annex "B" OPORD 413-56, dated 9 Mar 56 as reads: "for day flights on 13, 14 and 15 March 1956" is amended to read: "for day flights on 13, 14, 15 and 20 March 1956.

5. So much of page 2, Appendix 6, Annex "B" OPORD 413-56, dated 9 Mar 56 as reads: "for NIGHT flights on the 20, 21 and 22 March 1956" is amended to read: "for night flights on 21 and 22 March 1956".

DISTRIBUTION:

825th ADiv	2 cys	DO 70SRW	15 cys
Comdr 70th SRW	1 cy	(DOCO - 2 cys)	
825th ABGP	2 cys	(DOP - 5 cys)	
6th SRS	13 cys	(DOT - 1 cy)	
26th SRS	13 cys	(DOI - 2 cys)	
61st SRS	13 cys	(DOTO - 1 cy)	
70th ARFES	21 cys	(DOS - 2 cys)	
70th FM Sq	2 cys	IM	4 cys
70th AAE Sq	2 cys	Flying Safety	1 cy
70th PM Sq	2 cys	Wg Historian	5 cys
70th RTS	2 cys		

Amendment #2 OPORD 413-56
9 Mar 56

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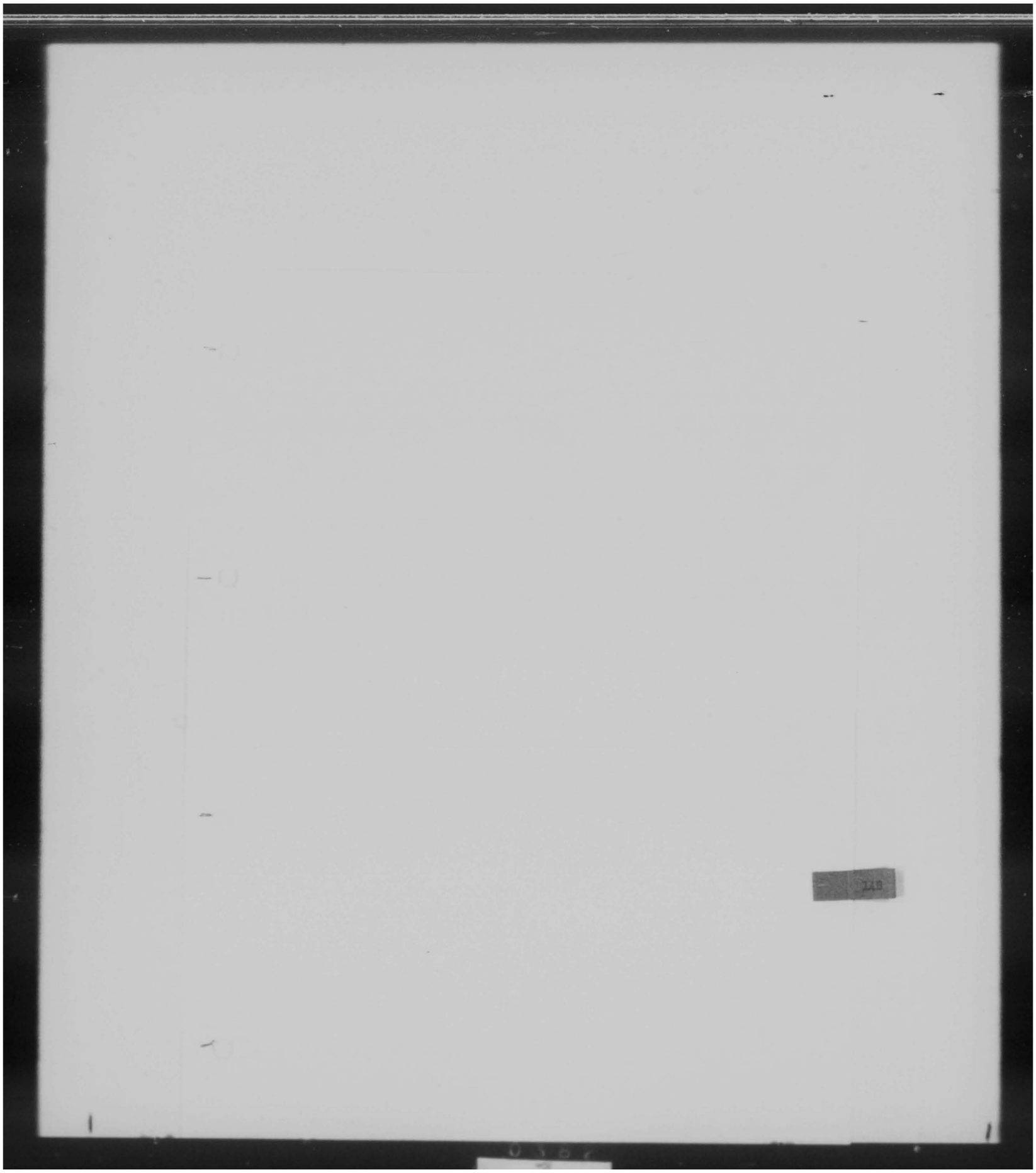

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

Flying Safety Officer's Monthly Campaign Progress Report (Mar 56)

1. Flying Safety activities during March were centered on weather hazards during spring and summer. At the Wing Safety meeting the base weather officer gave an interesting discussion of weather hazards which could be expected during the next few months. Particular emphasis was placed on high wind conditions, temperatures expected and necessity for frequent checks during morning hours due to rapid rises, thunderstorm and tornado activity probabilities and operation of severe weather warning service.

2. Attendance at Flying Safety meetings during the month was excellent. Squadron level meetings are being conducted frequently and are becoming more beneficial. Although squadrons are not required to hold weekly meetings it is anticipated that from now on they will be conducted weekly. Dissemination of routine Flying Safety Messages, TWX's, etc. is made at roll call briefings on a daily basis.

3. Minutes of the Division Safety Committee Meeting held on 13 March 56 are submitted as attachment #1. The base safe drivers school discussed in item 5C of committee meeting minutes is being utilized by the 70th Strat Recon Wing. Fifteen (15) wing personnel attended this school during the week of 26 March. It is intended that at least fifteen personnel will attend each week for the next few weeks.

4. A total of eight incident reports were submitted during March. Additional emphasis placed on incident reports is beginning to show results and should develope into a full scale program.

5. The wing's recently initiated intra squadron safety competition program went into high gear during march. More interest in and emphasis on Flying Safety is being shown by all personnel. The safest squadron for the month, winners of nomination for "Combat Crew", squadron Flying Safety Officer and Maintenance Man of the month are given special recognition by the Wing Commander at the monthly Commander's call. In addition, publicity is given the winners in the base newspaper and releases are made to the local newspaper, radio and TV stations.

6. Nomination for crew of the month, maintenance man of the month and Squadron Flying Safety Officer of the month are submitted as attachments to this report.

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Flying Safety Officer's Monthly Campaign Progress Report (Mar 56). Cont'd

7. Flying Safety Officers currently assigned:

Headquarters, 70th Strat Recon Wing
Director of Safety Major T.A. Scott Jr.

6th Strat Recon Squadron
Safety Officer Captain S.J. Walters

26th Strat Recon Squadron
Safety Officer Captain K. Thrash

61st Strat Recon Squadron
Safety Officer Captain W.J. Benke

70th Air Refueling Squadron
Safety Officer Captain D.S. Kahn

T.A. SCOTT JR.
Major, USAF
Director of Safety

Attachment 1 - Minutes of Safety Committee Meeting, 13 March 1956
Attachment 2 - Nomination for Crew of the Month
Attachment 3 - Nomination for Flying Safety Officer of the Month
Attachment 4 - Nomination for Maintenance Man of the Month

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6TH STRATEGIC RECONNAISSANCE SQUADRON (M)
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

6SRS 28 March 1956

SUBJECT: Crew of the Month Nomination for March

TO: Commander
70th Strategic Reconnaissance Wing
Attn: Director of Safety
Little Rock Air Force Base
Jacksonville, Arkansas

1. Crew IN-07 commanded by Captain Frederick W. Ruschmann is nominated for crew of the month for March 1956. This crew is comprised of the following officers:

Aircraft Commander	Frederick W. Ruschmann	Captain
Pilot	David G. Cook	Captain
Observer	Albert W. Junes	1/LT

2. This selection for crew of the month is based upon performance of duty, handling of malfunctions, time utilization, acceptability factor and adherance to safe principles of flight.

3. This crew flew 34 hours during the month attaining 91% utilization and almost perfect acceptability factors. On two missions during this period in-flight malfunctions were encountered. On one occasion Lt Junes was able to immeadiately diagnose the difficulty in the radar set, correct it, and continue the mission in a minimum amount of time. On the other mission the radar malfunction was impossible to correct, and in-flight the crew replanned the mission to obtain maximum accomplishments. This is indicative of knowledge of the problems, outstanding crew coordination and a tenacity of purpose to succeed. Captain Ruschmann has by his thorough pre-flights found two items which could have been hazardous if un-noticed. One item necessitated an engine change and the other pertained to a fuselage fuel leak which was corrected prior to flight. In addition to their regular missions during this period this crew has completed all phases of the Wing standboard successfuly. The examination grades attained were well above average and their flight examiner stated that this crew was one of the best that he has flown with to date. The comments of the

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flight examiner were especially pertinent to the professional techniques acquired regarding crew coordination, cross checking and understanding of the problems associated with each others tasks. Captain Ruschmann commands the crew to watch in the future for outstanding achievements.

4. Since the formation of the 6th Squadron Captain Ruschmann's crew has clearly shown the most improvement.

MARSTON T. WESTBROOK
LT COL, USAF
Commander

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26TH STRATEGIC RECONNAISSANCE SQUADRON
70TH STRATEGIC RECONNAISSANCE WING (H) (SAC)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

24 March 1956

FLYING SAFETY OFFICER OF THE MONTH

Capt Keith L. Thrash is hereby nominated by this squadron as the "Squadron Flying Safety Officer of the Month".

This officer was assigned to this duty only this month, yet has made tremendous progress in organizing and implementing a vigorous safety compaign. He began by chronologically arranging all safety messages, bulletins, reports, TWX's, and meeting minutes. Then he made up seven (7) folders to hold the seven major types of correspondence. These folders are located in the Briefing Room for ready access by the crews.

He personally sees that all incident reports are submitted promptly and almost daily urges crew members to submit incidents to him. He also is in daily contact with the Wing Director of Safety or his assistants, discussing safety ideas and/or problems applicable both to this squadron and the wing as a whole.

He has delegated the responsibility for follow up on tech order compliance on our assigned aircraft, yet monitors the program closely.

His safety lectures to both the officers and the airmen of the organization are presented in a interesting manner, covering the material completely and clearly. Always he invites discussion at the close of his lectures.

He directs the meetings, normally conducted at 1500 hours on each Friday, of the Squadron Flying Safety Council, composed of the Squadron Commander, Operations Officer, three Flight Commanders and the Squadron Observer. This council attempts to solve problems of safety, both ground and flying, prior to submission to the Wing Director of Safety.

The performance displayed by Capt Thrash clearly indicates an active interest in this assignment. All too often personnel are assigned against their wishes and desires to this duty and their manner of performance is directly affected by their lack of interest. It is gratifying to this commander to have this officer in this position.

JOHN H. BLUMENSTOCK
Lt Colonel, USAF
Commander

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70TH PERIODIC MAINTENANCE SQUADRON (SAC)
70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas

21 March 1956

SUBJECT: Maintenance Man of the Month

TO: Chief of Maintenance
70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base
Jacksonville, Arkansas

1. Airman Second Class Gerald W. Christy, AF19520011 is nominated for Maintenance Man of the Month for the 70th Periodic Maintenance Squadron.

2. Airman Christy is assigned as an engine mechanic at Dock 21 of this Squadron. In this duty assignment he is assigned to an engine at the start of an inspection and he removes all necessary parts and inspects the engine in accordance with the cards for first and second periodic inspections. This duty involves approximately twenty man hours expended on each engine. Airman Christy has performed five inspections without Quality Control finding any discrepancies after completion. He is always through with his portion of an inspection before the rest of the crew and assists them in completion of their work.

3. Airman Christy is very conscientious and readily assumes additional duties and responsibilities. He is the type of individual that is always busy and has an attitude that is desired of all airmen in the Air Force. Airman Christy is a neat appearing model airmen and has contributed much to the successful operation of his dock.

LEO FLORICK
Major, USAF
Commander

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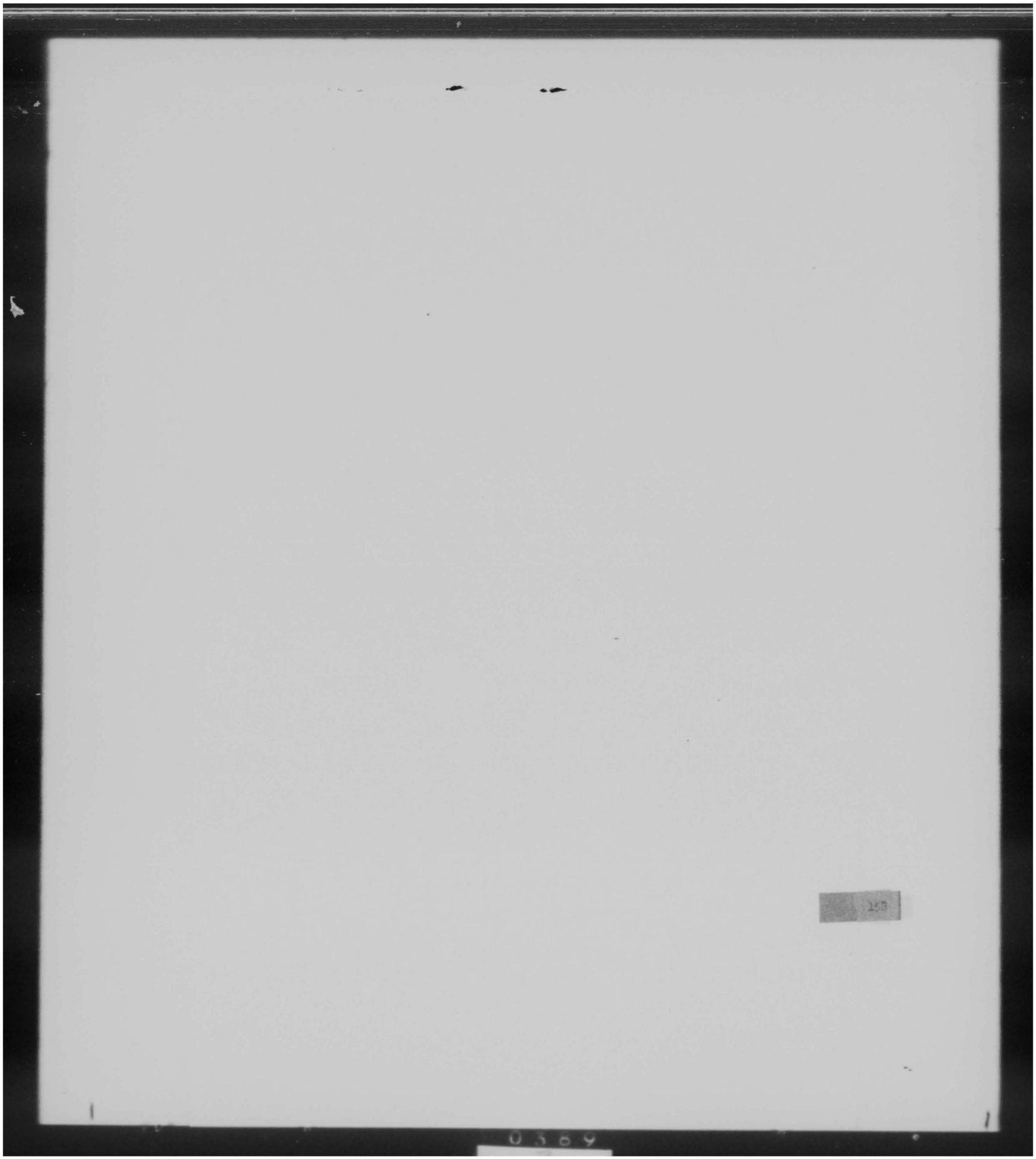

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CREW OF THE MONTH MARCH 1956

Left to Right: A/C, Captain Frederick W. Buschmann; Pilot, Captain David C. Cook; Observer, 1/Lt. Albert W. Junes.

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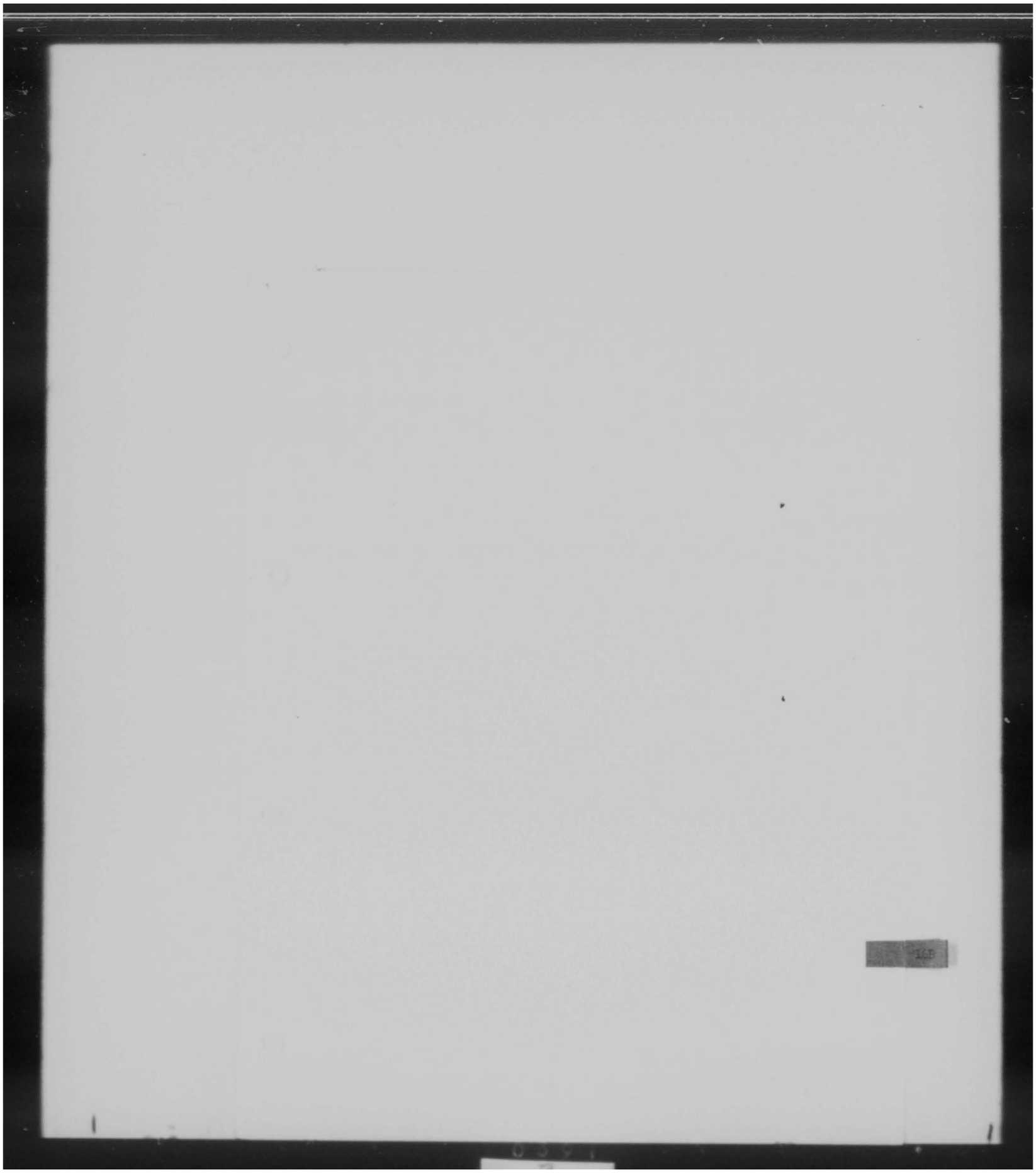

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a. 7OTH SRTC FLYING SAFETY OFFICER OF THE MONTH MARCH 1956

CAPTAIN KEITH L. [illegible], 24th Strat. Recon. Sqdn.

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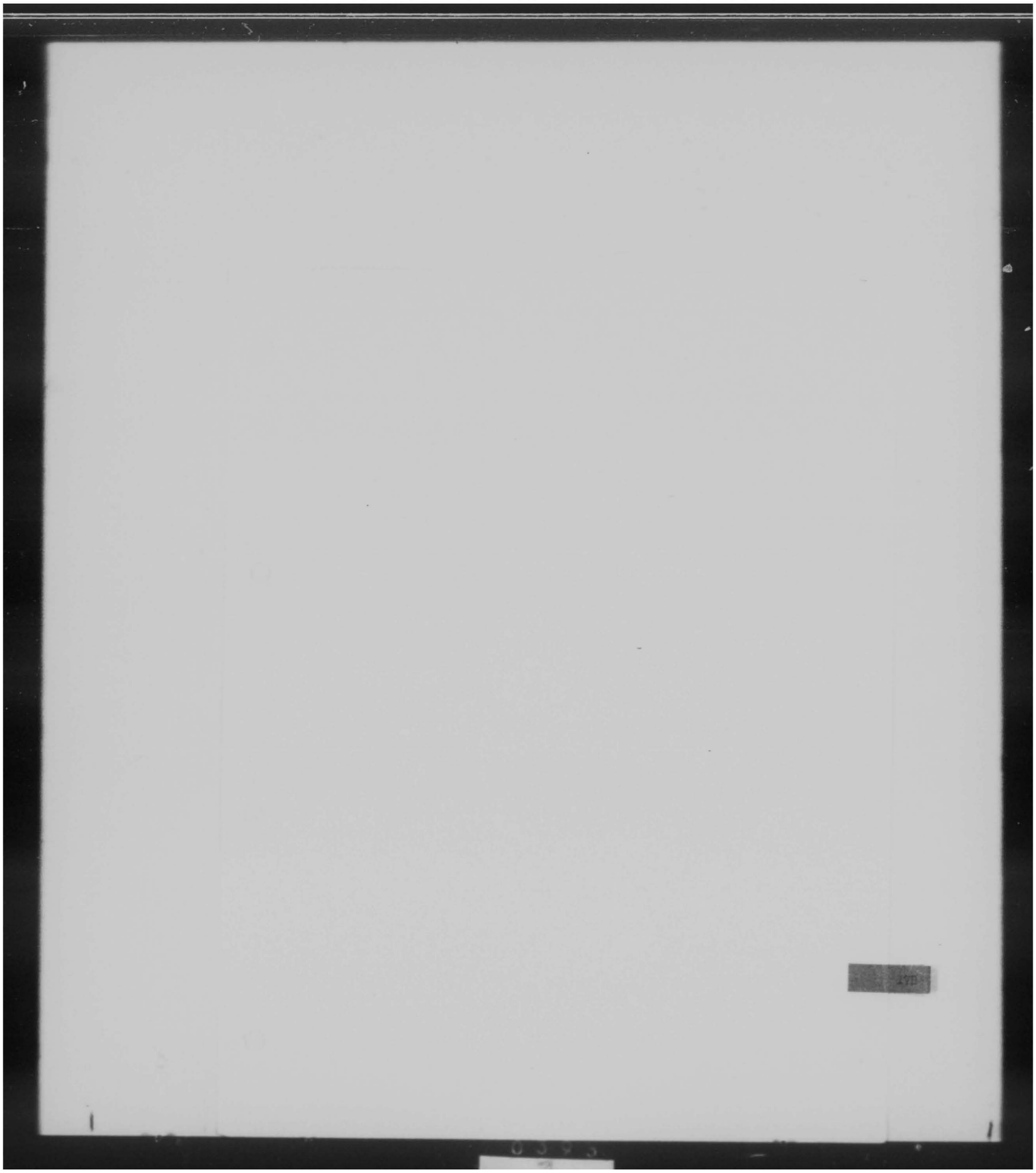

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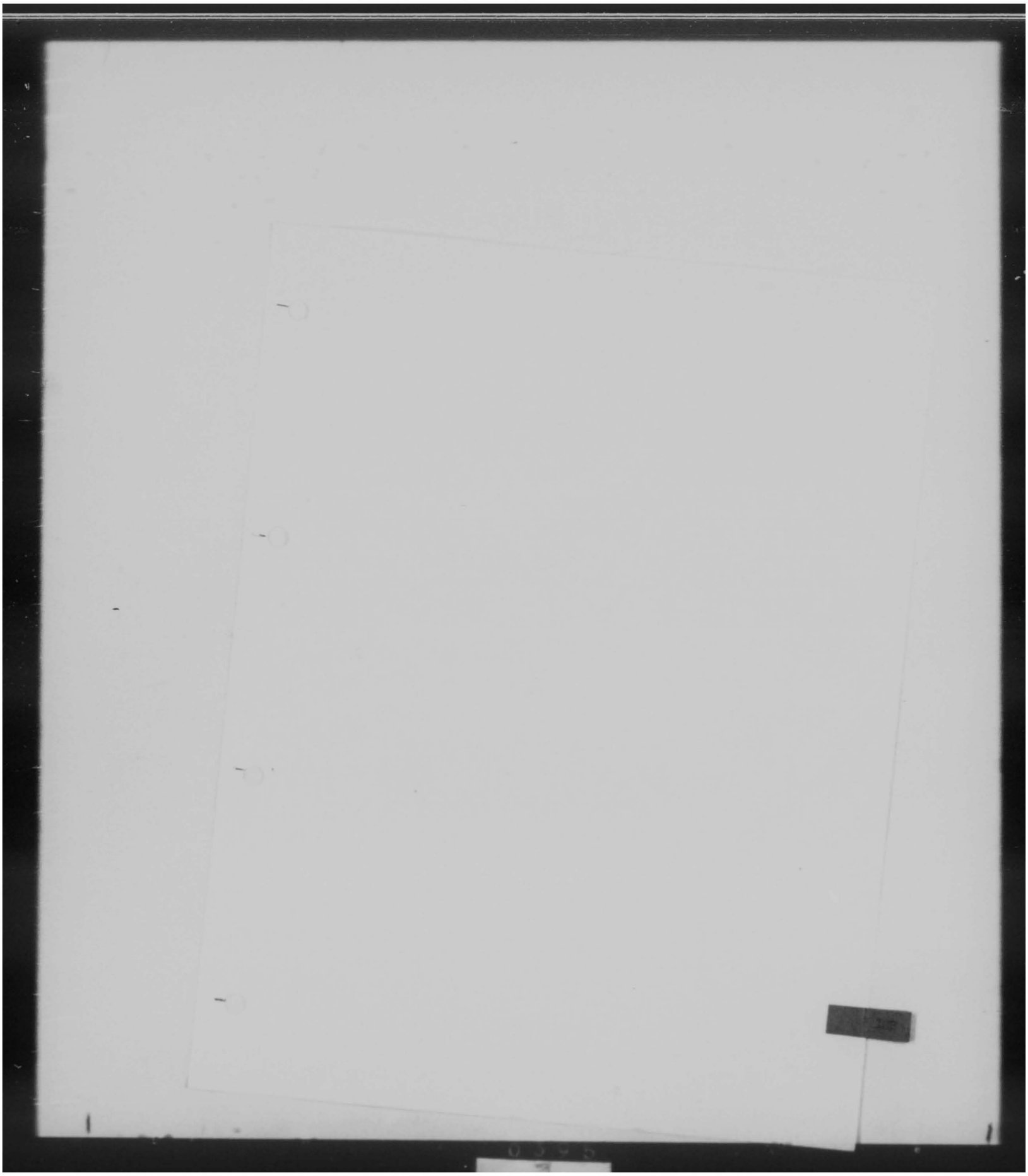

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INTELLIGENCE TRAINING

SAC REG 50-7

9 | 9

9 - RECOMMENDED LEVEL
8 - LEVEL TO DATE

NAME	AFSC	PHOTO & RADAR SCOPE INTERPRETATION	TARGET MATERIALS	SURVIVAL INTELLIGENCE	MISSION REPORTING	FOREIGN ORDER OF BATTLE	FTR-RADAR REACTION	FORECASTING & ANALYSIS	ANTI-AIRCRAFT DEFENSE & ANALYSIS	IEDA	BRIEFING & INTERROGATION
	2016	3	3	4	4	4	4	4	4	4	
	2044	4	4	2	4	3	3	3	4	3	
	2044	4	4	2	4	3	3	3	4	3	
	2054	3	3	4	4	4	4	4	3	4	
	2054	3	3	4	4	4	4	4	3	4	
	2054	3	3	4	4	4	4	4	3	4	
	2054A	3	3	4	4	4	4	4	3	4	
	2054B	3	3	4	4	4	4	4	3	4	
	2054C	3	3	4	4	4	4	4	3	4	
	2054D	3	3	4	4	4	4	4	3	4	
	20470	2	3	4	4	4	4	4	3	4	
	20470	2	3	4	4	4	4	4	3	4	
	20470A	2	3	4	4	4	4	4	3	4	
	20470B	2	3	4	4	4	4	4	3	4	
	20470C	2	3	4	4	4	4	4	3	4	
	20470D	2	3	4	4	4	4	4	3	4	
	20450	1	2	3	3	3	3	3	2	3	
	20450A	1	2	3	3	3	3	3	2	3	
	20450B	1	2	3	3	3	3	3	2	3	
	20450C	1	2	3	3	3	3	3	2	3	
	20450D	1	2	3	3	3	3	3	2	3	
	20670	4	4	1	4	3	3	3	4	2	
	20650	3	3	1	3	2	2	2	3	2	

PERCENTAGE COMPLETED
100
90
80
70
60
50
40
30
20
10
0

1. RECEIVED ORAL AND/OR FILM FAMILIARIZATION.
2. RECEIVED FAMILIARIZATION ON BASIC PRINCIPLES. IF A FUNCTION IS INVOLVED, THE STUDENT HAS GAINED VERY LITTLE CAPABILITY TO CARRY IT OUT.
3. RECEIVED COMPLETE FAMILIARIZATION, DEMONSTRATING EXTENSIVE KNOWLEDGE THROUGH PRACTICAL WORK, AND HAS LIMITED CAPABILITY TO CARRY OUT THE FUNCTION, IF A FUNCTION IS INVOLVED.
4. DEMONSTRATED CAPABILITY THROUGH TESTS OR PRACTICAL WORK TO EFFICIENTLY CARRY OUT THE FUNCTION, OR IF NO FUNCTION IS INVOLVED, HAS SHOWN DETAILED AND COMPLETE KNOWLEDGE OF THE SUBJECT.

A - 6TH SRS PERSONNEL
B - 28TH SRS
C - 91ST SRS
D - 70TH ARS

1 Inst 2'

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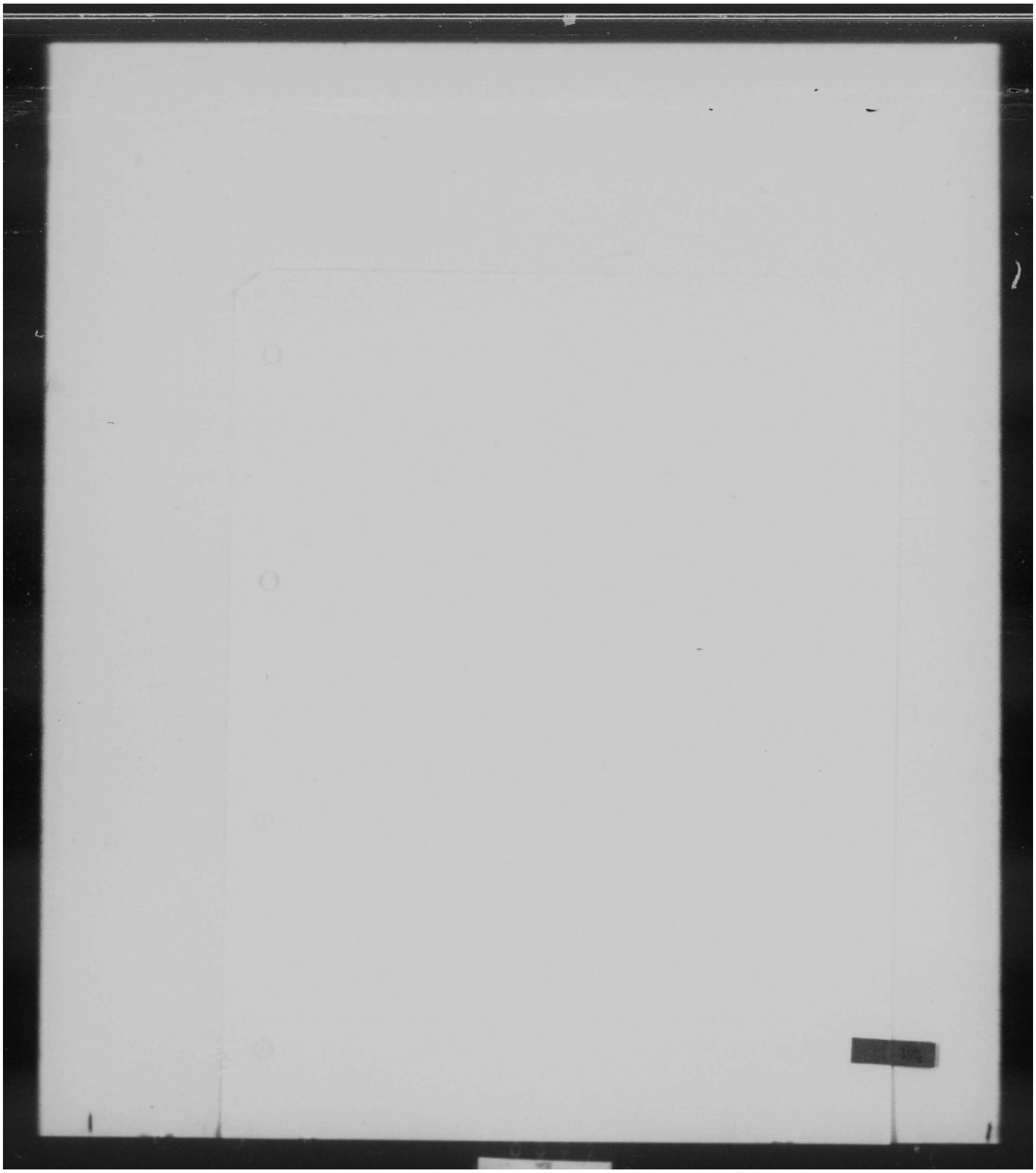

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TOP SECRET
(WHEN FILLED IN)

70TH. AIR REFUELING SQUADRON
LITTLE ROCK AIR FORCE BASE

EWP CREW MISSION FOLDER
REFUELING

CREW NO. _____

CONTENTS	LOG NO.	COPY NO.

PREPARED BY
INTELLIGENCE
70TH AREFS

Encl 3'

TOP SECRET
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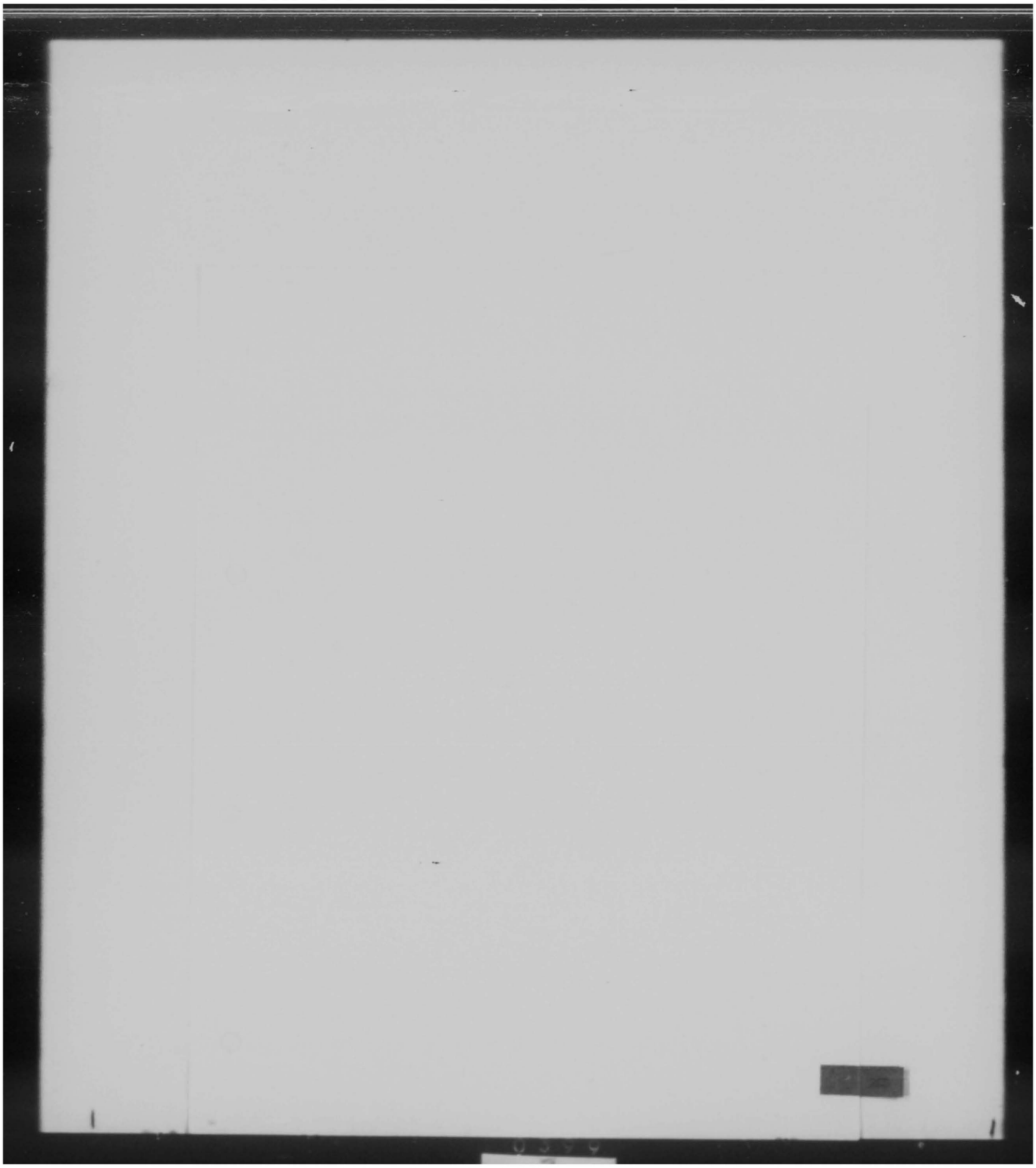

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TAIL NO [redacted]

INTELLIGENCE SUMMARY REPORT (R-25)

1. _____/ZIPPO/_____, R-25, OPS O 413-56, ISSUING HQS 70th SRW, STRIKE UNIT _____, RPTG PERIOD X 20 MARCH, NICKNAME LEAN MEAT

2. FLAK (By Encounters)

a. Location by Coordinates	b. Type (HV., MED., LIGHT)	c. Deg. of Intensity (INT, MOD, MEAG)	d. Accuracy (ACC or INACC)	e. Alt. (In thds of ft)	f. AIMING Method (CF, PC, or B)	g. No of Friendly Acft	H. ECM Activity (See Instr.)	i. REMARKS (Colored burst, Vapor trails, Rocket fire, Unusal sightings, etc.)
1. _____N _____W ___/_____Z								
2. _____N _____W ___/_____Z								
3. _____N _____W ___/_____Z								
4. _____N _____W ___/_____Z								

INSTRUCTIONS: 2. FLAK:

C. a. Intense = Over 20 bursts/sec. Abbreviate: "INT"
b. Moderate = 10 to 20 bursts/sec. " : "MOD"
c. Meager = 1 to 10 bursts/sec " : "MEA"

ECM ACTIVITY: (If ECM carried as briefed, state so in report. Otherwise get following information:

H. a. Method of Dispersing _____.
b. Type of Window Dispersing _____.
c. Frequencies Jammed _____.
d. Frequencies Intercepted _____.

ECM ACTIVITY (Cont'd)

ABBREVIATION: a. Continuous Dispersing "CD"
b. Random Dispersing "RD"
c. Self-Protection Dispersing "SP"
d. Barrage Jamming "BJ"
e. Spot Jamming "SJ"

G. No. of Friendly Acft:
Require No. lost or damaged by Anti-Aircraft Fire or missiles.

FORM
70SRW 30
28 Feb 56

Incl #2

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SAFETY FILM

3. FIGHTERS (By Encounters)

a. Location by Coordinates	b. Alt (In Thds Ft	c. No. & Type Atkg Acft	d. No. of Passes	e. Clock Pos. & Axis Atk	f. Wx & Vis.	g. No & type Acft Claimed (See Instr)	h. No. Friendly Acft lost	i. ECM Activity (See Instr)	j. REMARKS: (Air-to-Air Rockets, Missiles and Unusual markings or Armament on enemy aircraft, etc.)
1. ____N ____W ___ / ____Z									
2. ____N ____W ___ / ____Z									
3. ____N ____W ___ / ____Z									
4. ____N ____W ___ / ____Z									

INSTRUCTIONS:

F. WEATHER AND VISIBILITY:

a. Cloud cover in Eights (e.g. 5/8's), Overcast, Undercast.

b. Visibility

1. GOOD 6 Miles or more
2. FAIR 2 to 5 Miles
3. POOR Less than 2 miles
4. CAVU Clear and Visibility Unlimited.

G. FIGHTERS CLAIMED DESTROYED (NOTE: List Those Acft Probably Destroyed or Damaged.)

a. Aircraft seen on fire "A"
b. Pilot seen to bail out "B"
c. Plane seen to crash "C"
d. Plane seen to partially or totally disintegrate in the air "D"

h. No. of Friendly aircraft:
Require No. lost or damage

i. ECM ACTIVITY (If ECM carried out as briefed, state so in rpt. Otherwise, get following information:

a. Method of Window Dispersing _____.
b. Type of Window Dispersed _____.
c. Type of Electronic Jamming used _____.
d. Frequencies jammed _____.
e. Frequencies intercepted _____.

ABBREVIATIONS:

a. Continuous Dispersing "CD"
b. Random Dispersing "RD"
c. Self-Protection Dispersing "SP"
d. Barrage Jamming "BJ"
e. Spot Jamming "SJ"

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R-25 (Intelligence Summary Rpt)(Cont'd)

4. NON-ATTACKING AIRBORNE ENEMY OR UNIDENTIFIED AIRCRAFT.

a. Location by Coordinates	b. No. & Type of Acft Observed	c. Altitude of Observed Acft (In thousands of Ft.)	d. Action of Acft Observed
1. _____N _____W ___/ _____Z			
2. _____N _____W ___ / _____Z			
3. _____N _____W ___ / _____Z			
4. _____N _____W ___ / _____Z			

5. REMARKS: (Information on significant Intelligence items, e.g., Surface sightings, new enemy tactics, New type aircraft, use of air-to-air or ground-to-air missiles, coordination between fighters and AAA and/or GCI stations.) _____

6. FIGHTERS CLAIMED PROBABLY DESTROYED

a. Any Claims Which Lack Verification.	b. Damage To Acft Which Would Appear to make return to its base improbable.

_____
(INTERROGATOR'S NAME AND RANK)

Page 3 of 3 pages.

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MONTHLY STRENGTH SUMMARY

	Officers 1 Mar	Airmen 1 Mar	Officers 31 Mar	Airmen 31 Mar
70th Hq S, Sec	49	119	51	113
70th A & E	10	319	10	317
70th MS	7	405	7	414
70th MS	24	96	21	96
70th MS	4	117	5	118
70th ARS	111	230	111	228
6th SRS	56	37	57	32
26th SRS	62	37	64	79
61st SRS	57	35	62	81
TOTALS	330	1,545	388	1,528

Joseph W. Mitchell

JOSEPH W. MITCHELL
2nd Lt., USAF
OIC Airmens CHMT

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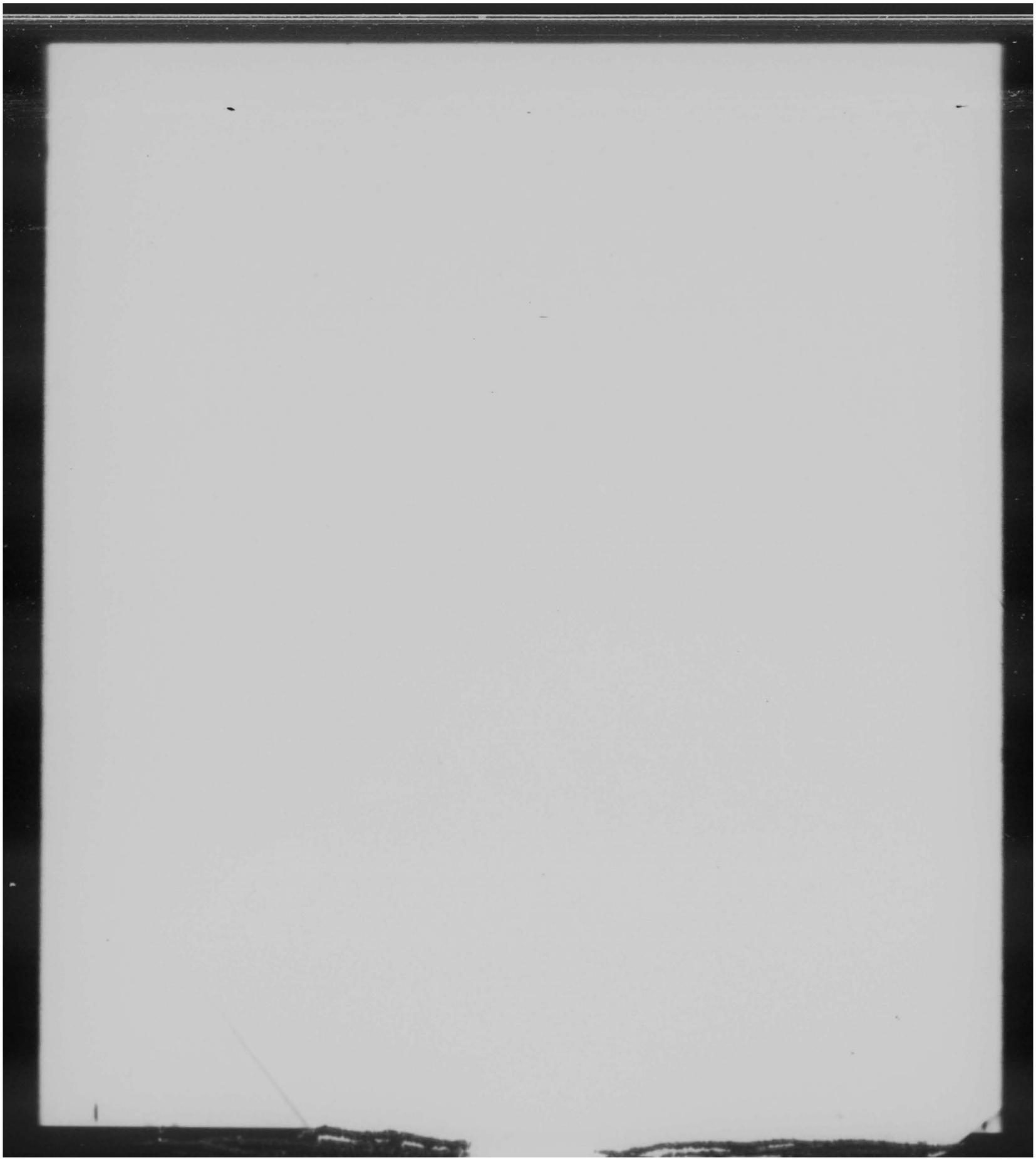

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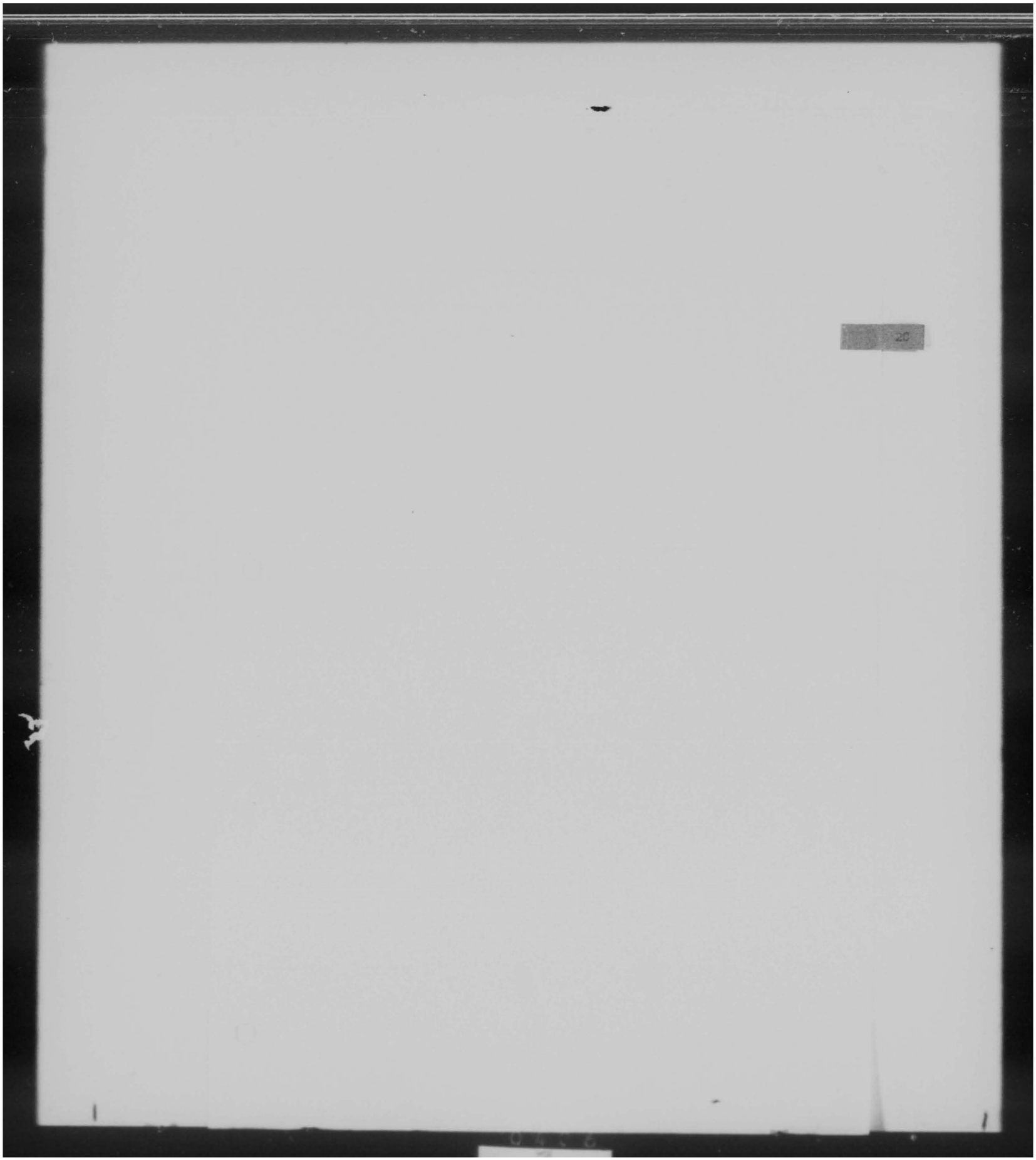

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HEADQUARTERS
825TH AIR DIVISION
Little Rock Air Force Base
Jacksonville, Arkansas

BPR

3 April 1956

SUBJECT: Reenlistment Rates (March 1956)

TO: See Distribution

825TH AIR BASE GROUP

ORGANIZATION	MONTHLY REENLISTMENT RATE DISCH	REENL	RATE	QUARTERLY REENLISTMENT RATE DISCH	REENL	RATE
Food Service	4	3	75.0%	12	8	66.6%
Motor Vehicle	4	2	50.0%	16	7	43.7%
Supply	4	2	50.0%	23	8	34.7%
Hq Sq Section	6	2	33.3%	22	8	36.3%
Air Police	6	2	33.3%	19	5	26.3%
Operations	3	1	33.3%	9	2	22.2%
Installations	4	1	25.0%	14	8	57.1%
4225th Dispensary	1	0	0.0%	3	0	0.0%
TOTALS	32	13	40.6%	118	46	38.9%

70TH STRATEGIC RECONNAISSANCE WING

Per Maint Sq	1	1	100.0%	2	1	50.0%
Air Refuel Sq	4	3	75.0%	13	7	53.8%
26th S. R. Sq	3	2	66.6%	5	4	80.0%
Armt & Elect Sq	3	2	66.6%	13	6	46.1%
9th S. R. Sq	3	1	33.3%	5	3	60.0%
Hq Sq Section	3	1	33.3%	13	4	30.7%
Field Maint Sq	4	1	25.0%	14	4	28.5%
61st S. R. Sq	2	0	0.0%	5	2	40.0%
Recon Tech Sq	*	*	*	6	0	0.0%
Tac Hosp	1	0	0.0%	2	0	0.0%
TOTALS	24	11	45.8%	78	31	39.7%

384TH BOMBARDMENT WING

Armt & Elect Sq	2	1	50.0%	5	3	60.0%
Hq Sq Section	2	1	50.0%	6	1	16.6%
Field Maint Sq	7	3	42.8%	10	4	40.0%
546th Bomb Sq	1	0	0.0%	1	0	0.0%
544th Bomb Sq	*	*	*	1	1	100.0%
545th Bomb Sq	*	*	*	*	*	*
Per Maint Sq	*	*	*	*	*	*
Tac Hosp	*	*	*	*	*	*
TOTALS	12	5	41.6	23	9	39.1%

825TH AIR DIVISION	68**	29	42.6%	219**	86	39.5%

*Indicates no airmen discharged
**Indicates the number discharged who were eligible for reenlistment. Total separations for month of March - 73. 5 Airmen not eligible for reenlistment or computable in reenlistment rate. All rates are computed in accordance with codes contained in SAC Manual 171-1.

Edward Tomczyk Mgr. USAF
FOR C. B. WILLIAMSON
Lt Colonel, USAF
Executive Officer

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D plus
10 cys BPR
4 cys Base Historian

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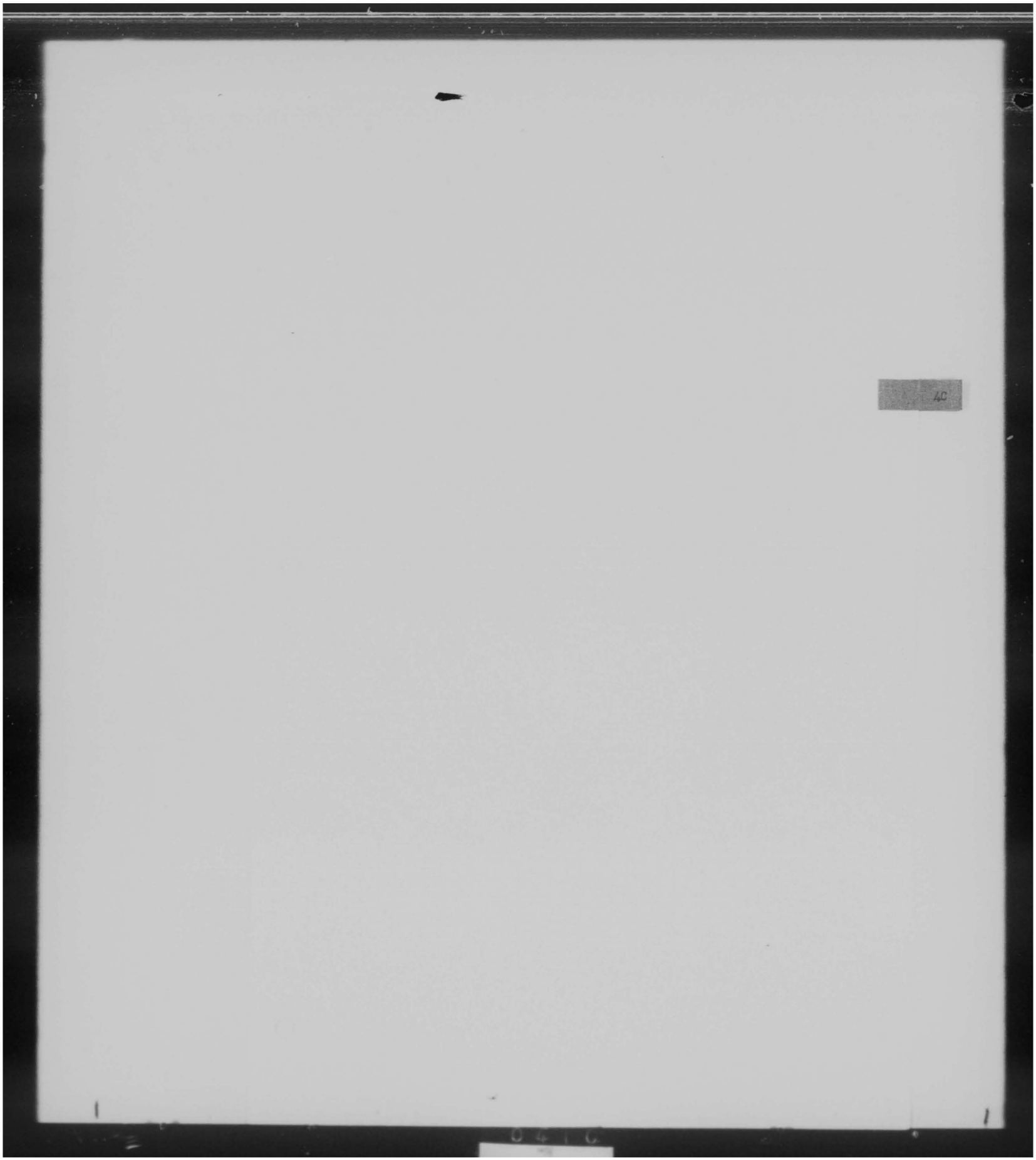

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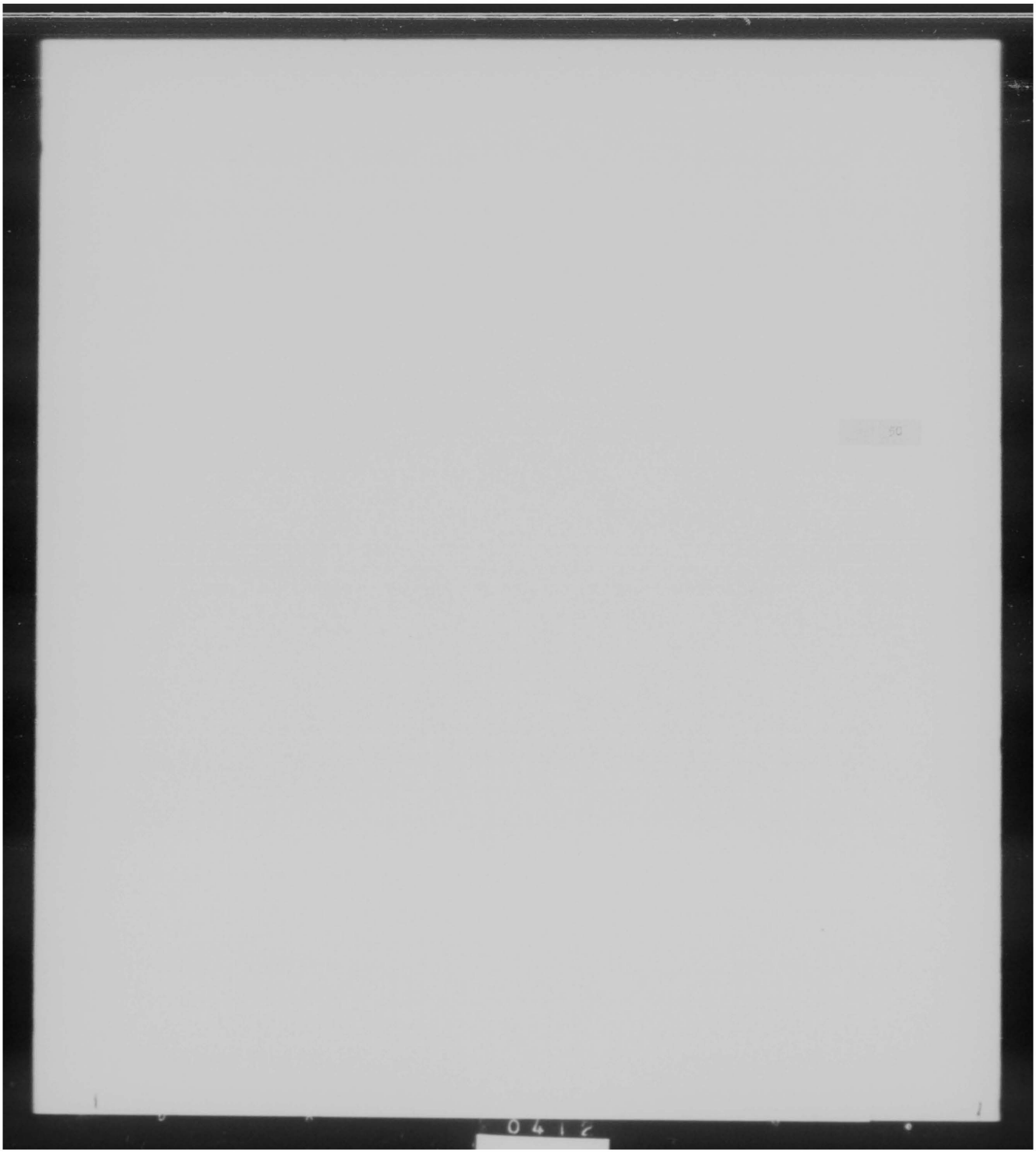

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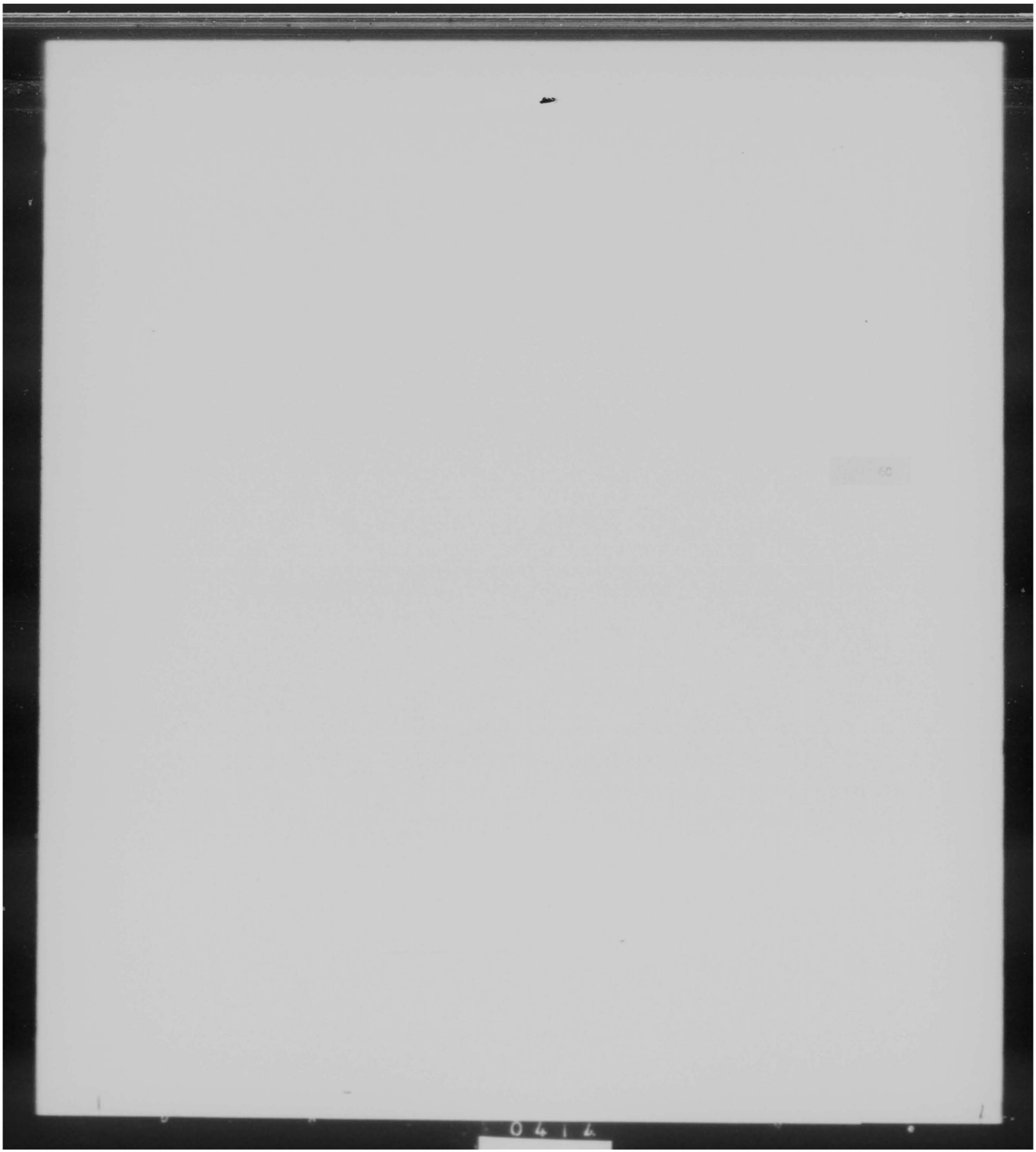

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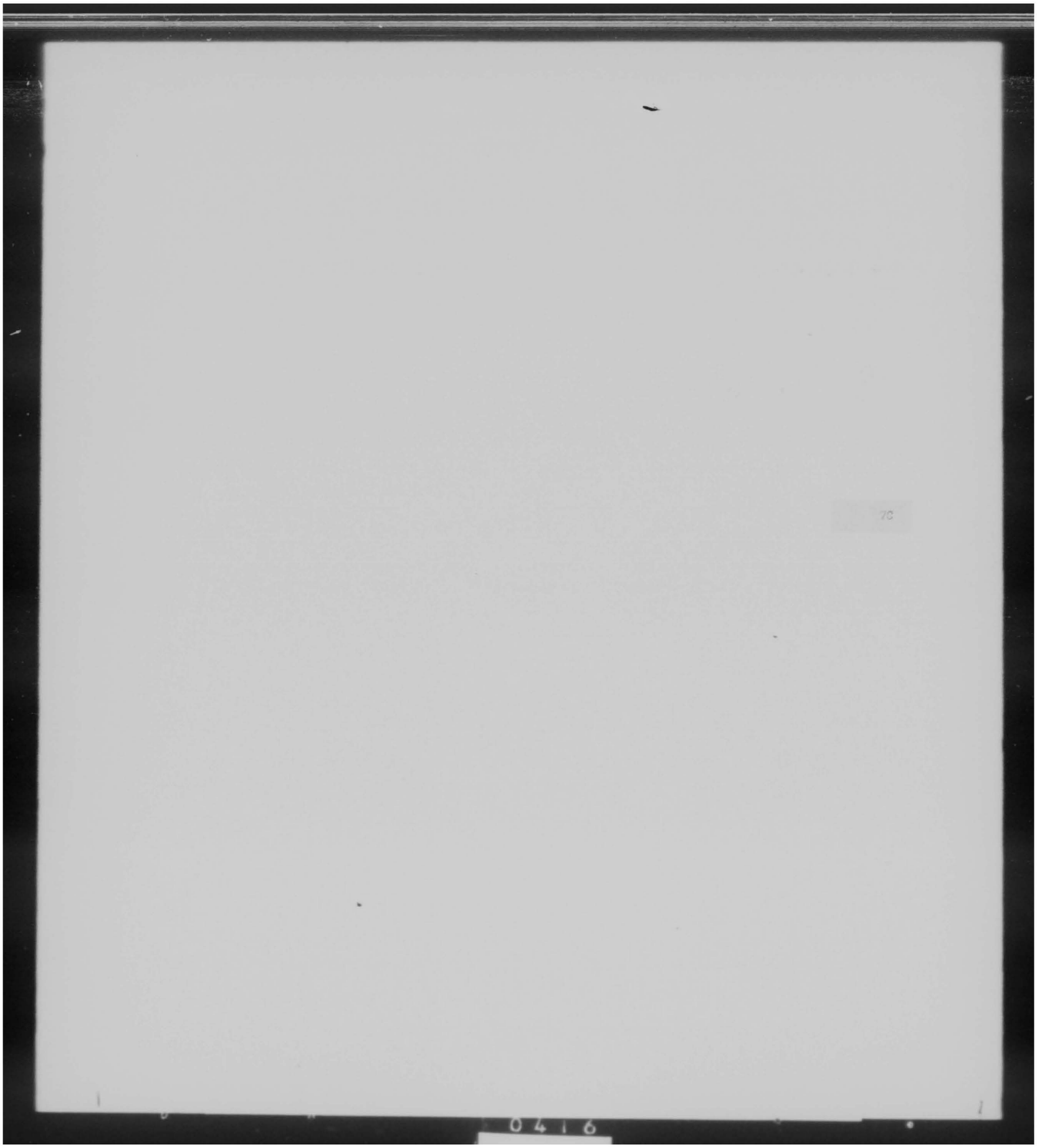

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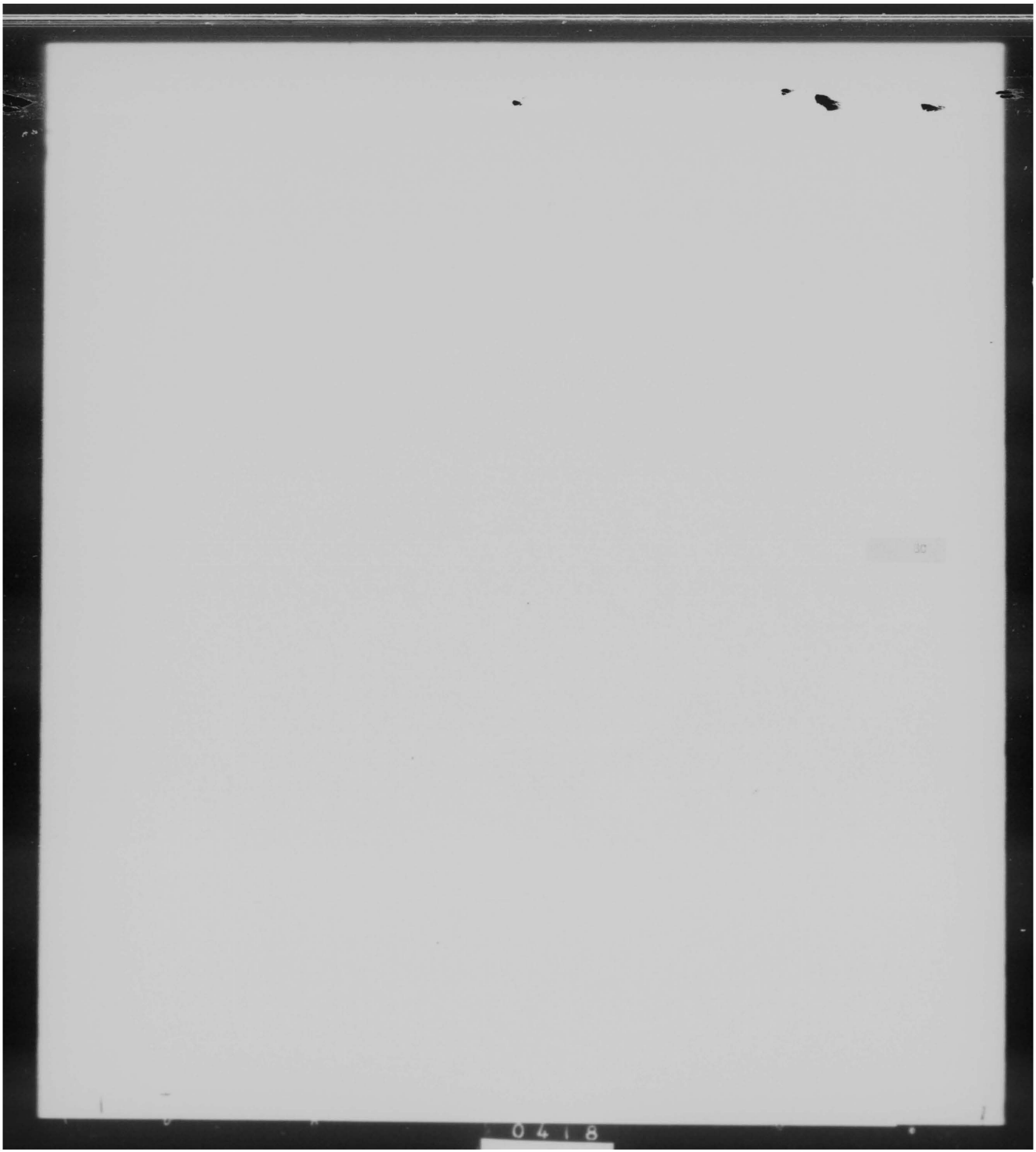

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UNIT MISSION EQUIPMENT REPORT

March 1956

ORGANIZATION	AUTHORIZED	ON HAND	PERCENT
6th SRS	21499	19621	91
26th SRS	21672	19100	87
61st S/S	21562	18865	87
70th AREFS	35237	29672	84.2
70th FMS	61304	46872	76
70th FMS	17944	12439	69
70th A & E	40747	30823	75.6
70th RTS	6101	5405	89
70th Tac. Hosp.	4594	3338	73
Hq. Sq.	6538	5928	91
	237198	191063	80.5

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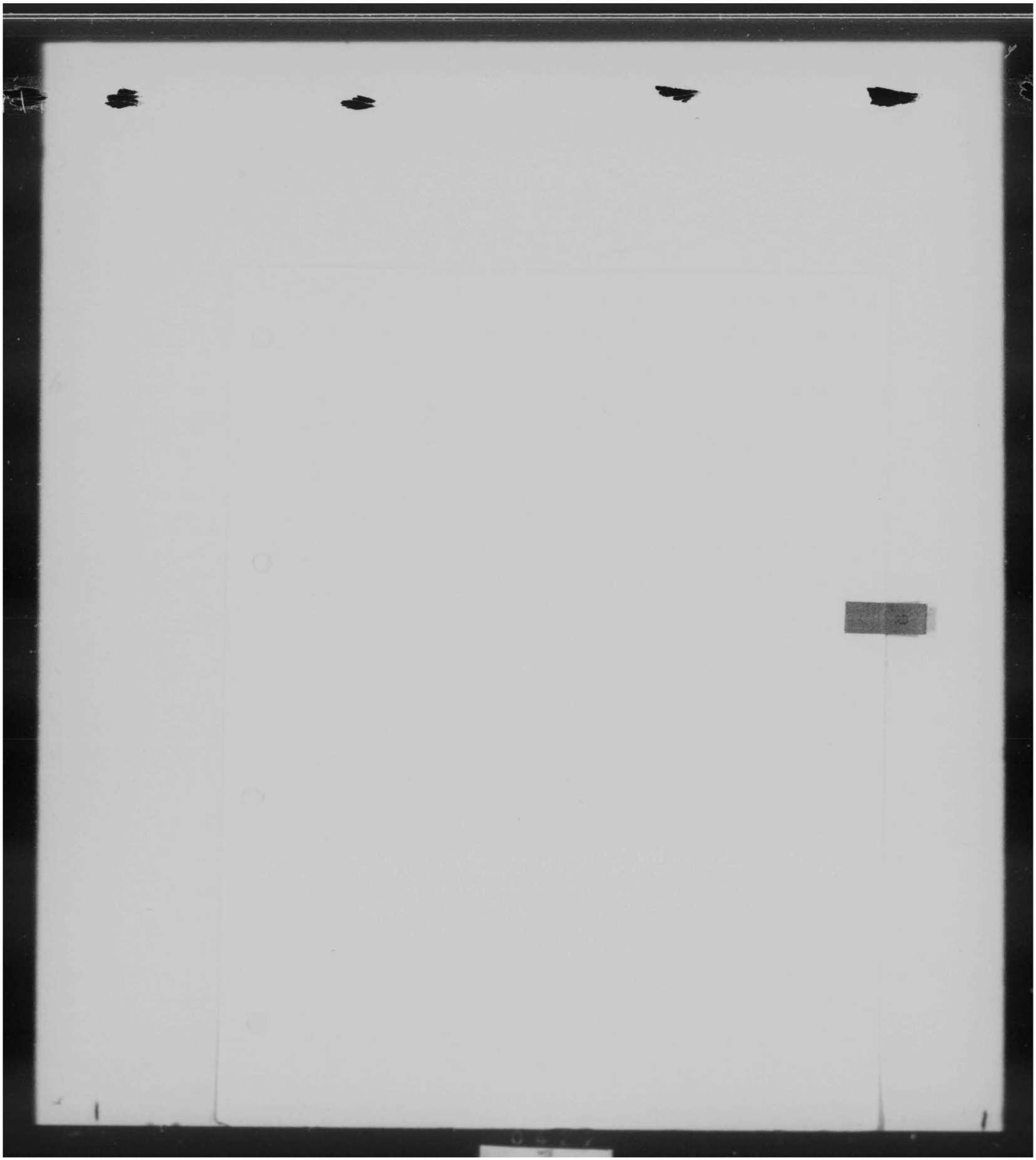

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UNIT SUPPORT EQUIPMENT REPORT

ORGANIZATION	AUTHORIZED	ON HAND	PERCENT
6th SMS	1724	1586	92
26th SMS	1715	1363	79
61st SMS	1781	1644	92
70th AMMS	3646	2881	79
70th MMS	6286	5734	91
70th MMS	1747	1493	85
70th A & E	4675	4206	90
70th RTS	1636	1430	87
70th Tac. Hosp.	N/A	USE	0
Hq. Sq.	2420	2123	87.7
TOTALS	25630	22460	88

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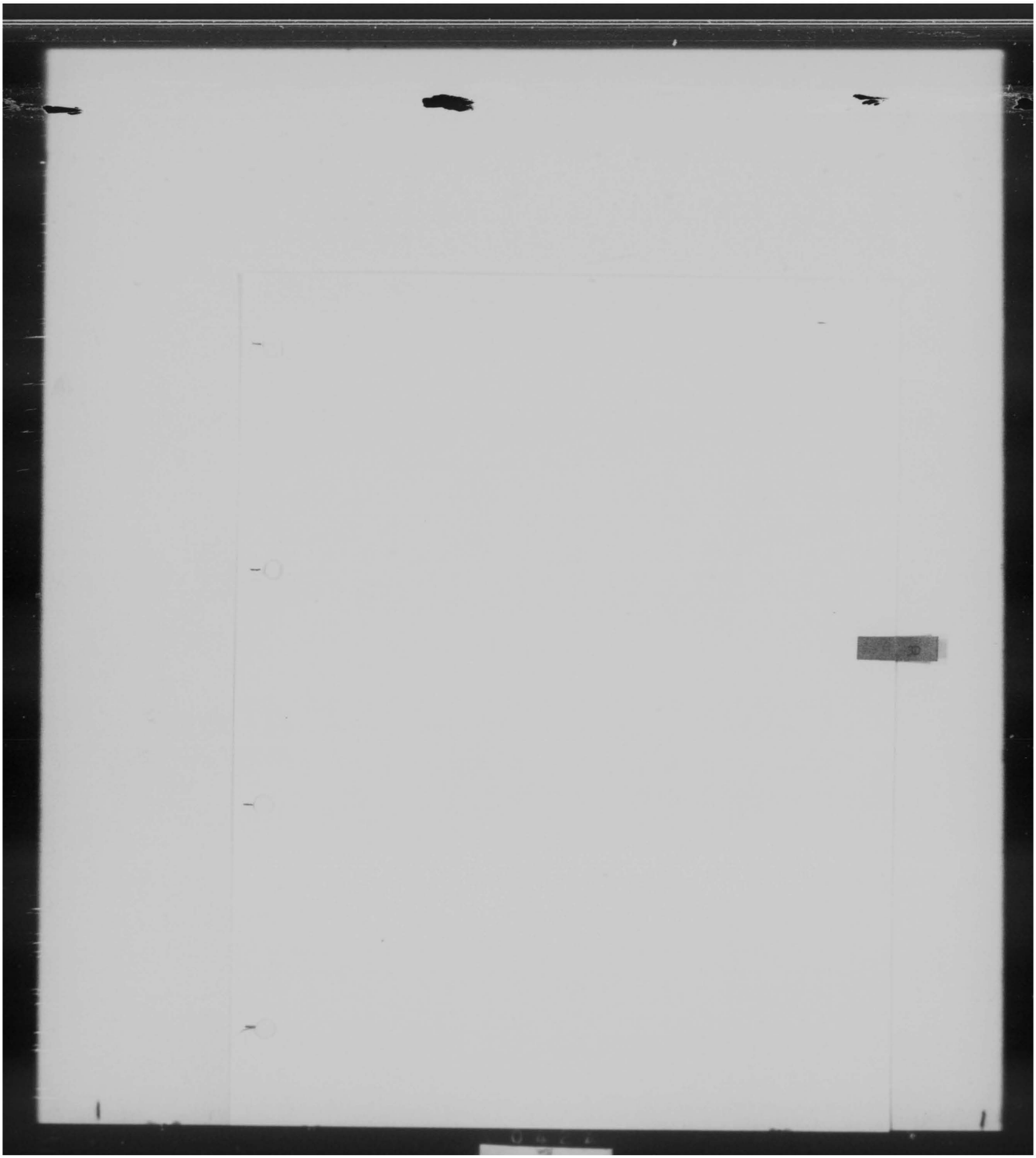

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Supply Improvement Program

Base Material
ATTN: Maj. Mello
825th ABG

Director of Material
70th SRW

26 Mar 56
AA/3268

1. In compliance with paragraph two of First Indorsement to letter, Headquarters Strategic Air Command, dated 26 January 1956, subject as above, the following named Officer and airmen are submitted:

Captain Andre L. Allard,	AO 1 848 178
M/Sgt Fred D. O'Neal,	AF 6 834 754
M/Sgt Eldren Scales,	AF 15 041 376
T/Sgt Dayton L. Emory,	AF 18 241 364
T/Sgt Donald P. Wroblewski,	AF 16 093 907
S/Sgt Loyd J. Buxton,	AF 14 319 027
S/Sgt Samuel T. Hoots,	AF 14 365 178
S/Sgt Howard E. Klein,	AF 13 257 999
S/Sgt Lano J. Pursley,	AF 17 226 031
S/Sgt Don C. McKinney,	AF 6 916 031

ARCHIBALD D. ODOM
Lt. Col., USAF
Director of Material

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth N. Walker
Captain, USAF
Adjutant

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DM, Subj: Supply Improvement Program - Organizational Supply

6. A Final Report will be submitted by each Base upon completion of the entire project. This report will contain all information required by paragraph 4 b (1) (a) through (d), Program Guide.

7. Reports required by this correspondence are exempted from requirements of a Report Control Symbol under provisions of paragraph 7 c (3) Air Force Regulation 174-1, as amended.

BY ORDER OF THE COMMANDER:

/S/ M. E. BEVERLOE
/T/ M. E. BEVERLOE
Colonel, USAF
Deputy Director of Material

1 Incl
15 cys w/d

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KENNETH W. WALKER
Captain, USAF
Adjutant

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Hq SAC, DMSD, Subj: Supply Improvement Program - Organizational Supply

DM (26 Jan 56) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
14 Feb 1956

TO: See Distribution:

1. Your attention is invited to basic letter and the Program Guide, inclosure No. 1 thereto. It is the policy of this headquarters that Unit Supply Improvement Teams will be established at Base levels except in the case of separate squadrons which will be assisted by a team from this headquarters.

2. In implementing these instructions a team will be established at each Second Air Force Base under the highest level Director of Material i.e., Division Director of Material on two wing stations and Wing Director of Material on one wing stations. The Team Chief will be the most highly qualified officer in Unit Supply Procedures assigned and present for duty at the station regardless of present duty assignment. For the period of this project he will be relieved of all other duties and attached to the appropriate Director of Material for duty. Other team members will be selected from base wide assets of non-commissioned officers highly qualified in organizational supply procedures and will be attached to the appropriate Director of Material for duty in the same manner as the Team Chief. The team size will be not less than one non-commissioned officer per unit supply assigned.

3. Each station will form teams immediately upon receipt of this correspondence. Action will be initiated not later than 27 February 1956 to commence improvement of all organization supply activities to a highly satisfactory condition. The team should be divided into appropriate groups to assist several units simultaneously.

4. An initial report will be submitted to this Headquarters containing the following information:

a. Name, rank and AFSC of Team Chief.

b. Name, rank and AFSC of each team member.

c. Unit designation and UAL number of each Unit Supply assigned to the station. This will include all SAC Units, including SAC Tenant Units, unless specifically advised otherwise by separate correspondence. Non-SAC units are not to be included in this program.

5. A Progress Report as of 1700 hours each Friday will be submitted to this headquarters to arrive not later than the following Wednesday. Report will contain a listing of Unit Supply activities completed.

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

DM3D 26 Jan 1956

SUBJECT: Supply Improvement Program - Organizational Supply

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with Strategic Air Command Unclassified message DM3D 1563 dated 9 January 1956, Inclosure 1 outlines the general program this headquarters desires to be followed in implementing the Supply Improvement Program - Organizational Supply.

2. You will note the program guide provides Air Force and Overseas Division Commander sufficient latitude to establish the Supply Improvement team at either Air Force/Overseas Air Divisions or base levels, whichever is compatible with available TDY funds. It is recommended; however, wherever possible that the team be established at Air Force or Overseas Air Division level for greater effectiveness and command supervision.

3. This program guide is in no way intended to provide a one-time cure for all problems affecting organizational supply activities of this command. Rather it is to provide a basis of operation from which Wing/Air Base Directors of Material and Unit Commanders may subsequently direct these activities to an acceptable operating standard through close supervision and monitoring of their operations.

4. Request for Equipment Evaluation and Audit Team representation will be directed to this Headquarters, attention: Lt. Col Bruce, DM 2. Request for Equipment Evaluation and Audit Team representation must be fully justified to assure maximum utilization of very limited personnel comprising Equipment Evaluation and Audit Team activities.

5. The personal support of Air Force and Overseas Commanders in monitoring and supervising this program through thier material staff to a successful completion is desired.

BY ORDER OF THE COMMANDER IN CHIEF:

1 Incl
Program Guide (16 cys)

s/t C.J. BONDLEY Jr.
Brigadier General, USAF
Director of Material

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PROCEDURE GUIDE

Supply Improvement of Organizational Supply Activities.

The purpose of this guide is to provide implementation procedures for improvement of all unit supply activities in this command.

1. Teams.

a. As outlined in message, this headquarters, DM3D, 1563, 9 Jan 56, the Air Force or Overseas Air Division Chief of Supply or designated field grade representative will act as team chief.

b. Working members of the team should be one or more highly qualified Organizational Supply Supervisors (AFSC 64173, grade of M/Sgt) elected from each Base and placed on TDY to the respective Air Force or overseas Air Division Headquarters; providing numbered Air Force and Overseas Air Divisions have sufficient funds.

c. In the event TDY funds are not available to support an AF or Overseas Air Division level team, a corresponding team will be formed at base level. The division Chief of Supply and one qualified representative from each unit supply on the base will constitute the team membership. Guide for inspection action will be as written herein that applies at base level.

2. Schedules.

a. Effective with receipt of this guide, immediate action will be taken to implement schedule established within each respective Air Force or Overseas Air Division.

(1) 2 Wing stations should be programmed for a minimum of 18 working days.

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(2) 1 wing stations should be programmed for a minimum of 10 working days.

(3) Oversees Air Divisions Air Base Grp Stations programmed for a minimum of 7-10 working days.

3. Procedure.

a. Notify Base scheduled that they will be visited to establish procedures for implementation of improvement of unit supplies.

b. Request that Division Wing, Air Base Group Chief of Supply Officer,, Unit Supply Supervisors and Unit Commanders be readily available for necessary assistance at the team chief's discretion.

c. The team chief will insure that the applicable Chief of Supply and Unit Commander accompany the team, to:

(1) Review Division Wing and Air Base Group Director of Material, SAC Form 310 Inspections, conducted in accordance with SAC Reg 67-32, for the past 6 months.

(2) Screen manning authorization documents against assigned strength.

(3) Review U.L's (item by item) against quantities reflected on hand and/or on requisition.

(4) Have unit take on the spot action to turn in and/or justify to the DE&A Team all items in excess of authorization to the U.L.

(5) Instruct supply personnel to immediately return to Base Supply all unserviceable excess equipment.

(6) Requisition all quantities to cover shortages against authorizations.

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(7) Review all files for compliance with applicable directives.

(a) Activation orders.

(b) PAN appointing Unit Supply Officer.

(c) Authorization to receipt for supplies.

(d) Authorization to sign property identification tags.

(e) Publication file.

(f) Register of control numbers.

(g) Suspense file.

(h) Back order suspense file.

(i) Completed voucher file.

(j) Hand-receipt files for each activity within the organization.

(k) Transfer of account certificates between supply officers.

(8) Insure that all hand receipts are correctly posted to reflect identical status as that recorded on AF Form 1120 cards.

(9) Review all AF Forms 538's for correctness.

(10) That warehousing of items in storage is in compliance with applicable directives and that only items authorized for storage are on hand.

(11) On completion of base inspection, the team will recheck units for compliance with requests made by the team chief.

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4. Reports.

a. Base.

(1) The team chief will advise the Division, Wing and Air Base Group Commanders personally of findings and furnish a complete narrative report of each unit on the base to the Division Commander.

b. Numbered Air Force and Overseas Air Division.

(1) The team chief will furnish the applicable numbered Air Force or Overseas Air Division Commander a consolidated report of inspection NLT 10 working days following completion of base. This report will include:

(a) Number of line items and dollar value deleted from U/L's due to non-requirement.

(b) Number of line items and dollar value of excesses turned in.

(c) Number of line items and dollar value of reparables turned in.

(d) Number of line items and dollar value of equipment requisitioned to fill authorized shortages.

c. Headquarters S.A.C

(1) The numbered Air Force and Overseas Air Division Commanders will furnish this headquarters, ATTN: DIGD a copy of the team chief's report not later than 5 working days following receipt of a base report.

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5. Further Action.

a. Reference paragraph 4 a (1) above. The team chief will at the time of the briefing to the various commanders at each base, make any recommendations for permanent reassignment of supply personnel that in his opinion will further the operation of supply.

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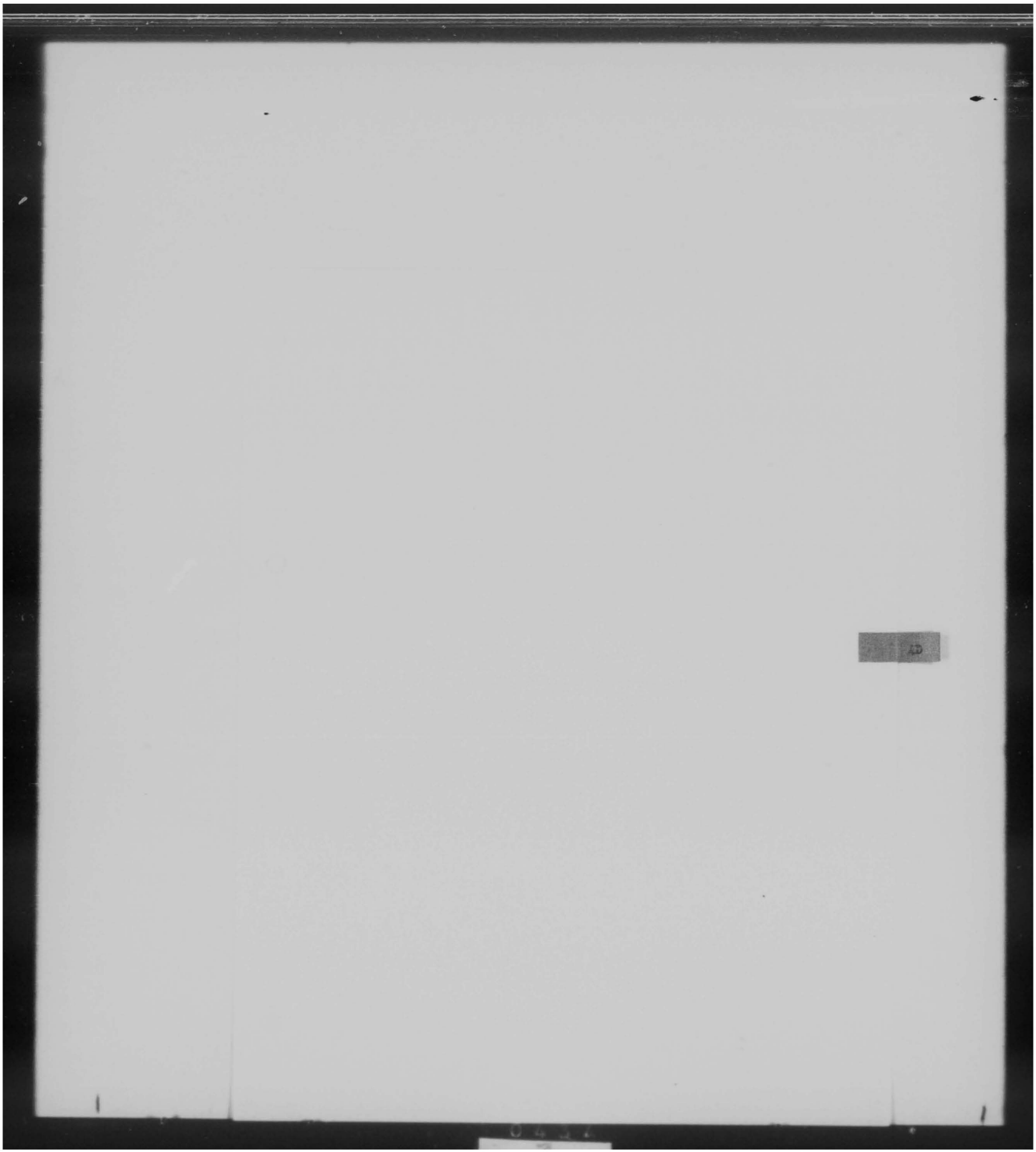

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Transfer of Airmen

Commander
61st SCS
ASE Sq
Hq Sq
Wing DP (IN TURN)

Director of Material
70th SRW

30 March 1956
AA/3268

1. Request S/Sgt Don C McKenney, AF 6 916 017, AFSC 64173 be transferred from the 61st SCS to the 70th ASE Squadron.

2. Request M/Sgt Fred D. O'Neal, AF 6 834 754, AFSC 64173 be transferred from the 70th ASE Squadron to the 70th Headquarters Squadron.

ARCHIBALD D. OLON
Lt. Col., USAF
Director of Material

I CERTIFY THAT THIS IS A TRUE COPY:

[redacted]
Captain, USAF
Adjutant

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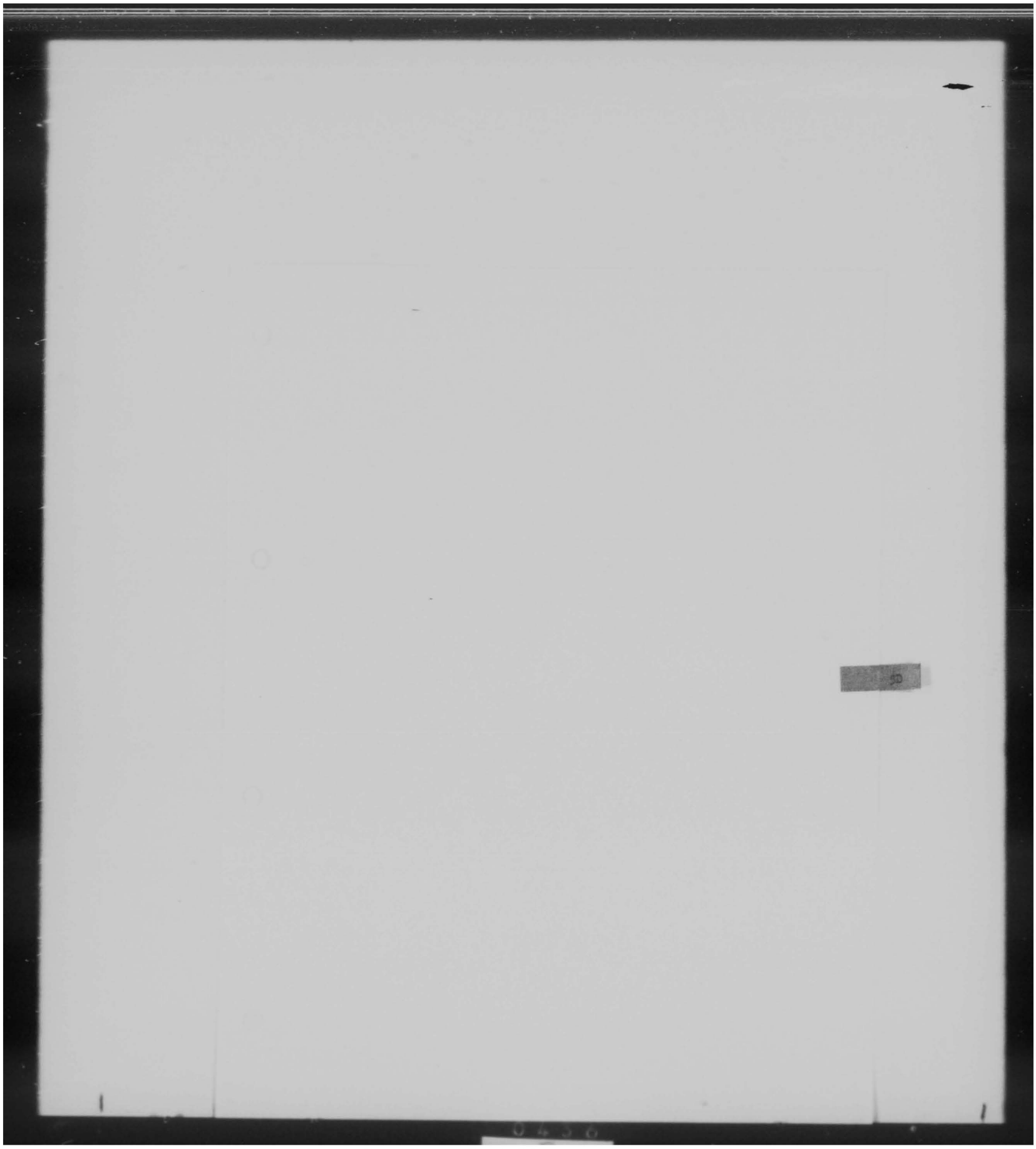

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Individual Equipment Requirements for Personnel During Operation of Base Defense Plan

LM

Commander, 70th SRWg
Commander, 334th BWg

Division Material

29 Mar 56
M/Sgt RUSSELL/bta/3242

Pending publication of a Base Defense Plan, the following items will be in the possession of personnel during the operation:

Weapon
Belt Webb
Canteen, Cup and Cover
Helmet and liner
Packet, First Aid
Gas Mask Protective Field
Packet Ammo.
Radiac Detector

S/DONALD C. TOWER
T/DONALD C. TOWER
Colonel, USAF
Division Material

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Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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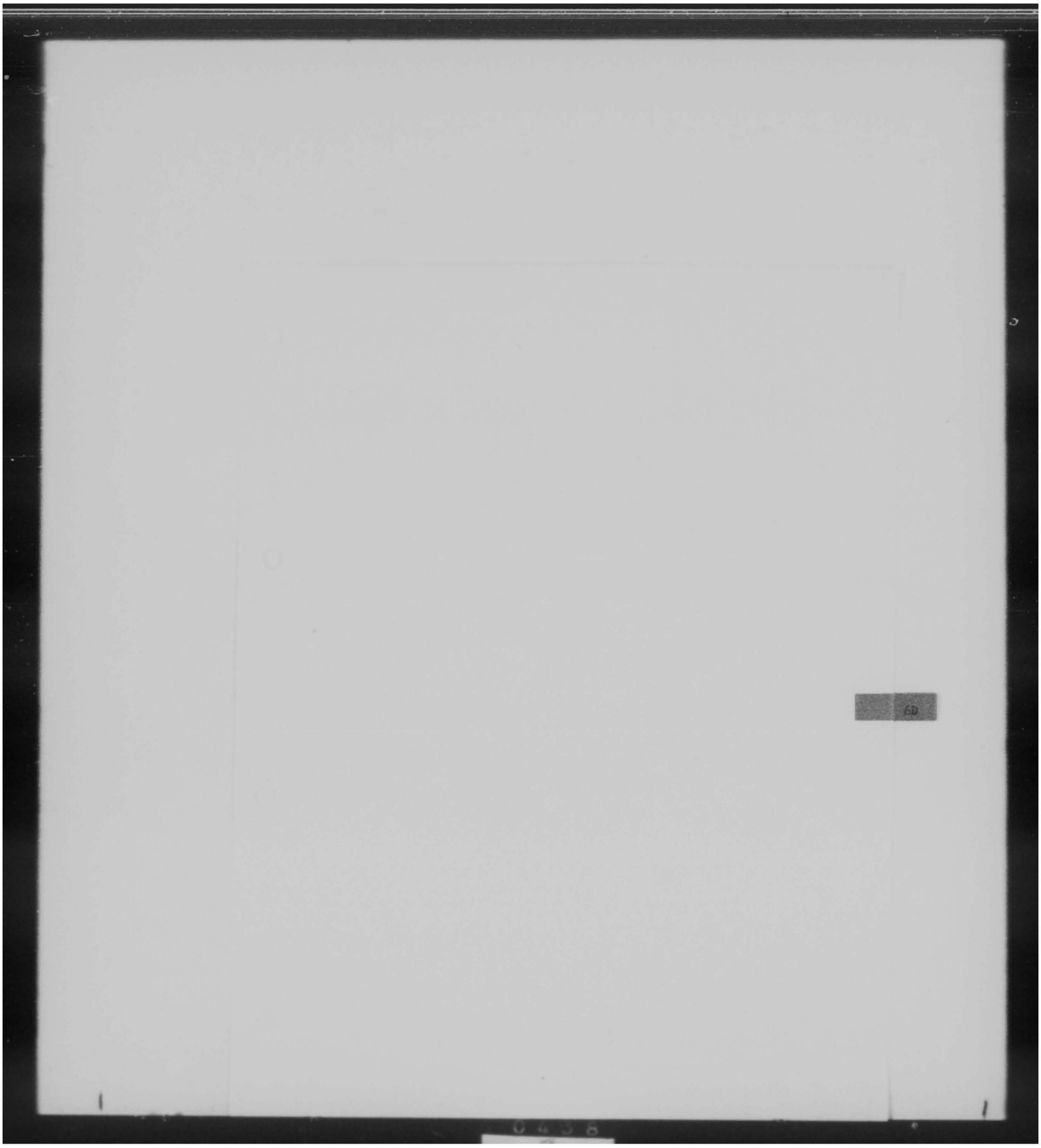

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Lift, Fork, 15,000 lb. capacity, 210 inch high lift

Commander
70th RMS

Director of Material

22 March 1956
MWR/3350

1. It is understood that the subject Fork Lift, now on hand in your squadron is not equipped with extension arms.

2. In view of the requirement for loading MC-97 aircraft it is requested that local manufacture of extension arms be accomplished as soon as possible.

[redacted]
Lt. Colonel, USAF
Director of Material

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth McWalter

[redacted]
Captain, USAF
Adjutant

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70DML

16 March 1956

SUBJECT: Minutes of Mobility Meeting, 13 March 1956

TO: Commanders, All Squadrons
Attn: Mobility Officer

Personnel Attending

Major Bailey, 70th ARS	Lt. Daigle, 70th Tac Hosp
Capt. Roloff, 70th ARS	M/Sgt. Mount, 6th SRS
Lt. Smith, 70th A&E	Lt. Tolton, 26th SRS
M./Sgt Clapp, 70th FMS	Capt. Dablisher, 26th SRS
Lt. Kost, 70th FMS	Capt. Piecik, 61st SRS
Lt. Yates, 4235 Disp	T/Sgt Martin, 61st SRS
Capt. Allard, 70th Hq	Major Renick, 70th Hq

1. Lack of storage space for Tac Hospital. 1750 sq ft required, 600 sq ft available. Not possible to break out TAC Sq Medical Element at this time. 2AF Surgeon is aware of problem. Wing Logistics will follow up through channels to Base Utilization Board.

2. Briefing given by Wing Supply Officer, Capt. Allard, on Use of Form 528 for all items of Org Clothing and Equipment. Wing Policy will be published on use of 538 to insure standardization by Wing Supply Officer.

3. Field Equipment required for a Base Defense Plan should be maintained to be immediately available. Division policy for required items will be requested by Wing Logistics Officer pending publication of a Base Defense Plan.

4. Immunization - Dispensary capable of handling only ten personnel per day with present equipment. Adequate sterilization equipment expected soon. Mobility Officers should advise Commanders.

5. Mobility Boxes - Review of all squadron box requirements completed. Priority assigned to ARS support requirements. Squadrons will be advised when their boxes are ready for pick up by Field Maintenance Mobility Officer.

6. The Wing Logistics File on Squadron Orders or FAO's designating Squadron Mobility Officers and MCO's is incomplete. Mobility personnel should insure that they are on orders and a copy is forwarded to Wing Logistics.

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70AFB Subj: Minutes of Mobility meeting, 13 March 1956

7. Mobility Bags must be stenciled with owner's name, rank and serial number. This is good insurance against losses during deployment. Despite the best of loading planes, personnel and baggage are sometimes separated.

8. Preparation of boxes and packing lists.

a. (RB-47). In accordance with guidance furnished by the 2AF assistance team, material requirements for the first phase of deployment will consist of the 45 A/C Pre and Post Strike equipment needs. Preparation, marking and packing lists should be prepared accordingly.

b. (KC-97). The proposed KC-97 mobility plan will be used for the 70th ARS. Preparation of material will be made accordingly. Box numbers, weight, cube and packing lists must be prepared immediately. As boxes for the ARS requirement are now available, a dead line date for the completion of this project for the ARS plan is established as 15 April 1956 for Field Maintenance, AGE, Periodic, Hq Sect and the 70th ARS. Note: Provisions for items of MTE that are not on hand but are scheduled for deployment will be made as follows:

(1) Include the item on the packing list with the known or estimated weight.

(2) Identify item by asterisk on the packing list.

(3) When item is received, remove the identification.

(4) At time of deployment, line out item if still not received and stencil the final accurate deployment weight on the box and fill in final weight on the packing list.

The above action will save considerable time in final preparation of packing lists at the time of deployment.

9. The accuracy of packing lists, weights and cubes cannot be over emphasized. Airlift requirements are computed on your figures.

S/ Ned W. Renick
T/ NED W. RENICK
Major, USAF
Wing Mobility Officer

I CERTIFY THAT THIS IS A TRUE COPY:

[redacted]
Captain, USAF
Adjutant

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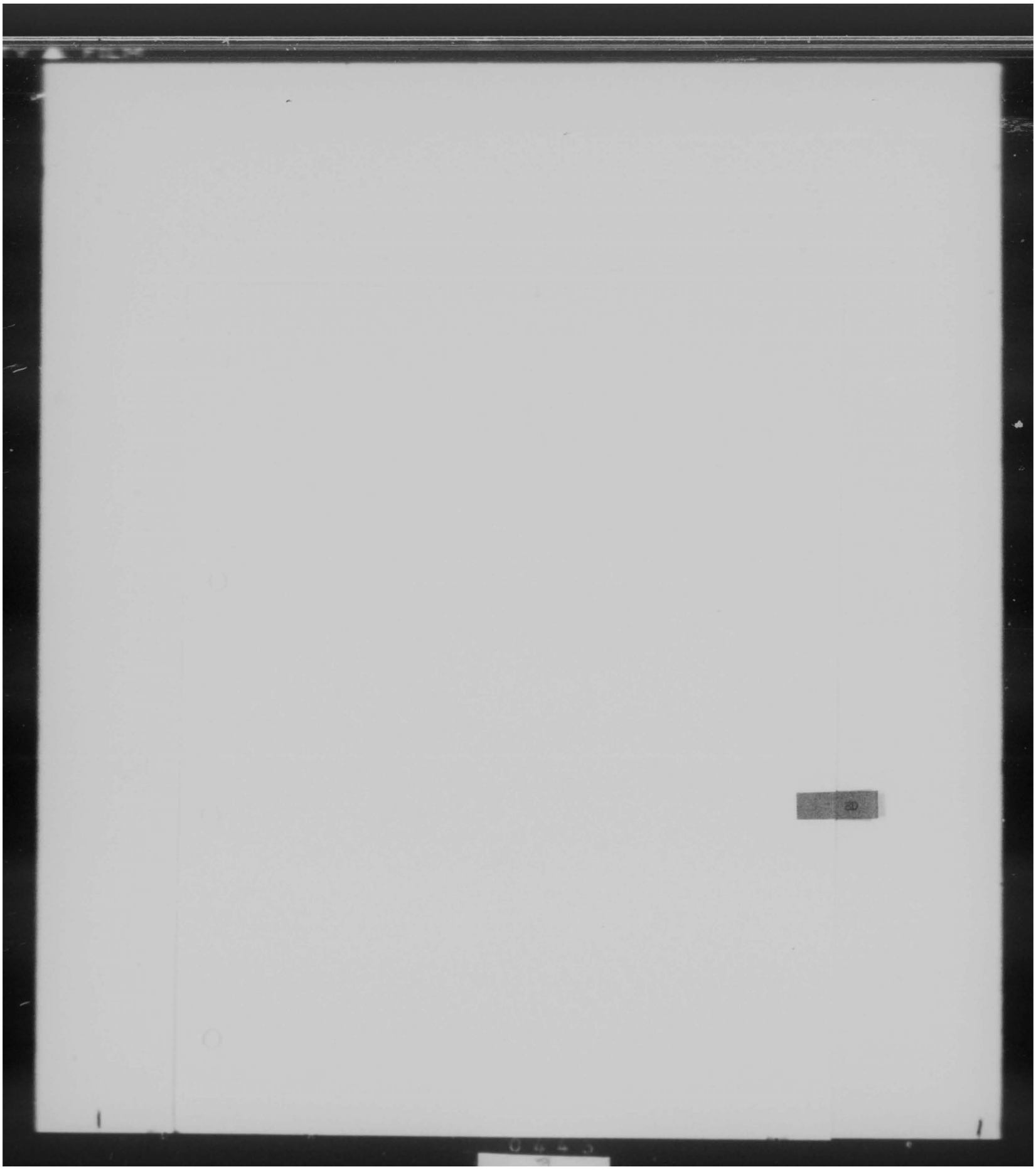

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ANNEX "A"

RECEPTION AND UTILIZATION PLAN

SECRET
Aut' Commander, 70SRW
Date: 5 March 1956
Name: Archibald D. Odom

I. GENERAL.

A. This plan provides information for the reception and utilization of the AMC type B maintenance back up support team assigned to the 70th Strategic Reconnaissance Wing, Little Rock Air Force Base, during EWP. The provisions of the plan are equally applicable for peace time exercise of the team as directed.

B. To insure the fastest possible action in preparing the 70th Wing strike aircraft for deployment after D-Day, OCAMA will dispatch to the 70th Wing a team of 22 maintenance specialists for back up support. Transportation to Little Rock AFB for the team will be provided by OCAMA. Supplies and spare parts required in support of this team will be requisitioned through normal base supply channels. Team members, upon reporting to the 70th SRWg will possess SECRET security clearances, AMC Form 80M, copy of special orders, their own tool kits and special clothing. Special tools and equipment required for team members will be provided by the 70th SRWg.

II. RECEPTION.

A. Notification. Advance notification by telephone or message will be made by OCAMA when a type B team is to be dispatched to the 70th Wing. Upon receipt of this notification by the Base Communications Center, the following personnel will immediately be notified: 825th ABGRu Mobility Officer, Ext. 6216; 70th SRW Director of Materiel, Ext. 3220.

1. The 825th ABGRu Mobility Officer will notify the following personnel advising them of the team ETA and alerting them for implementation for this plan.

a. Base Provost Marshal
b. OIC, Transient Quarters
c. Base Food Service Officer
d. Base Motor Pool Officer

2. The 70th SRWg Director of Materiel will immediately notify the following personnel advising them of the team ETA and alerting them for implementation of this plan.

a. Wing Chief of Maintenance
b. 70th Field Maintenance Squadron Commander

B. Escort. The Wing Chief of Maintenance will designate his Job Control Officer as the Escort Officer for the type B team. Upon notification of the Team ETA the Escort Officer will:

1. Verify availability of transportation and meet the incoming team at the Base or commercial arrival point.

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2. Escort the team to:

a. Pass & ID Section, Office of the Provost Marshal, Building 1260.

b. Transient billeting, Hq Sq Section, 825th ABGRn, Bldg. 850.

c. 70th Maintenance Control Room, Building 212.

d. 70th Field Maintenance Office, Building 250 (Main Hangar).

e. Field Maintenance Shops as shown in the utilization section of this plan.

C. Security.

1. To expedite the processing of team members for access to the flight line the following procedures will be implemented when advance notification is received:

a. Prior to arrival of team members, items #1 through #5 on SAC Form 392 (except description) will be completed by the 70th Wing Director of Materiel.

b. SAC Form 392 will be hand carried by the Wing Security Officer to the Pass & ID Section, Office of the Provost Marshal where item #7 and the reverse side will be completed.

c. A temporary restricted area badge will be selected, attached to the SAC Form 392 and held until the members of the team arrive.

d. Upon reporting to the Pass & ID Section with the Escort Officer, individual identification of team members will be established, they will receipt for and obtain their restricted area badge.

e. The top portion of SAC Form 392 will be maintained by the Pass and ID Section. The lower portion will be forwarded to the 70th Wing Security Officer for file.

f. Separate forms must be submitted if both a restricted area and a Base Civilian pass are desired. Passes will be returned direct to the Pass & ID Section upon departure of the team.

D. Billeting. When advance notification is received, the billeting officer will reserve quarters for the 22 team members in the transient quarters, Building #850 if possible. Otherwise, in adjacent buildings to reduce the transportation requirement. Room assignments will be ready when the team reports with the Escort Officer.

E. Messing. The designated Escort Officer will maintain 22 mess passes, complete except for names and issue to team personnel at the briefing by the Wing Chief of Maintenance. Passes will be marked "Temporary -- Civilian" and will be turned in to the Escort Officer when the team departs the station. Mess Hall #1 will be utilized by the team members if government messing is desired.

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F. Transportation. In addition to providing prompt transportation to pick up the team upon arrival, the Base Motor Pool Officer will coordinate with the team supervisor for the team transporation requirements during their period of temporary duty with the 70th Wing.

II. UTILIZATION.

A. Supervisor Utilization Instructions. The Wing Chief of Maintenance will insure that all maintenance supervisors are periodically briefed (once each six months) regarding the purpose and use of the type B team as noted in this plan. Care will be exercised by supervisors to insure that team members are immediately and effectively used to prepare aircraft for deployment and/or reducing work backlogs or reparables or local manufacture. Supervisors will, when possible group and work team members together to preclude any conflict with regard to responsibilities. Team members will be controlled from the Maintenance Control Room through Specialists Dispatch and Materials Control of the Field Maintenance Squadron in accordance with SAC Manual 66-12.

B. Team Shop Assignments. The designated team supervisor will administer the team from, and be located in, the Maintenance Control Room. The initial shop assignments of team personnel will be made as follows:

Quantity	Specialty	Title	Shop
Four (4)	42152/72	Hydraulic Mechanic	Hydraulic/UT
Two (2)	42250/70	Instrument Repairman	A/C Instrument
Six (6)	53450/70	Airframe Repairman	A/C Structural Repair
Two (2)	42350/70	Electrical Repairman	A/C Electrical Systems
Two (2)	43250/70	Jet Engine Mechanic	Jet Engine
Two (2)	43151/71	Aircraft Mechanic	Fuel System

C. Work Schedules. Work shifts for team members will be established in accordance with the existing 70th Wing Maintenance schedule. However, no overtime schedules for team members will be imposed during peacetime exercises unless specifically authorized by SAC or AMC directives: Note: Overtime restrictions will not apply to team members on and after "D" day.

D. Team Indoctrination. Upon reporting to the 70th Wing Maintenance Control Room, team members will be briefed by the Wing Chief of Maintenance as to:

1. The 70th Wing Maintenance organization, including the normal maintenance channels for dispatching team work instructions.

2. Technical Representative assistance available.

3. Supply procedures.

4. Team work shift alignment in accordance with normal 70th Wing schedule. Note: No overtime restrictions will apply after D-Day. AMC instructions will be followed during peacetime exercises.

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5. Show assignments of team personnel as noted in paragraph III B.

E. Duration of Support. The maintenance back up support provided by this team may be required for 30 to 90 days after D-Day. Requests for changes in quantities and skill specialties will be made by the Wing Chief of Maintenance in coordination with OCAMA and Headquarters SAC after D-Day.

IV. REPORTING.

The Wing Chief of Maintenance will prepare a narrative report covering all phases of the type B team exercise and forward through channels within 48 hours after completion of the exercise. If, for any reason a type B team exercise is scheduled but not accomplished, a negative report will be prepared and submitted outlining the reasons for non-accomplishment.

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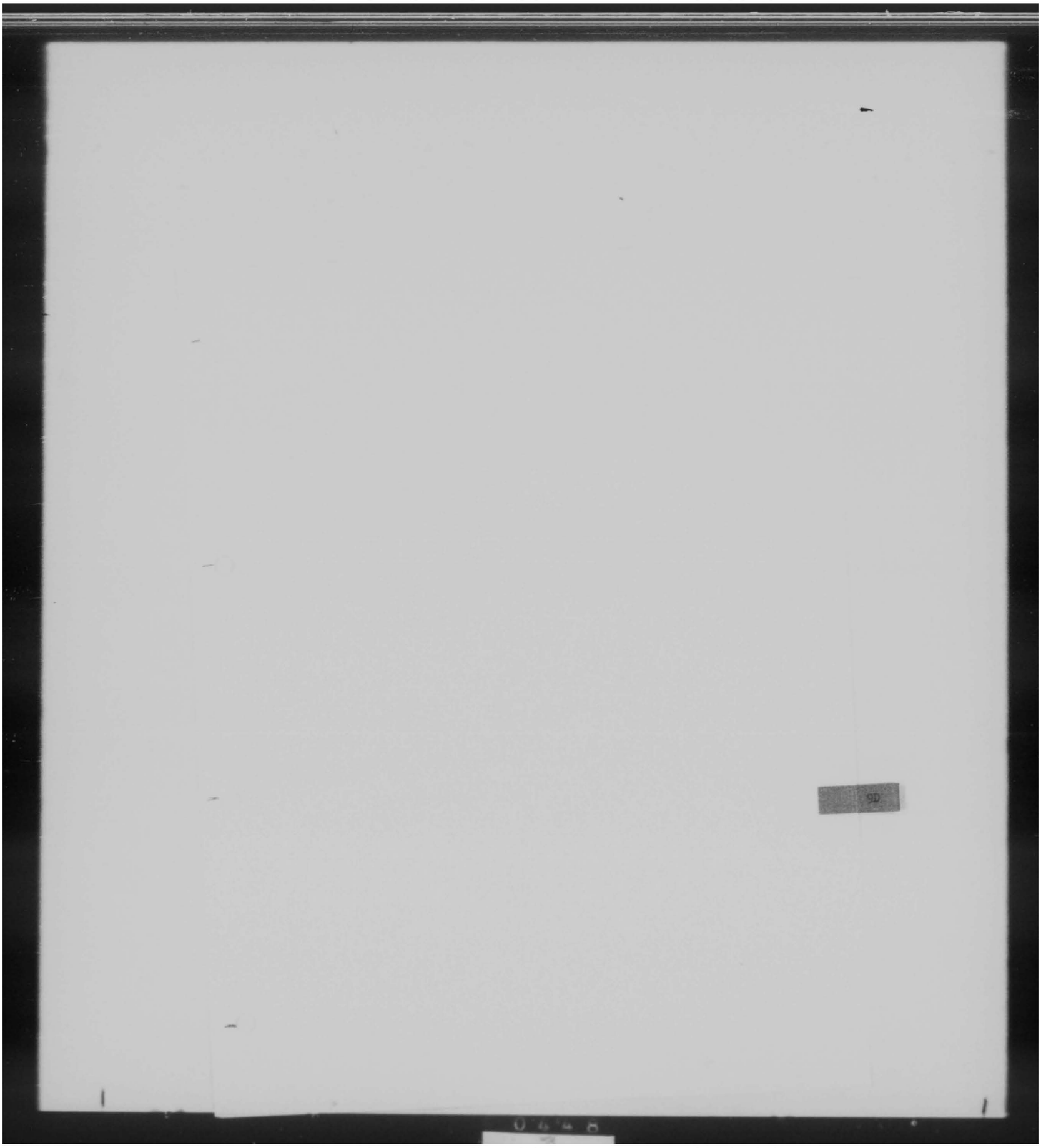

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70DML

SUBJECT: Reception and Utilization Plan (Unclassified) 14 Mar 56

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Annex A to the 70th Strategic Reconnaissance Wing Mobility Plan, "Reception and Utilization Plan" for the AMC type B Maintenance Back-Up Support Team is forwarded herewith in accordance with the provisions of SAC Manual 400-3.

2. Reference paragraph 4, Section IV of SAC Manual 400-3. In order to further decrease the time required to process Type B team members upon arrival at SAC bases, it is suggested that the AMA advance notification of team dispatch include names of team members. This action will speed the security access processing of team members and afford a double check against personnel listed on the AMC orders.

3. It is requested that the Supervisor of the Type B team assigned to the 70th Wing be authorized to visit this installation as soon as practicable for the purpose of familiarization with the 70th Strategic Reconnaissance Wing Maintenance organization. If desired by your headquarters we will initiate direct communication with OCAMA concerning this request.

FOR THE COMMANDER:

1 Inclosure
Annex "A"
Reception & Utilization Plan

ROBERT J. POTTS
1st Lt, USAF
Asst Adjutant

Kenneth M. Walker
Captain, USAF
Adjutant

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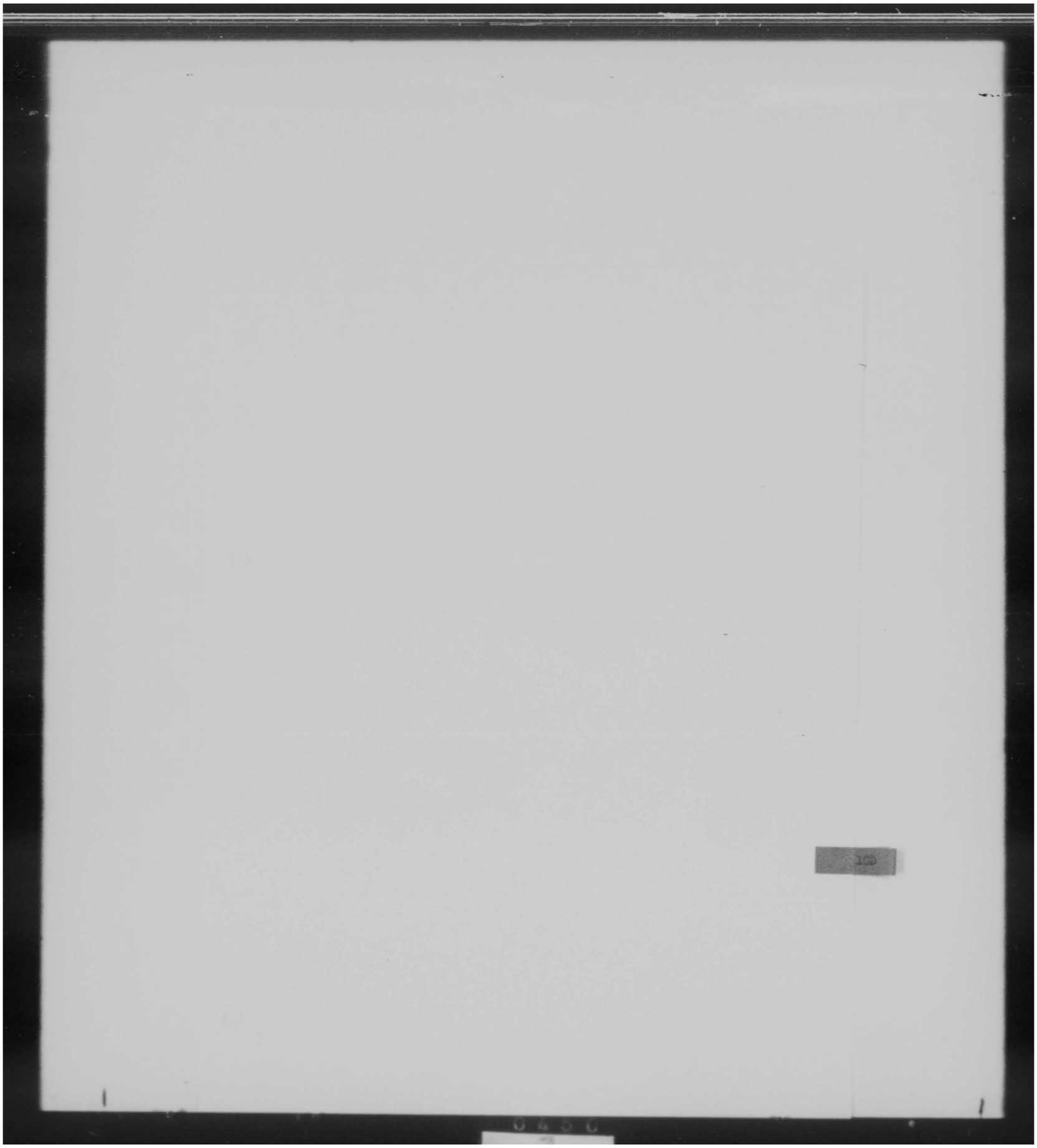

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AIRLIFT AND PLANNING DATA
(IAW 2AF Regulation 400-1)

PERIOD OF REPORT:

RCS: J-2

TO: [redacted], 2 AF
ATTN: DM2B

FROM: Commander,
825TH AIR DIVISION

THIS REPORT IS (1) ☐ ESTIMATED (2) ☐ FIRM (3) ☐ REFINED REQUIREMENTS.

1. TOTAL NUMBER OF PERSONNEL DEPLOYING BY UNIT AIRCRAFT:

A. B-47 AIRCRAFT: _____ CREWMEMBERS _____ PASSENGERS

B. KC-97 AIRCRAFT: 154 CREWMEMBERS 427 PASSENGERS

C. OTHER TYPE AIRCRAFT: ( ) _____ CREWMEMBERS _____ PASSENGERS

2. TOTAL NUMBER OF PERSONNEL REQUIRING SUPPORT AIRLIFT: 6 Cargo Guards

3. TOTAL WEIGHT OF CARGO DEPLOYING BY UNIT AIRCRAFT: 68,000 LBS.

A. B-47 AIRCRAFT: _____ LBS (INCLUDES _____ EA _____ ENGS)

B. KC-97 AIRCRAFT: 68,000 LBS (INCLUDES _____ EA _____ ENGS)

C. OTHER TYPE AIRCRAFT: ( ) _____ LBS (INCLUDES _____ EA _____ ENGS)

4. TOTAL WEIGHT OF CARGO REQUIRING SUPPORT AIRLIFT: 90,000 LBS.

(INCLUDES 8 EA 4360 ENGINES AT 8470 LBS

(INCLUDES 2 EA 4360 ENGINES AT 4240 LBS

5. PROHIBITIVE ITEMS (TO 00-85-13) INCLUDED IN PARAGRAPHS 3 AND 4 ABOVE:

NOMENCLATURE	TYPE PACKING	WEIGHT	CUBE (FT)
None			

OF THE TOTAL WEIGHT INDICATED IN PARAGRAPHS 3 AND 4 ABOVE, LIST WEIGHT OF:

A. UME 21,000 LBS _____ EA _____ ENGS

B. FLYAWAY KIT ENGINES 76,240 LBS 10 EA 4360 ENGS

C. FLYAWAY KITS (INCLUDING BULKY SPARES) 37,000 LBS

7. NUMBER OF KC-97 TYPE AIRCRAFT THAT CAN BE USED AS PERSONNEL CARRIERS IAW SAC REG 50-14: 12

REMARKS: *(Use reverse side if required)*

1. Reference Paragraph 1B and paragraph 7: The projected number of KC-97 aircraft that can be used as personnel carriers is increased to twelve (12). Twenty sets of troop seats will be required for carrying passengers IAW SAC Reg 50-14. If seats are not received prior to deployment support airlift for thirty-nine (39) personnel will be required.

2. Reference paragraph 1B: The increase in total personnel deploying is due to:

a. Crew authorizations increased fifty (50) in accordance with 2AF message OPIN 2230 dated 13 March 1956.

b. Air Base Group Support personnel increased three (3) to meet requirements noted in Harmon AFB Welcome Brochure (Readiness Plan) dated 1 February 1956.

FOR THE COMMANDER (OVER)

TYPE NAME AND GRADE OF CERTIFYING OFFICER: NED W. BANICK, MAJOR, USAF

SIGNATURE OF CERTIFYING OFFICER: S/[redacted] W. BANICK

2AF FORM 28 MAR 55 39

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3. Reference paragraph 4: 90,000# includes provision for deployment of AEH if required.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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70CRL 30 March 1956

SUBJECT: Request for TDY Movement of Contractor Technicians (Unclassified)

TO: Commander
Second Air Force
Attention: DMAS
Barksdale Air Force Base
Louisiana

1. In accordance with the provisions of SAC Regulation 66-4 authority is requested for the following contractor technicians to accompany the 70th Air Refueling Squadron to Harmon Air Force Base on TDY rotation approximately 25 June 1956. The period of TDY will be approximately sixty (60) days. (Confidential)

a. Waterman S. Brown Jr., Bendix Aviation Corporation, Scintilla Magneto Division. (Unclassified)

b. Norman L. Atkinson, United Aircraft Service Corporation, Pratt and Whitney Aircraft Engine Division. (Unclassified)

c. M. M. Booth, Boeing Aircraft Corporation, Seattle Division. Mr. Booth is presently stationed at Robins Air Force Base with the 100th Air Refueling Squadron but is scheduled to replace Mr. Gerald T. Katt, now assigned this wing approximately 1 May 1956. Reference SAC Message DMOA-1-23945, dated 23 March 1956. (Unclassified)

d. Herman A. Lemley, United Aircraft Service Corporation, Hamilton Standard Propeller Division. Mr. Lemley indicated he will be transferred prior to the TDY period and his successor is unknown. If possible, when the successor is named request he be authorized to accompany the unit. (Unclassified)

2. The above named contractor technicians, Mr. Brown and Mr. Atkinson, have been briefed on the requirements contained in paragraph 5 c, SAC Regulation 66-4 and action has been initiated for their compliance therewith. (Unclassified)

FOR THE COMMANDER:

T/ROBERT J. [illegible]
1st Lt., USAF
Asst Adjutant

I CERTIFY THAT THIS IS A TRUE COPY:

/Kenneth W. Walde/
[illegible]
Captain, USAF
Adjutant

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70DMI

SUBJECT: (Unclassified) 70th Air Refueling Squadron Deployment

TO: Commander
6605th Air Base Wing
APO 864
New York, New York

1. Receipt of the Smart Harbor Air [illegible] dated 1 February 1956 is acknowledged. The 70th Air Refueling Squadron, assigned to the 70th Strategic Reconnaissance Wing, this Division, has been directed by Headquarters, Strategic Air Command to accomplish a sixty (60) day TDY rotation move to your installation approximately 25 June 1956. (Confidential)

2. In order to insure that the movement is accomplished with the required members of personnel and items of material, certain information in addition to that provided in the Welcome Brochure is requested. (Confidential)

3. For your information, it is now planned that approximately five hundred and forty-three (543) personnel will make the move. The general personnel breakdown is noted in Inclosure number one. Your comments are requested as to the support capability contained therein. (Confidential)

4. Deployment of the complete 70th Air Refueling Squadron Flyaway Kit, including eight (8) built-up and two (2) raw R-4360 engines has been directed. The minimum space required for FAK storage and operation is approximately 3,150 square feet, exclusive of engines. Considering the statement contained in the Welcome Brochure on the critical shortage of FAK storage space, can this requirement be accommodated? (Confidential)

5. In view of the fact that specific approval from Headquarters, Strategic Air Command is required for deploying any required Base Support Items of material which are normally prepositioned, the following information is requested. (Unclassified)

a. A list of the Base Support Items short at your station against: (Unclassified)

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325th AB, Little Rock AFB, Jacksonville, Ark, 70037, subj: 70th Air Refueling Squadron Deployment (Unclassified)

(1) Column A, Section A through E, Attachment number one, DOI 67-00-8, 31 October 1955. (Unclassified)

(2) Column D, Section D through E, Attachment number five, Appendix Number four, DOI 67-00-8, 31 October 1955.

b. Particular emphasis on the Engine Build-up items is necessary in view of the directed Deployment of the R-4360 Engine Build-up capability. (Unclassified)

6. Subsequent to receipt of your reply to this letter, a detailed personnel and material loading plan will be forwarded for your information. (Unclassified)

7. Both the Commander of the 70th Strategic Reconnaissance Wing and 70th Air Refueling Squadron hope that the rotation can be accomplished with the minimum of inconvenience to your station. It would be most helpful to have your answers to the specific questions contained in this letter as well as any other recommendations you may have. (Unclassified)

FOR THE COMMANDER:

1 Incl
Personnel breakdown

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker
KENNETH M. WALKER
Captain, USAF
Adjutant

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General Personnel Breakdown for, 70th Air Refueling Squadron Deployment.

Organization	Total Personnel	Remarks
Hq Sq, 70th SRW	7	
70th Air Ref Sq	243	
70th FM Sq	97	Includes engine build-up capability
70th IM Sq	40	
70th AGE Sq	30	
70th Tac Hosp	4	
WB Detachment	1	Weather Officer
Hq 825th ABG	3	Includes: 1 67150 Finance Specl 1 68150 Stat Specl
825th Ops Sq	10	Includes: 6 29130/50 Comm Specl 2 29150 Comm Specl 1 29170 Comm Supv 1 36330 Comm Mach Opan
825th Supply Sq	17	Includes: 10 64350 Pet Sup Specl
825th Food Sv Sq	21	Includes: 10 64010 Food Sv Wlpr 10 62230/50 Cooks
825th Air Police Sq	50	Includes: 46 77130/50 Air Police in accordance with SAC Air Police deployment criteria.
825th Motor Veh Sq	16	Includes: 2 47131/51 Auto Mech 1 47170 Supervisor 10 60330/50 Veh Oprs 3 60331 Dispatcher
825th Installation Sq	4	Includes: 4 57130/50 Fire Fighters
TOTAL.....	543	

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MAINTENANCE ORDER NO. 56-3

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 February 1956

Monthly Maintenance Order for March 1956

1. GENERAL:

a. The Maintenance Order presents the flying schedule for March 1956 and reflects all requirements known to the Wing at this time.

b. The sortie schedules contained in the inclosed annexes implement the flying requirements and confirmation of the Flight Scheduling Committee, 70th Strategic Reconnaissance Wing as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. There are two hundred and twenty-eight (228) RB-47 sorties averaging 6.1 hours and eighty-nine (89) KC-97 sorties averaging 6.1 hours.

d. Scheduled aircraft will have a minimum of a two-day turn-around.

e. Monday sorties will be scheduled for take-offs not earlier than 0930 hours.

f. The present flying schedule projection is for 21 operational flying days and 4 make-up days.

g. The work schedule for maintenance personnel is established as 0730 - 1630 on scheduled work days. March 10, 17 and 24 are projected as normal work days. If these week end dates are cancelled, all supporting organizations will be notified eight days in advance.

OFFICIAL:

WILLIAM BURKE
Colonel, USAF
Commander

DISTRIBUTION:

1 cy Wing Comdr	2 cys ABG Comdr
6 cys D/Ops	2 cys A Div D/Materiel
2 cys 6th SRS	2 cys Wg D/Materiel
2 cys 26th SRS	1 cy A Div D/Operations
2 cys 61st SRS	2 cys Wg C/Maint
2 cys 70th ARS	1 cy Motor Vehicle Sqdn
2 cys 70th PMS	10 cys 70th A & E Sqdn
10 cys 70th FMS	3 cys 70th Maint Control
8 cys Base Sup Officer	1 cy Base Operation Officer
4 cys 70 SRW Adj (Historian)	

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ANNEX A
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
6th Strategic Reconnaissance Squadron

1. Requirements:

a. Provide seventy-four (74) RB-47 sorties for a total of four hundred and sixty-six (466) flying hours. This schedule is reflected in Inclosure #1 of Annex A.

b. Accomplish seventy-four (74) RB-47 pre-flight and thirty-two (32) post-flight inspections.

c. Schedule sufficient number of personnel to meet and service aircraft landing after normal working hours.

2. Information:

a. Special "Cell" missions are scheduled on the 7, 13, 14, 20 and 21 March consisting of 5 each aircraft per day. A double "Cell" mission is scheduled on the 26th of March consisting of 10 ea aircraft to be flown.

b. The following aircraft will be lost to periodic maintenance on dates indicated:

4258	Dock # 21	1 through 10 March
4246	Dock # 21	15 through 22 March
4247	Dock # 21	21 through 28 March

c. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 March are projected as normal work days. If these week end dates are cancelled the squadron will be notified eight days in advance.

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

70th Strat Recon Wing

6th SMS Squadron Date March 1956

Aircraft Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
3382	F						F			F				F					F			F									
3394				F				F				F						F				F					F				
3395		F					F					F			F							F					F				
3396																															
3397	F																		F												
3398		F					F			F				F								F					F				
3399							F			F				F								F					F				
3400				F				F				F				F						F					F				
4205						F						F									F										
4245								F					(	D	o	c	k		)												
4247						F						F											(	D	O	C	K		)			
4248	F					F			F			F							F								F				
4249				F			F			F			F			F					F						F				
4257		F					F			F			F			F				F							F				
4252					F			F				F				F				F							F				
4258	(	D	O	C	K		)							F			F				F						F				

GROUND ABORTS

A & E
M.C.P
AMPE
OPNS
FUEL LEAK
APG
OTHER

CANCELLATIONS

APG
AGE
AOCP
AMPE
OPNS
PMI
M.C.
MUT-CON
OTHER
TOTAL
SCHED
AVAIL
FLOWN

Inclosure #1
ANNEX A

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ANNEX B
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
26th Strategic Reconnaissance Squadron

1. Requirements:

a. Provide seventy-eight (78) RB-47 sorties for a total of four hundred and sixty-seven (467) flying hours. This schedule is reflected in Inclosure 1 of Annex B.

b. Accomplish seventy-eight (78) preflight and thirty-three (33) post-flight inspections.

c. Schedule sufficient number of personnel to meet and service aircraft landing after normal working hours.

2. Information:

a. Special "Cell" missions are scheduled on 8,13,15,20 and 22 March consisting of 5 each aircraft per day to be flown.

b. The following aircraft will be lost to periodic maintenance on dates indicated:

2803	Dock # 22	(now in docks) through 6 March
2815	Dock # 22	5 through 12 March
2820	Dock # 21	8 through 16 March
2807	Dock # 22	12 through 20 March
2811	Dock # 22	19 through 27 March
2808	Dock # 22	26 March through 4 April
2809	Dock # 21	27 March through 5 April

c. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 March are projected as normal work days. If these weekend dates are cancelled the squadron will be notified eight days in advance.

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE
7[illegible]th Strat [illegible]con [illegible]ing

26th [illegible] Squadron Date March 1956

Aircraft Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total
2801				F			F					F			F				F			F			F							
2802	F				F			F						F						F			F								
2803			DOCK		)	F			F						F				F			F		F								
2804		F				F				F				F			F				F			F								
2805							F			F			F			F			F			F										
2806		F						F						F					F				F									
2807					F			F		(		DOCK				)				F												
2808	F										F					F										(		DOCK				
2809		F					F				F				F				F				(	DOCK								
2810		DOCK		)		F			F					F				F														
2811	F				F			F				F				(		DOCK						)								
2812				F			F			F				F			F				F											
2813		F				F				F				F			F				F											
2814	F				F				F					F			F					F										
2815				(		DOCK				)				F			F					F										
2816						F				F				F			F					F										
2820				F		(		DOCK				)					F					F										

GROUND ABORTS

A & E	
AOCP	
ANFE	
OPNS	
FUEL LEAK	
ARG	
OTHER	

CANCELLATIONS

ARG	
A&E	
AOCP	
ANFE	
OPNS	
PMI	
M.C.	
MUT-CON	
OTHER	
TOTAL	
SCHED	
AVAIL	
FLOWN	

Inclosure I

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ANNEX C
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
61st Strategic Reconnaissance Squadron

1. Requirements:

a. Provide seventy-six (76) RB-47 Sorties for a total of four hundred and sixty-nine (469) flying hours.

b. Accomplish seventy-six (76) pre-flight and twenty-nine (29) post-flight inspections.

c. Schedule sufficient number of personnel to meet and service aircraft landing after normal working hours.

2. Information:

a. Special "Cell" missions are scheduled on 9, 14, 15, 21 and 22 March consisting of 5 each aircraft per day to be flown.

b. No aircraft scheduled for periodic maintenance.

c. Aircraft 4256 (now on loan) is scheduled for return 24 March.

d. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 March are projected as normal work days. If these weekend dates are cancelled, the squadron will be notified eight days in advance.

/s/ William Burke
WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

70th Strat Recon Wing

61st SRS Squadron

Date March 1956

Aircraft Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
3383							F									F					F				F						
3384	F				F			F					F								F										
3385		F				F				F					F						F			F							
3386				F				F						F								F									
3387				F			F				F				F				F				F								
3388				F					F				F				F							F							
3389				F				F				F				F		F				F									
3390	F								F					F						F				F							
3391					F			F				F				F					F						F				
3393	F				F			F						F				F				F									
4250							F					F				F								F							
4253		F					F				F			F						F											
4254		F				F						F				F					F										
4255		F						F						F				F		F											
4256	F						F				F				F				F												
4259					T	D	Y		T	D	Y						T	D	Y	B	A	R	Y	S	D	A	L	E			

GROUND ABORTS

A & E	
AOCP	
ANPE	
OFNS	
FUEL LEAK	
APG	
OTHER	

CANCELLATION

APG	
A&E	
AOCP	
ANPE	
OFNS	
PMI	
M.C.	
MUT-CON	
OTHER	
TOTAL	
SCHED	
AVAIL	
FLOWN	

INCLOSURE #1
ANNEX C

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ANNEX D
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing (H)
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
70th Air Refueling Squadron

1. Requirements:

a. Provide eighty-nine (89) KC-97 sorties for a total of five hundred and forty-eight (548) flying hours. This schedule is reflected in Inclosure 1 of Annex D.

b. Accomplish eighty-nine (89) pre-flight and twenty seven (27) post-flight inspections.

c. Schedule sufficient number of personnel to meet and service aircraft landing after normal working hours.

2. Information:

a. Special "call" missions are scheduled for 7, 8 and 9 March consisting of 5 each aircraft per day, 13, 14, 15, 20, 21 and 22 March consisting of 6 each aircraft per day and 26 March consisting of 11 aircraft to be flown.

b. Aircraft 3269 will undergo periodic maintenance prior to going to the depot for boom pod repair. The input date to depot will be made known upon receipt of confirmation by the Job Control Section.

c. The following aircraft will be lost to periodic maintenance on dates indicated:

3271	Dock # 24	1 through 9 March
3269	Dock # 24	8 through 16 March
3266	Dock # 24	15 through 22 March
3272	Dock # 24	22 through 30 March
3270	Dock # 24	29 March through 7 April

d. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 March are projected as normal work days. If these weekend dates are cancelled, the squadron will be notified eight days in advance.

William Burke
WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

70th Strat Recon Wing

70th ARS Squadron Date March 1956

Aircraft Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
3260																															
3261				F				F					F						F				F								
3262				F			F						F						F												
3263		F				F			F				F						F												
3266		F				F					F		(	D	O	C	K				)										
3267	F				F							F						F						F							
3268		F				F						F								F				F							
3269					(	D	O	C	K			)																			
3270				F			F				F		F								F				F						
3271	(	D	O	C	K			)						F				F													
3272	F				F			F				F								F	(	D	O	C	K			)			
3273	F					F			F				F								F				F						
3274														F							F				F						
3275		F				F		F						F						F											
3276		F					F								F											F					
3277				F				F				F							F							F					
3278					F			F					F								F										
3279				F			F					F								F						F					
3280		F			F							F									F										
3281	F				F			F						F							F										
3282	F					F			F				F							F					F						
3283							F							F					F						F						

GROUND ABORTS

A & E	
AOCP	
ANFE	
OPNS	
FUEL LEAK	
APG	
OTHER	

CANCELLATIONS

APG	
A&E	
AOCP	
ANFE	
OPNS	
FMI	
M.C.	
NUT-CON	
OTHER	
TOTAL	
SCHED	
AVAIL	
FLOWN	

Inclosure #1
ANNEX D

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ANNEX E
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
70th Periodic Maintenance Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to process the following RB-47 and KC-97 aircraft through periodic maintenance on dates indicated:

A/C No.	Pre-Dock	Dock #21	Dock #22	Dock #24	Post Dock	Return to Sqdn.
2803			In-Dk 5Mar		6 March	8 March
4258	1 March	1-7 Mar.			8 March	10 March
3271	1 March			1-7 Mar.	8 March	10 March
2815	5 March		5-10 Mar.		12 March	13 March
2820	8 March	8-14 Mar.			15 March	16 March
3269	8 March			8-14 Mar.	15 March	16 March
2807	12 March		12 -17 Mar.		19 March	20 March
4246	15 March	15-20 Mar.			21 March	22 March
3266	15 March			15-20 Mar.	21 March	22 March
2811	19 March		19-24 Mar.		26 March	27 March
4247	21 March	21-26 March			27 March	28 March
3272	22 March			22-28 Mar.	29 March	30 March
2808	26 March		26 Mar.-2Apr.		3 April	4 April
2809	27 March	27 Mar.-3Apr.			4 April	5 April
3270	29 March			29 Mar.-5 Apr.	6 April	7 April

2. Information:

a. TOC's to be accomplished while aircraft is undergoing periodic maintenance will be scheduled during the pre-plan inspection meeting.

b. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 March are projected as normal work days. If these week end dates are cancelled, the squadron will be notified eight days in advance.

WILLIAM BURKE
Colonel, USAF
Commander

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ANNEX F
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
70th Armament - Electronics Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to accomplish two hundred and twenty eight (228) preflight and ninety four (94) post-flight inspections on RB-47 aircraft and eighty nine (89) preflight and twenty seven (27) post-flight inspection's on KC-97 aircraft.

b. Provide necessary manning, tools and equipment to support the following RB-47 and KC-97 aircraft periodic maintenance schedule as follows:

2803	Now in Dock - Through 6 March 1956	Dock 22
4258	1 March - 8 March 1956	Dock 21
3271	1 March - 8 March 1956	Dock 24
2815	5 March - 12 March 1956	Dock 22
2820	8 March - 15 March 1956	Dock 21
3269	8 March - 15 March 1956	Dock 24
2807	12 March - 19 March 1956	Dock 22
4246	15 March - 21 March 1956	Dock 21
3266	15 March - 21 March 1956	Dock 24
2811	19 March - 26 March 1956	Dock 22
4247	21 March - 27 March 1956	Dock 21
3272	22 March - 29 March 1956	Dock 24
2808	26 March - 3 April 1956	Dock 22
2809	27 March - 4 April 1956	Dock 21
3270	29 March - 6 April 1956	Dock 24

c. Schedule sufficient number of night and weekend alert personnel to support the wings flying requirement.

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ANNEX G
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
70th Field Maintenance Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to support two hundred and twenty eight (228) pre-flight and ninety four (94) post-flight inspections on RB-47 aircraft and eighty-nine (89) preflight and twenty seven (27) post-flight inspections on KC-97 aircraft.

b. Provide necessary manning, tools and equipment to support the following RB-47 and KC-97 periodic maintenance schedule as follows:

2803	Now in Docks through 6 March	Dock 22
4258	1 March - 8 March 1956	Dock 21
3271	1 March - 8 March 1956	Dock 24
2815	5 March - 12 March 1956	Dock 22
2820	8 March - 15 March 1956	Dock 21
3269	8 March - 15 March 1956	Dock 24
2807	12 March - 19 March 1956	Dock 22
4246	15 March - 21 March 1956	Dock 21
3266	15 March - 21 March 1956	Dock 24
2811	19 March - 26 March 1956	Dock 22
4247	21 March - 27 March 1956	Dock 21
3272	22 March - 29 March 1956	Dock 24
2808	26 March - 3 April 1956	Dock 22
2809	27 March - 4 April 1956	Dock 21
3270	29 March - 6 April 1956	Dock 24

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ANNEX F TO: Monthly Maintenance Order 56-3 Mar. 56, SUBJ: Maintenance Plan and Schedule, 70th Armament - Electronics Squadron.

2. Information:

a. Scheduled system's requirements will be out lined in the Weekly Flying Schedule publication.

b. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 of March are projected as normal work days. If these week end dates are cancelled, the squadron will be notified eight days in advance.

/s/ William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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ANNEX G
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
70th Field Maintenance Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to support two hundred and twenty eight (228) pre-flight and ninety four (94) post-flight inspections on RB-47 aircraft and eighty-nine (89) preflight and twenty seven (27) post-flight inspections on KC-97 aircraft.

b. Provide necessary manning, tools and equipment to support the following RB-47 and KC-97 periodic maintenance schedule as follows:

2803	Now in Docks through 6 March	Dock 22
4258	1 March - 8 March 1956	Dock 21
3271	1 March - 8 March 1956	Dock 24
2815	5 March - 12 March 1956	Dock 22
2820	8 March - 15 March 1956	Dock 21
3269	8 March - 15 March 1956	Dock 24
2807	12 March - 19 March 1956	Dock 22
4246	15 March - 21 March 1956	Dock 21
3266	15 March - 21 March 1956	Dock 24
2811	19 March - 26 March 1956	Dock 22
4247	21 March - 27 March 1956	Dock 21
3272	22 March - 29 March 1956	Dock 24
2808	26 March - 3 April 1956	Dock 22
2809	27 March - 4 April 1956	Dock 21
3270	29 March - 6 April 1956	Dock 24

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ANNEX G TO: Monthly Maintenance Order 56-3 Mar 56, SUBJ: Maintenance Plan and Schedule, 70th Field Maintenance Squadron.

c. Schedule sufficient number of night and week end alert personnel to support the Wing's flying requirement.

2. Information:

a. The work schedule will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 of March are projected as normal work days. If these week end dates are cancelled the squadron will be notified eight days in advance.

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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ANNEX H
TO: Monthly Maintenance Order 56-3
March 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 February 1956

Maintenance Plan and Schedule
825th Air Base Group

1. Information:

a. The schedule for the 70th Strategic Reconnaissance Wing for March 1956 presents two hundred and twenty eight (228) RB-47 and eighty nine (89) KC-97 sorties to be flown.

b. Scheduled aircraft by tail number and take off time will be out lined in the Weekly Flying Schedule publication.

c. The work schedule for the Wing's maintenance personnel will be 0730 - 1630 on scheduled work days. The 10, 17 and 24 of March are projected as normal work days. If these week end dates are cancelled, supporting organizations will be notified eight days in advance.

2. Requirememts (specific Air Base section's)

a. Supply

(1) Normal support - 0730 - 1630 Monday through Friday and the 10, 17 and 24 of March.

(2) Limited support - after duty hours

(3) Immediate delivery of all items requested via supply expeditor net.

b. Ordinance:

(1) Immediate delivery, upon request of Air Munition's The weekly requirememt for Air Munition will be reflected in the Weekly Flying Schedule Publication.

c. Refueling, Defueling and Servicing:

(1) A minimum of four (4) J P Pits and two (2) 115/145 pits operational from 0730 - 1630 Monday through Friday and the 10, 17 and 24 of March.

(2) A minumum of four (4) JP Pits and two (2) 115/145 pits operational from 1630 until current days flying aircraft have been serviced. Monday through Friday and the 10, 17 and 24 of March.

(3) A minumum of one (1) J P and one (1) 115/145 re-fuel and de-fuel truck available at all times.

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ANNEX H, TO: Monthly Maintenance Order 56-3 Mar 56, SUBJ: Maintenance Plan and Schedule, 825th ABGP.

(4) Sufficient refueling equipment to service Wing's assigned ground powered equipment.

(5) A minumum of one (1) MB-3 water/alcohol servicing units available upon request.

d. Motor Vehicle Squadron:

(1) Provide daily dispatch of the Maintenance Vehicles as out lined in SAC Manual 66-24.

(2) Provide additional vehicle support as coordinated with the Base Material Officer.

(3) Provide maintenance and servicing of vehicles.

e. Ground Radio Maintenance:

(1) Provide immediate maintenance and service on Wing's assigned ground on mobile radio equipment.

f. Air Police:

(1) Maximum security at all times.

g. Food Service:

(1) Normal support.

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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COMADIV 825 LITTLE ROCK AFB JACKSONVILLE ARK

PRIORITY X

CONFIDENTIAL PRIORITY

COMAF 2 BARKSDALE AFB LA

X

CINCSAC OFFUTT AFB NEBR

CONFIDENTIAL

/C O N F I D E N T I A L/70DMMQC_____. FOR SAC DM4E. 70TH SRW ACFT MALFUNCTION AND ABORT REPORT, RCS: SAC-U15 - 1 MAR - 31 MAR 56, FOLLOWS: A. ABORT RATES - RB-47E 40 ABORTS, 208 SORTIES - 19.2%. KC-97G -5 ABORTS, 99 SORTIES - 5%. B. CORRECTIVE ACTION TO REDUCE ABORTS: RB-47E - 32 ABORTS CAUSED BY MATERIEL FAILURE, 12 OF WHICH WERE BOMB-NAV AUILURES, 2 RADIO COMM SYSTEM, 5 WERE ENGINE, & 13 AIRCRAFT GENERAL. 3 ABORTS DUE TO MAINTENANCE ERROR, OF THESE 1 WAS ENGINE & 2 WERE AIRCRAFT GENERAL. 4 ABORTS WERE ATTRIBUTED TO OTHER CAUSES, OF THESE 3 WERE ON THE BOMB-NAV SYSTEM & 1 LANDING GEAR. 1 ABORT CAUSED BY AN AIRCREW ERROR ON THE CAMERA SYSTEM. MATERIEL FAILURE CONTINUES TO BE LARGEST FACTOR CONTRIBUTING TO HIGH ABORT RATE. A COMPLETE REVIEW OF PREFLIGHT WORK CARDS IS BEING ACCOMPLISHED. MAXIMUM TRAINING IS BEING EMPHASIZED. THE WING MAINTENANCE EFFORT IS STILL BEING HAMPERED BY SHORTAGE OF PERSONNEL, LACK OF FORMAL CLASSROOM FACILITIES, AND A LACK OF HIGHLY TRAINED PERSONNEL. KC-97G: 5 ABORTS, 3 OF WHICH WERE MATERIEL FAILURE, 1 WAS MAINTENANCE ERROR, AND 1 WAS DUE TO OTHER CAUSES.

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COMAF 2 BARKSDALE AFB LA

X

CINCSAC OFFUTT AFB NEBR

C. MALFUNCTION SUMMARY: 157 RB-47E MALFUNCTIONS, 94 OF WHICH WERE MATERIEL FAILURE, OF THESE, 27 ON BOMB-NAV SYSTEM, 9 RADIO, 8 GUNNERY, 9 CAMERA, 1 NAV AIDS, 6 ENGINE, 1 LANDING GEAR & 33 AIRCRAF GENERAL. 18 WERE CAUSED BY MAINTENANCE ERROR, OF THESE 1 WAS RADIO, 1 GUNNERY, 2 CAMERA, 4 LANDING GEAR & 10 AIRCRAFT GENERAL. 42 MALFUNCTIONS ATTRIBUTED TO OTHER CAUSES OF WHICH 14 WERE BOMB-NAV, 12 RADIO, 8 GUNNERY, 11 CAMERA, 1 AUTOPILOT, 1 LANDING GEAR, & 5 AIRCRAFT GENERAL. 3 MALFUNCTIONS CAUSED BY AIRCREW ERROR. 2 OF THESE ON THE BOMB-NAV SYSTEM & 1 CAMERA.

CONFIDENTIAL

DOUGLAS J. YOUNG, CAPT, USAF

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70DMMQC/DJY/pbb

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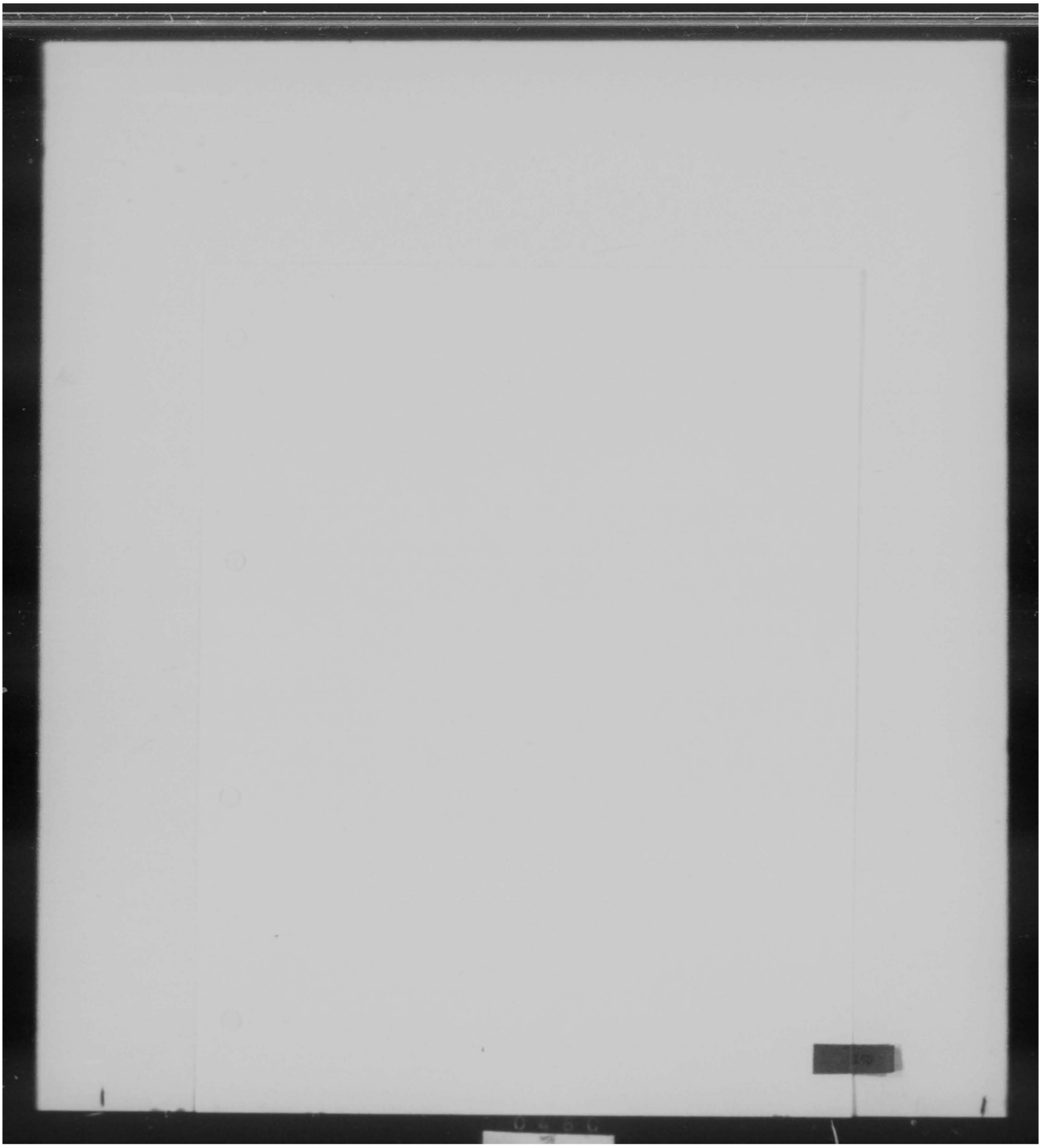

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DISPOSITION FORM

FILE: DMOA

SUBJECT: Maintenance Statistics for March 1956

TO: Maintenance Officers
6 SRS
26 SRS
61 SRS
70 ARS
70 AMS
70 FMS
70 PMS

FROM: Off of Maint
70th SRW

DATE: 6 April 1956
MMOA 243/bfm

1. Inclosed is collection of Maintenance Statistics for the month of March 1956. Mar r statistics will be published later in the month.

2. These statistics were compiled from records and reports processed by Maintenance Control and are presented for your information. Your attention is particularly invited to the following items:

a. Ref. par. 1c(1) and (2): The In-Commission Rate was 72.9% for RB-47 aircraft during March, compared to 66.9% for February. The RB-47 AOCP rate was 2.1 % for March and 5.1% in February. Improved reporting procedures and the reduced AOCP rate are largely responsible for this improved In-Commission rate. The RC-97 AOCP rate are largely responsible for this improved In-Commission rate. The RC-97 AOCP rate of 1.5% is considerably lower than the 5.5% rate for February.

b. Ref. par. 2b: There was an increase in the average total work days out for periodic inspection for both RB-47 and RC-97 aircraft.. RB-47 aircraft increased from 12.4 days in February to 15.9 days in March and RC-97 aircraft increased from 11.6 to 13.0 days. The reduced AOCP rate for March would seem to indicate lack of ma ial and parts was less of a problem than in February, and therefore should not be blamed for the increased periodic inspection time. Most of the RB-47 aircraft (6 out of 7) were from the 26th SRS. The 26th SRS RB-47 aircraft are the oldest in the wing and may require more work at periodic inspection, however there is a possibility this increase in days out may indicate a tendency on the part of flight line maintenance to allow a large amount of unscheduled maintenance to accumulate on aircraft scheduled to enter docks.

c. Ref. par. 3b and 4b: Paragraphs 3 and 4 reflect "how" well each squadron delivered its scheduled sorties and the extent of substitutions for scheduled aircraft for the months of March (par. 3) and February (par. 4). A study of data contained in paragraph 4 reveals that during February there was apparently little attention given to flying aircraft according to the weekly schedule, with 50.2% RB-47 and 57.4% RC-97 sorties flown according to schedule. In March there was considerable improvement in this situation, with 87.7% RB-47 and 81.4% RC-97 sorties being flown on the dates scheduled. The 61st SRS did particularly well with 91.0% of its sorties being flown on dates scheduled.

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DMMP4, SUBJ: Maintenance Statistics for March 1956, DATE: 6 April 1956

d. [illegible] par. 5: Paragraph 5 is an analysis of how well flown sorties conformed to length of sortie scheduled. In February, 55.3% of airborne RB-47 sorties were either 30 minutes short or over the length of the sortie specified on the weekly flying schedule. Of these 24.7% were short and 30.6% over, indicating tendency to fly longer sortie than scheduled. In March, 50.8% (Ref. par. 5C) of RB-47 airborne sorties were short or over the length of the sortie specified on the weekly flying schedule, with short and over sorties evenly divided---25.4%.

Incl.
1 Incl.
Maint. Statistics

GEORGE T. RYAN
Major, USAF
Chief of Maintenance

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70TH STRATEGIC RECONNAISSANCE WING
Little Rock Air Force Base
Jacksonville, Arkansas

5 April 1956

MAINTENANCE STATISTICS

for March 1956

1. Monthly Aircraft Statistics

2. Periodic Inspection Data

3. 60-9 Sorties Scheduled vs Sorties Flown (March 1956)

4. 60-9 Sorties Scheduled vs Sorties Flown (February 1956)

5. Length of Sorties Scheduled vs Sorties Flown

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70TH SRW MAINTENANCE STATISTICS
for March 1956

1. Aircraft General	6SRS RB-47	26SRS RB-47	61SRS RB-47	#IRC RB-47	70ARS KC-97
a. Number aircraft assigned:	16	17	15	48	22
b. Average number aircraft In-Commission:	11.3	12.0	11.8	35.1	17.6
c. Aircraft hours distribution (%):					
(1) In-Commission:	70.4	70.6	78.7	72.9	79.9
(2) AOCP:	3.2	1.4	1.7	2.3	1.6
(3) TOC:	0.0	0.5	1.3	0.6	0.0
(4) Periodic Maintenance:	7.6	14.2	0.0	7.6	7.6
(5) Malfunction/Maintenance:	18.8	13.3	18.3	16.8	11.1
d. Hours Flown:	335:20	414:50	414:10	1164:20	389:40
(1) Test Hops:	15:20	17:45	0:00	33:05	13:15
e. Sorties Flown:	52	64	67	183	98
(1) Average length of Sortie	6:10	6:10	6:10	6:10	0:00
f. Average Hours flown per aircraft	24:40	24:25	27:35	24:20	26:45

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70TH SRW MAINTENANCE STATISTICS
For March 1956

2. Periodic Inspection DATA (Based on records maintained by Job Control)	68RS 18-47	2058S 18-47	61SFS 28-47	9098 18-47	7218 18-47
a. (1) Total hours to Periodic Inspection (Excluding aircraft in Docks)	1399:30	1509:25	1073:10	[illegible]	[illegible]
(2) Aircraft in Docks at end of Month (Hours added to "Hours to Periodic Inspection")	2 100	3 500		1 100	200
(3) Actual hours to Periodic Insp.	2399:30	2109:25	1073:10	[illegible]	[illegible]
(4) Declared Hours to Periodic Insp.	1700	2700	1500	1700	2200
(5) Hours to Periodic Inspection (over/short	+699:30	+509:25	[illegible]	[illegible]	[illegible]
b. Work days aircraft out for Periodic Inspection (for inspections started after 21 Feb. and completed by 4 April)					
(1) Number inspections	1	6	0	7	
(2) Average number days from A/C Dock to Test Hop	18	19.7		[illegible]	[illegible]
(3) Average number days required to clear Test Hop gizmo	3	3.3		[illegible]	[illegible]
(4) Average total days out for Periodic Inspection	21	25.0		[illegible]	[illegible]

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70TH SRW MAINTENANCE STATISTICS
for March 1956

3. 60-9 Sorties Scheduled vs Sorties Flown (March 1956) (Based on Wkly. Flying Schedule & SAC Form 9)	6SRS RB-47	26SRS RB-47	61SRS RB-47	WING RB-47	70ARS KC-97
a. Total Sorties scheduled (Wkly 60-9)	80	92	89	261	103
b. Sorties Flown					
(1) Flown on date scheduled	54	67	67	188	97
(2) Not on Wkly schedule	45 9	59 8	51 6	155 23	79 18
c. % of scheduled sorties flown on date scheduled	56.3%	64.2%	68.6%	63.2%	76.6%
d. % of flown sorties flown on date scheduled	83.4%	88.1%	91.0%	87.7%	81.4%

4. 60-9 Sorties Scheduled vs Sorties Flown (February 1956) (Based on Wkly Flying Schedule & SAC Form 9)	6SRS RB-47	26SRS RB-47	61SRS RB-47	WING RB-47	70ARS KC-97
a. Total Sorties scheduled (Wkly 60-9)	92	92	90	274	105
b. Sorties Flown:					
(1) Flown on date scheduled	65	66	65	196	117
(2) Not on Wkly schedule	43 22	35 31	32 33	110 86	73 44
c. % of Scheduled Sorties flown on date scheduled	46.7%	38.1%	35.6%	40.2%	51.1%
d. % of flown Sorties flown on date scheduled	66.2%	53.1%	49.3%	56.2%	57.4%

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70TH SRW MAINTENANCE STATISTICS
for March 1956

5. Length of Sorties Scheduled/Flown (Based on records maintained by Job Control)	6SRS RB-47	26SRS RB-47	613RS RB-47	WING RB-47	70ASS KC-97
a. Total scheduled sorties airborne (Including Air Aborts, but excluding XC and Test Hops)	48	59	62	169	82
b. Total Sorties short or over more than 30 minutes	25	32	29	86	34
Short	13	17	13	43	16
Over	12	15	16	43	18
(See par 4 for detailed breakdown)					
c. % of airborne Sorties short or over more than 30 minutes	52.1%	54.2%	46.8%	50.8%	41.0%
% Short	27.1%	28.8%	21.0%	25.4%	19.3%
% Over	25.0%	25.4%	25.8%	25.4%	21.7%
(See par's 5,6, & 7 for detailed break down)					
d. Sorties Scheduled/Flown					
(1) 4-Hour Sorties airborne Short or Over 30 minutes					1
Short/Over					0
(2) 5-Hour Sorties airborne	5	5	9	19	12
Short or Over 30 minutes	4	3	3	10	7
Short/Over	1/3	0/3	0/3	1/9	3/4
(3) 6-Hour Sorties airborne	14	34	24	72	62
Short or Over 30 Minutes	6	22	11	39	25
Short/Over	3/3	10/12	3/8	16/23	12/13
(4) 7-Hour Sorties airborne	28	14	26	68	
Short or Over 30 minutes	15	6	14	35	
Short/Over	9/6	6/0	9/5	24/11	
(5) 8-Hour Sorties airborne	1	6	3	10	8
Short or Over 30 minutes	0	2	1	3	2
Short/Over		2/0	1/0	3/0	1/1

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Par. 5 Continued	6SRS RB-47	26SRS RB-47	61SRS RB-47	WING RB-47	70ARS KC-97
e. Percent of Sorties Scheduled in various hour brackets:					
4-Hour					1.2%
5-Hour	10.0%	8.6%	14.7%	11.3%	14.4%
6-Hour	29.1%	57.6%	38.7%	42.6%	74.6%
7-Hour	58.2%	23.8%	41.8%	40.2%	
8-Hour	2.7%	10.0%	4.8%	5.9%	9.8%
9-Hour					
f. Percent of Sorties not conforming to schedule:					
4-Hour					0.0%
5-Hour	80.0%	60.0%	33.3%	52.7%	53.8%
6-Hour	42.8%	64.5%	45.8%	54.2%	40.3%
7-Hour	53.6%	42.9%	53.8%	51.5%	
8-Hour	0.0%	33.3%	33.3%	30.0%	25.0%
9-Hour					
g. Breakdown of sorties short and over by length of sortie:					
(1) % of scheduled airborne sorties SHORT more than 30 minutes					
4-Hour					0.0%
5-Hour	20.0%	0.0%	0.0%	5.3%	25.0%
6-Hour	21.4%	29.4%	12.5%	22.2%	19.4%
7-Hour	32.1%	42.9%	34.6%	35.3%	
8-Hour	0.0%	33.3%	33.3%	30.0%	12.1%
9-Hour					
(2) % of scheduled airborne sorties OVER more than 30 minutes					
4-Hour					
5-Hour	60.0%	60.0%	33.3%	47.4%	33.3%
6-Hour	21.4%	35.3%	33.3%	31.9%	21.0%
7-Hour	21.4%	0.0%	19.2%	16.2%	
8-Hour	0.0%	0.0%	0.0%	0.0%	12.1%
9-Hour					

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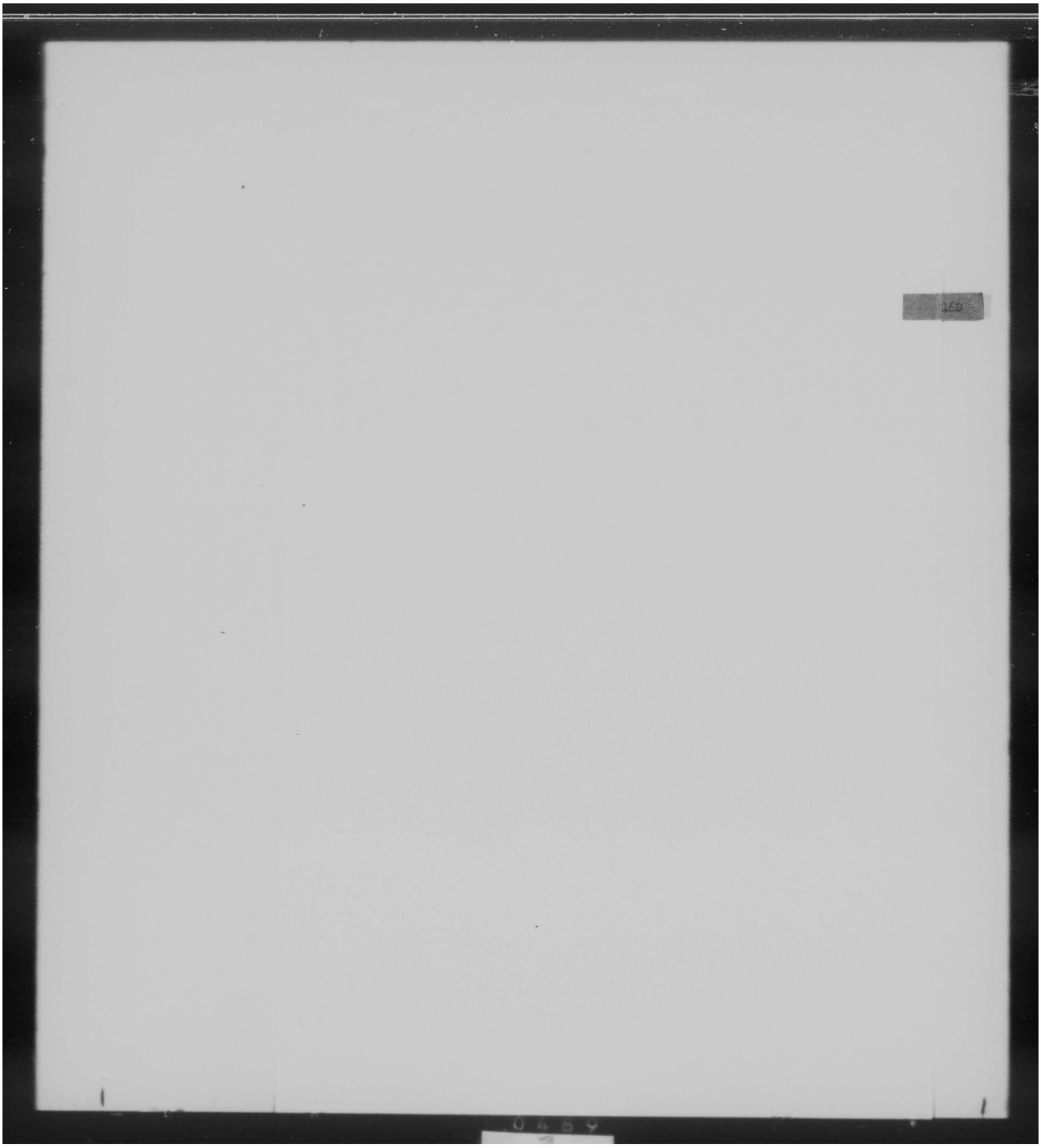

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MONTHLY MAINTENANCE FACILITY INFORMATION REPORT

AS OF DATE: 10 Apr 56

REPORTS CONTROL SYMBOL: SAC-K2

TO: Commander
Strategic Air Command
Offutt AFB, Omaha, Nebraska
ATTENTION: DM4B

INFO TO: (Maj Sub Comd Hq)
Commander
Second Air Force
Barksdale AFB, Louisiana

FROM: (Air Force Base and Location)
Commander
70th Strat Recon
Little Rock AFB
Jacksonville, Arkansas

1. HANGARS [1]

a. TOTAL NUMBER ON HAND	b. NUMBER USED TO HOUSE AIRCRAFT	c. HANGARS USED TO HOUSE AIRCRAFT (List Separately)	

d. USE OF EACH HANGAR NOT USED TO HOUSE AIRCRAFT (List Separately)	MISSION TYPE AIRCRAFT	CAPACITY

2. TOTAL WING HANGARS [1]	NUMBER

3. NUMBER OF MAINTENANCE DOCKS [1] (By Type of Aircraft Being Serviced)

TYPE OF AIRCRAFT	~~KORR~~ MD-1	TEMCO	LOCAL FABRICATION		
			COVERED	UNCOVERED	
				OUTSIDE	IN HANGARS
RB-47E	3				
TOTALS					

4. FLIGHT LINE ORGANIZATION MAINTENANCE SHOPS

USING SQUADRON	SQUARE FOOTAGE

5. AIRCRAFT WASHRACKS

USING WING	TYPE	CAPACITY

6. FIELD MAINTENANCE SHOPS

SHOP	SQUARE FOOTAGE
IFR BOOM	
INSTRUMENT	
HYDRAULIC	
ELECTRIC AND BATTERY	
OFFICE MACHINE	
WOODWORKING	
MACHINE	
SHEET METAL	
WELDING	
LIFE RAFT AND RUBBER	
PAINT, DOPE, AND FABRIC	
MOTORIZED EQUIPMENT	
PROPELLER	
WHEEL AND TIRE	
PARACHUTE	
ENGINE BUILD-UP	
TOTAL FOR VEHICLE MAINT SHOPS	

AVAILABLE FOR MAINTENANCE CONTROL	WING NO.	
	WING NO.	

AUTHENTICATION

DATE	NAME AND TITLE (Type)	GRADE	SIGNATURE
19 Apr	JAMES R. ALDRIDGE OIC ANALYSIS, RECORDS & REPORTS	2ND LT	

[1] Attach photographs of hangars, wing hangars, and maintenance docks, if applicable (see SAC Reg 66-2). Use reverse side for remarks.

SAC FORM 168

Air Force-SAC, Offutt 0-2114(52)

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TO:
Commander
Strategic Air Command
Offutt AFB, Omaha, Nebraska
ATTENTION: DM4B

INFO TO:
Commander
Second Air Force
Barksdale AFB, Louisiana

FROM:
Commander
70th Strat Recon Wg
Little Rock AFB
Jacksonville, Arkansas

ARMAMENT ELECTRONICS MAINTENANCE SHOPS

SHOP	SQUARE FOOTAGE
Field Bomb Nav & Field Auto Pilot	3008
Field Fire Control & Field Comm Nav	2068
Field Weapons & Small Arms Repair	1830
Field Camera	768
Test Equipment Repair & Tube Control	336
K-System Trainer	1880
Total Over-all floor Area	30240

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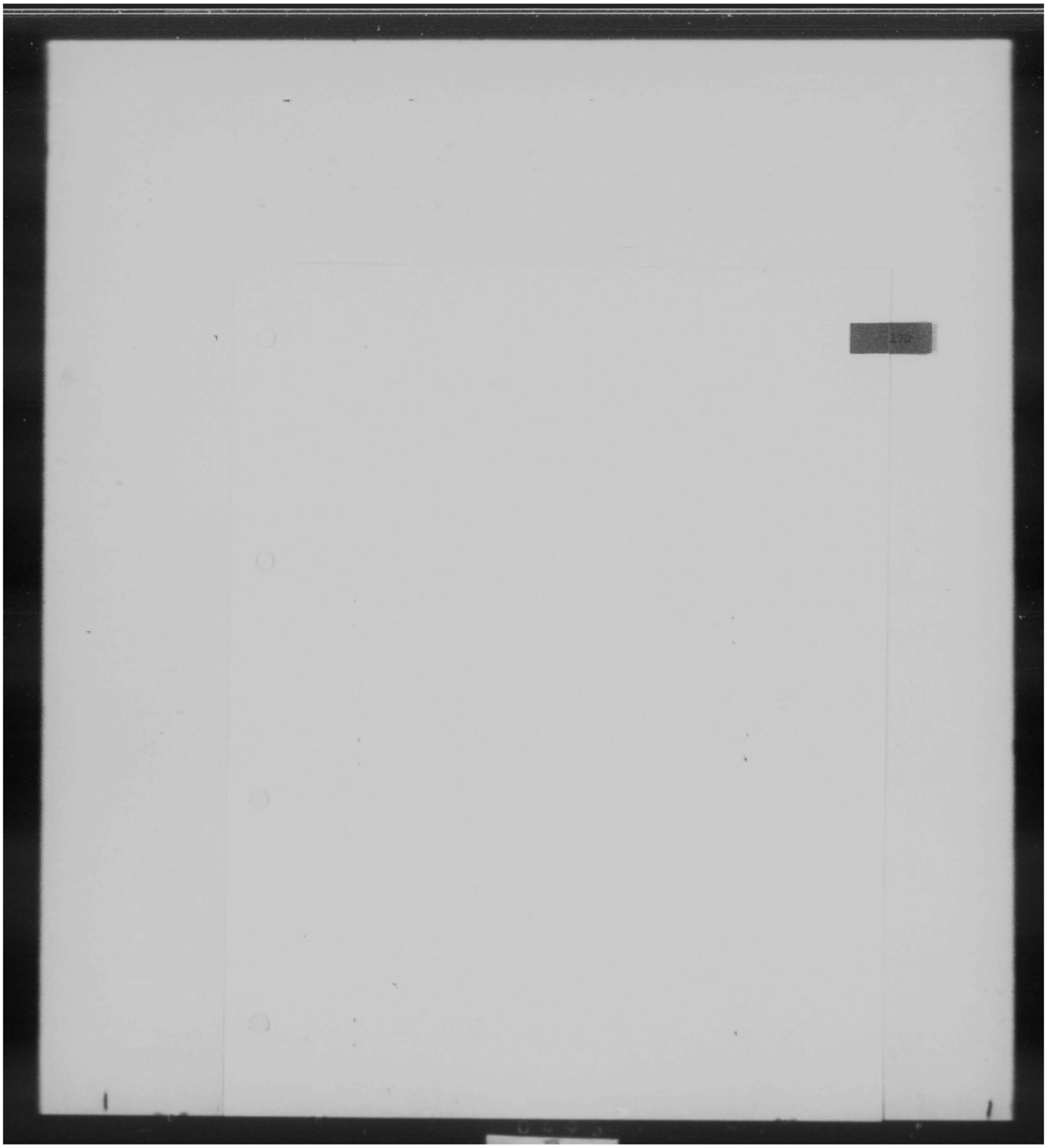

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SECRET

COMADIV 825 LITTLE ROCK AFB JACKSONVILLE ARK PRIORITY

CINC SAC OFFUTT AFB NEBR PRIORITY X

X

CONAF 2 BARKSDALE AFB LA

/S E C R E T/70DMM_____. SUBJECT: AIRCRAFT (INCLUDING ARMAMENT) AND CREW STATUS REPORT, RCS: 1-AF-V14 AS OF 26 MAR 56 FOR 70TH SRW IS AS FOLLOWS:

A	B	E	F	G	I	J	M	N	O	P
70TH SRW	LITTLE ROCK	RB-47E	48	30	0	10	13-5	4	4AFLN	46
70TH ARS	LITTLE ROCK	KC-97G	22	15	0	6	3-0	0	0	24

Q	R
6	NEG
20	NEG

SECRET 1 1

JAMES R. ALDRIDGE, 2ND LT., USAF

70DMM/JRA/pfm/1055/27 MAR 56 3248

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COMADIV 825 LITTLE ROCK AFB JACKSONVILLE, ARK UNCLASSIFIED

PRIORITY

X

COMAF 2 BARKSDALE AFB LA

X

/UNCLASSIFIED/70DM_____.FOR CSSD. SUBJECT REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT RCS: 1-AF-A1 FOR 70TH STRAT RECON WG AS OF 31 MAR 56 IS AS FOLLOWS:

PART I

LINE 1/RB-47E/CC/48/35712/26085/761/207/2687/5972/NEG/436/

LINE 2/KC-97G/CC/22/16368/13087/250/NEG/1216/1815/NEG/173/

LINE 3/C-119C/CP/2/978/514/NEG/NEG/256/208/NEG/21/

TOTAL 72/53058/39686/1011/207/4159/79 5/NEG/630/

PART II

LINE 1/RB-47E/CC/NEG/1131/NEG/NEG/NEG/NEG/NEG/33/1164/

LINE 2/KC-97G/CC/NEG/577/NEG/NEG/NEG/NEG/NEG/13/590/

LINE 3/C-119C/CP/NEG/NEG/NEG/NEG/5/NEG/7/NEG/12/

TOTAL NEG/1708/NEG/NEG/5/NEG/7/46/1766/

UNCLASSIFIED 1 1

JAMES R. ALDRIDGE, 2ND LT., USAF

70DM\/JRA/bdm/1200/2 APR 56 3248

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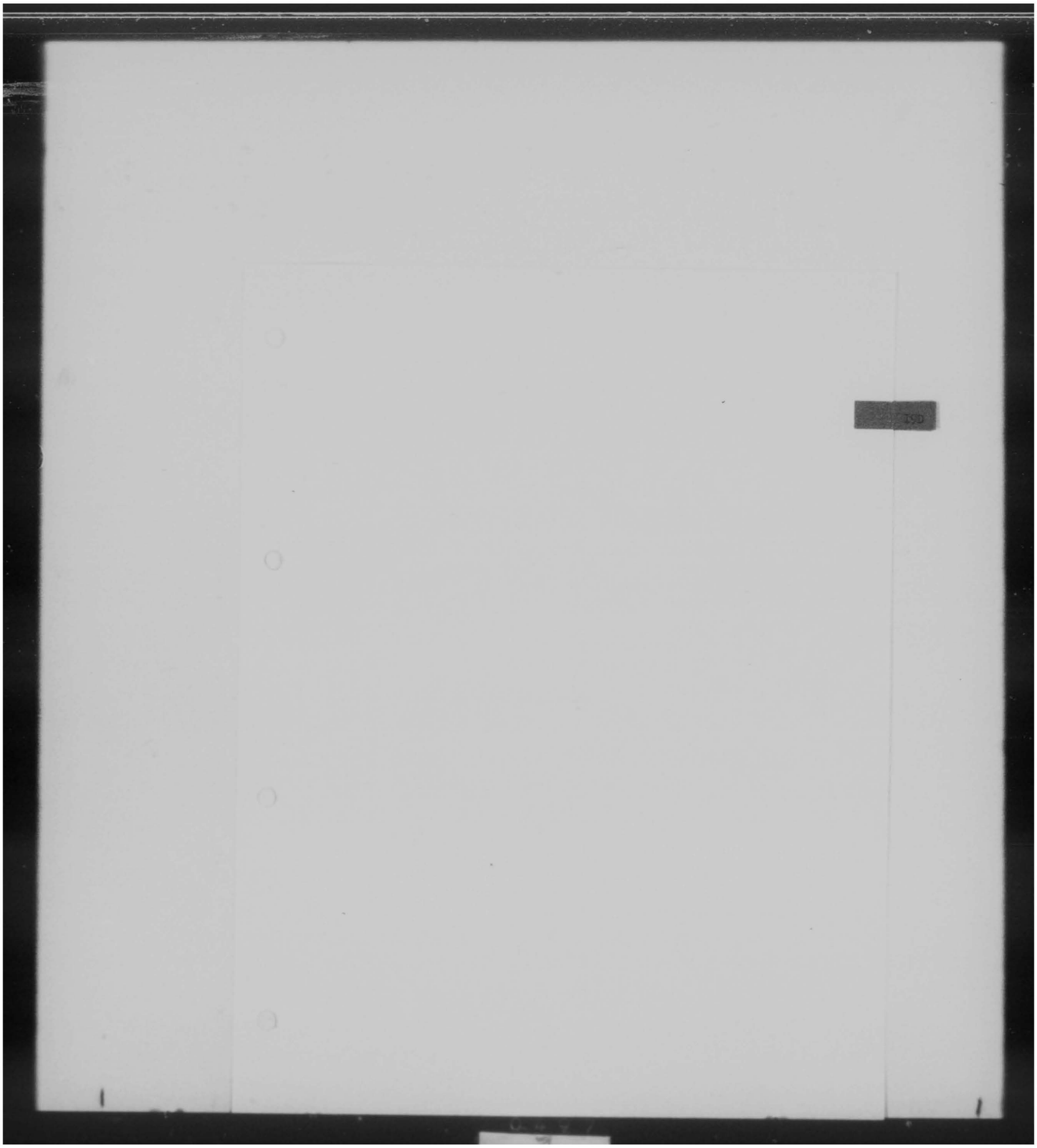

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RB-47E MARCH 56 SAC-F1

Commander
Headquarters 2nd Air Force
Barksdale AFB, Louisiana

Commander
70th Strat Recon Wing
Little Rock AFB, Arkansas

240	1441:00
228	1402:00
250	
223	
183	1133:55

TYPE	SORTIES	HOURS
Tng Flights	155	978:05
Staff Flights	10	55:05
SES	6	32:25
Higher Hqs	12	68:20
	183	1138:55

Schedule was established to fly approximately twelve (12) aircraft per working day. A total of 104 refueling sorties were required for the month and 104 sorties were confirmed. Fifty-eight (58) effective refueling sorties were flown. Eighteen (18) scheduled refueling sorties were ineffective due to tanker or receiver aborts and maintenance cancellations. Twenty-eight (28) scheduled refueling sorties were cancelled due to weather. Fourteen (14) sorties for 30 hours and 30 minutes were flown on test flights.

The following items affect the Wing maintenance capability and the projected capability for April, May, June, and July is based upon completion of the following items:

1. Maintenance control radio network incomplete. The remote stations for the A&E squadron and Field Maintenance Squadron have an EDD of 1958.

2. Installation of new segregated dial telephone system partially complete. This situation hinders proper communication in the maintenance organization. Estimated date of completion unknown.

3. Lack of engine test stand precludes testing engines prior to installation on aircraft. Latest information indicates contract completion on/or about 1 June 1956.

APR		MAY		JUN		JUL	
250	1662	252	1428	240	1400	240	1440
209	1300	227	1400	227	1400	227	1400
209	1300	227	1400	227	1400	227	1400

5 Apr 56 WILLIAM BURKE, COMMANDER COLONEL

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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Attachment to the 70th SRW SAC-F1 Report (Cont'd) (MAR)

4. Lack of test equipment (Class 17C) in the Field Maintenance and A&E Squadron contribute to the high rate of NRTS and precludes the "trouble shooting" experience needed by mechanics and specialists.

5. The March ANFE rate was 22.8% for RB-47. For KC-97 15%. ACCP rate for RB-47 2.5%. For KC-97 1.5%.

6. The on-hand percentage for UME and USE. UME 78%. USE 87%.

The overall UME and USE percentage are misleading due to the fact that most of the critical shortages are class 17C test equipment.

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KC-97G MARCH 1956 SAC-F1

Commander
Headquarters 2nd Air Force
Barksdale AFB, Louisiana

Commander
70th Strat Recon Wing
Little Rock AFB, Arkansas

100	554:00
104	575:00
104	
103	
96	572:05

TYPE	SORTIES	FLY TIME
Training	96	572:05

Schedule was established to fly approximately five (5) aircraft per working day. Eight (8) sorties for 17 hours and 35 minutes were flown on test flights.

APR		MAY		JUN		JUL	
100	615	112	726	97	648	100	620
100	615	100	615	100	615	100	615
100	615	100	615	100	615	100	615

5 Apr 56 WILLIAM BURKE, COMMANDER COLONEL

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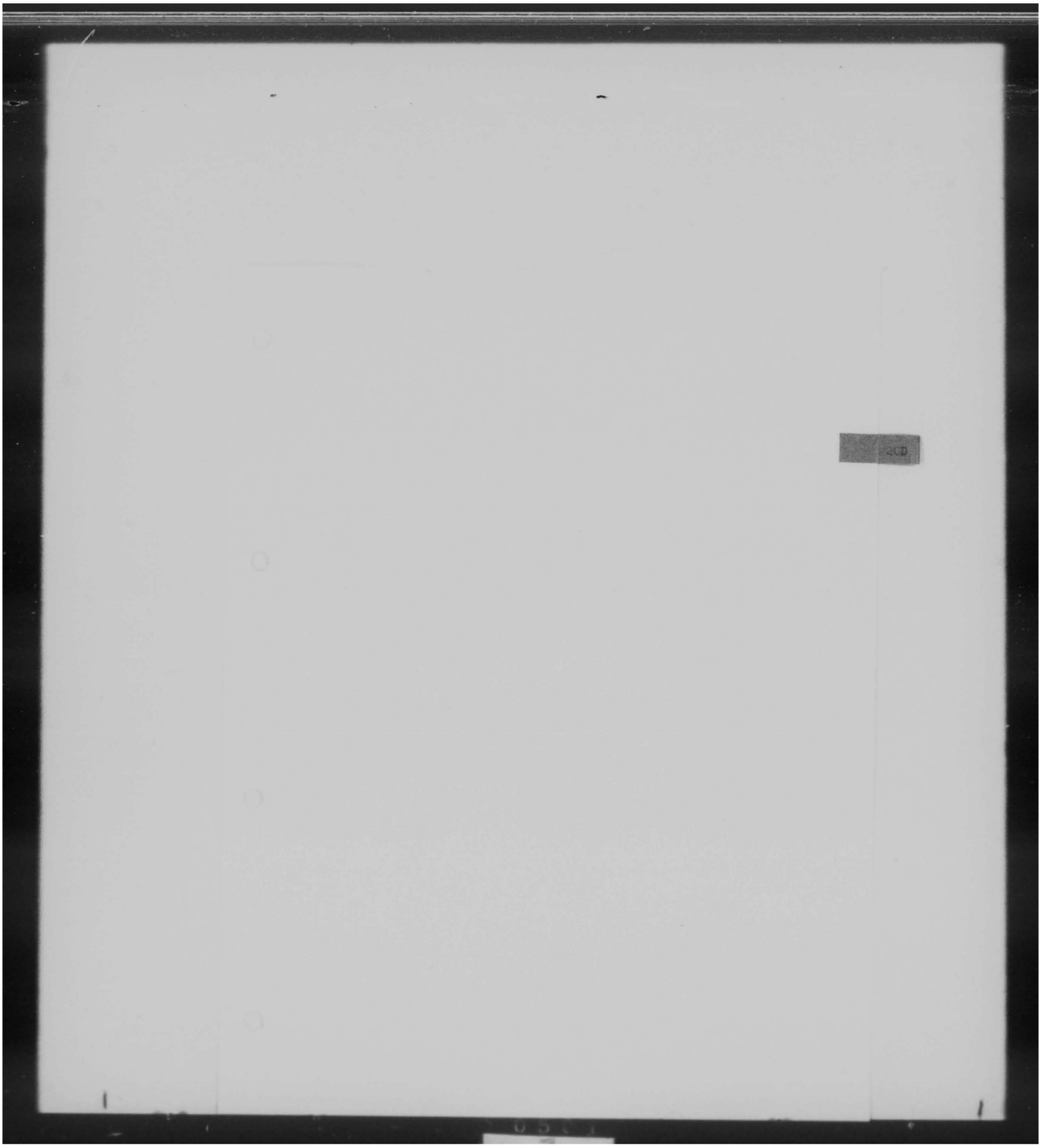

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SECTION 3

SUBJECT: Maintenance Manhour Statistics for March

1. Inclosed is a collection of data pertaining to manhours expended in the month of March, 1956. These statistics are compiled from U-22 reports by the Analysis Section of Maintenance Control and are presented for your information and for aids in determining your present status.

2. General manhours statistics:

a. Manhours per flying hours.

(1) Broken down per type of aircraft and omitting direct time performed on non aircraft codes.

b. Flight line support manhours:

(1) Compiled from total direct manhours expended by each squadron.

c. Periodic inspection averages:

(1) Compiled from information presented on time cards.

(2) Seven (7) inspections were performed in March.

d. Manhour distribution for March, 1956:

(1) Compiled from U-22 reports. A direct showing of what you present on time cards. If this information seems inaccurate it is because of the way you reported it.

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1. Manhours per flying hour:

a. RB-47

Type Support	Tac Squdrn	Contributing Activity Fld Maint	A&E Maint	Per Maint	Total
Flight Line	14.9	3.7	7.5	-	26.1
Periodic	-	.9	2.3	5.5	8.7
Shop (Form 48)		3.7	2.8	-	6.5
Totals	14.9	8.3	12.6	5.5	42.3
SAC Standard	26.6	7.3	7.9	3.6	35.4
% of Effectiveness	111.4%	88.0%	62.7%	66.5%	85.7%

b. KC-97

Type Support	70th ARS	Contributing Activity Fld Maint	A&E Maint	Per Maint	Total
Flight Line	17.0	3.1	1.8	-	21.9
Periodic	-	.7	.3	8.4	9.4
Shop (Form 48)	-	3.2	.3	-	3.5
Totals	17.0	7.0	2.4	8.4	34.8
SAC Standard	13.7	8.8	1.7	3.5	27.7
% of Effectiveness	80.6%	126.7%	70.8%	42.7%	79.6%

c. This is actual time spent on work pertaining to aircraft alone. Non-area work has been omitted. By using the SAC Standard we can determine just how effective our wing actually is. Blame to the Tac Squadrons and Field Maintenance. Periodic Maintenance and A&E Squadrons have a very poor showing. There are several reasons what could cause these two (2) squadrons to put our wing over the standard. Possible in Periodic and A&E maintenance the direct time that you put on the time cards is more than your actual. Are you afraid to use lag time, or any other indirect code? You hurt yourself when you fail to report accurate time. Use your codes right this next month, and see if you can't solve your high rate in that manner. If you want your squadron to be top ranking in the wing, you will have to help your selves. Inaccurate reporting is a big handicap. Continue to report inaccurately and you will always stay on the bottom.

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2. Flight Line Support Manhours

	6th SRS	26th SRS	61st SRS	70th ARS
a. M/H per F/H				
Flight Line	17.2	10.7	16.6	17.1
Field Maintenance	7.2	3.4	4.1	3.1
A&E Maintenance	7.0	6.3	9.2	1.8
Average total M/H per F/H	31.4	20.4	29.9	22.0
b. M/H per Sortie				
Flight Line	111.4	70.0	102.7	104.8
Field Maintenance	46.9	21.6	25.5	19.4
A&E Maintenance	45.5	40.6	56.9	11.1
Average total M/H per Sortie	201.8	132.2	185.1	135.3

c. In comparing this months manhours per flying hour with that of February it shows an increase in the 6th SRS and also in 70th ARS. 26th SRS and 61st SRS are constant. Manhours per sortie shows an increase in the 70th ARS only. The other Squadrons are fairly constant. Lets try for a decrease in manhours expended per flying hour.

3. Periodic Inspection averages (M/H's per Periodic Inspection)

a. RB-47

	Contributing Activity					
Insp Phase	Per Maint	Fld Maint	A&E Maint	Total	Jan 2AFAY	% Effective
Pre-Dock	21.1	1.1	.6	22.8	20.1	88.2%
In-Dock	653.8	202.2	361.0	1217.0	693.9	57.0%
Post-Dock	251.7	3.0	18.0	272.7	181.3	66.5%
	926.6	206.3	379.6	1512.5	895.3	59.2%

b. You can easily see from the above chart that we are taking approximately twice as long per inspection as the 2AF average. This is an increase over last month of 89.8 manhours per inspection. Our trend is going the wrong way. Let's bring down this high manhour rate. It may not be taking you as long as the records show. This is the information that you gave us on time cards. Did you fill yours out using the proper code? The next time you put down a code, ask yourself if it's a true report. Your effeciency can be brought up by correct reporting. Try it one month and see

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c. [illegible] Outstanding Activities

Ins Phase	Ave Point	Ind Maint	Add Mand	Total	Ave 21Aug	% Effective
Pre-Dock	92.0	6.9	3.0	101.9	59.9	58.8%
In-Dock	1038.2	91.0	80.0	1209.2	697.9	57.7%
Post-Dock	201.7	2.3	1.0	205.0	136.0	66.7%
	1331.9	100.2	83.0	1516.1	894.6	59.0%

d. Why is your average so high? Ask your self this question, then answer it. No one knows your problem area as well as you. Is it your time card reporting? Untrained personnel? Lack of equipment? Or is it all three. It is your job and responsibility to bring your section up to standards. We depend on you. When your average is lower than last months, possible you've already stem your errors. Lets keep bringing those averages down.

4. Manhour Distribution for March, 1956

Organization	Assd	% Asgd Ident	% Asgd Available	% Avail Prod-Ind	% Avail Sundries	% Avail Direct	% Avail O/H
Maint Control	9,074.6	16.7%	90.2%	98.3%	1.4%	.7%	7.6%
64th SRS	18,913.0	20.3%	87.0%	28.3%	1.0%	70.0%	9.9%
26th SRS	12,791.6	25.3%	73.0%	44.2%	1.9%	53.7%	9.6%
61st SRS	12,703.0	22.2%	85.0%	38.9%	2.9%	58.2%	7.7%
70th ARS	22,501.5	32.0%	71.0%	36.1%	1.2%	62.0%	7.2%
70th MAS	53,704.3	25.0%	79.0%	34.0%	9.0%	37.0%	6.2%
70th TRS	75,076.8	23.0%	79.0%	52.0%	3.0%	44.0%	6.4%
70th FBS	19,993.5	10.0%	92.0%	26.0%	3.8%	60.0%	7.6%
Wing Total	223,866.3	24.7%	80.0%	48.7%	4.2%	47.1%	7.1%
840 Standard		21.7%	75.4%	Indirect Total 46.9%		54.4%	7.0%
% of effectiveness		112.0%	107.0%	84.6%		86.6%	98.5%

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4. Manhour Distribution for March:

a. This months table shows:

(1) Our available time was above SAC Standard.

(2) Our absent time was better than SAC Standard.

(3) Our direct time was short of SAC Standard.

(4) Our indirect time was more than SAC Standard.

(5) Our overtime looked very good.

b. Generally speaking we can be proud of our wing. You have worked hard to become combat ready and you should have a good pat on the back, but let's also try to bring up our direct time percentage. It may help in less overtime. You can't go fishin on Saturdays if you have to work. Let's all work together to make the 70th Strategic Reconnaissance Wing to be the best in 2AF. You can do it.

Importance of Accurate Reporting.

Air Force planning can never be better than the facts upon which it is based. Planning must be like the foundation of a house, solid and on firm ground. We Cannot affort to build our information on the sand of erroneous information. Accurate and effective planning to employ men, machines, supplies, or equipment largely depends on correct reporting by each Air Force Activity, from the lowest to the highest echelon of command. When the initial report is objective and accurate, then we can conside that our planning foundation is sound. Trouble is imminent when the initial report is erroneous and the error is not detected, or increases as it passes through each echelon of command. The supervisor should be aware of the impact that his reporting has on Air Force plans and operations. This applies to all phases of Air Force activity on which reports are submitted to higher headquarters for planning purposes. The majority of reporting deficiencies and irregularities can be eliminated by the first - line supervisor who can install in his personnel a sense of importance in the task and a desire to do a good job. More careful supervision and better on the job training of each individual concerned with reporting will aid in preventing repetition of inaccuracies which are so costly to the Air Force. The commander and supervisor at each echelon should continuously review reporting practices and procedures to assure effectiveness and compliance with the letter and spirit of current directives.

NOTE: Above information was taken from IIG Brief, dated 23 March 1955.

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Examples of Erroneous Reporting

a. Absence codes are being used to report overtime manhours. 115½ manhours were reported as absence overtime manhours.

b. Personnel are not taking full credit for time spent as fire guards on ground powered equipment. A total of 797.7 manhours was charged to this item. A breakdown by squadron of this total is; 6th SMS - 143.5, 26th SMS - 208, 61st SMS - 421.

c. Personnel assigned to activities other than the Aircraft Maintenance Standardization Branch are charging time to the productive indirect code 08.

d. Personnel assigned to activities other than the Quality Control Branch are charging time to the productive indirect code 07.

e. Personnel are not taking credit for time spent in aircraft movement, direct code prefix 05. The total time for March for the wing was 378.8. The breakdown of this total by squadrons is; 6th SMS - 191.5, 26th SMS - 282, 61st SMS - 161.8, 70th SMS - 327.4

As indicated by the above examples, closer checking of the individual time cards by the supervisors is needed. Let's all do our part toward providing accurate information for planning purposes.

DMMSB - 1/3326

GEORGE E. [illegible]
Major, USAF
Chief of Maintenance

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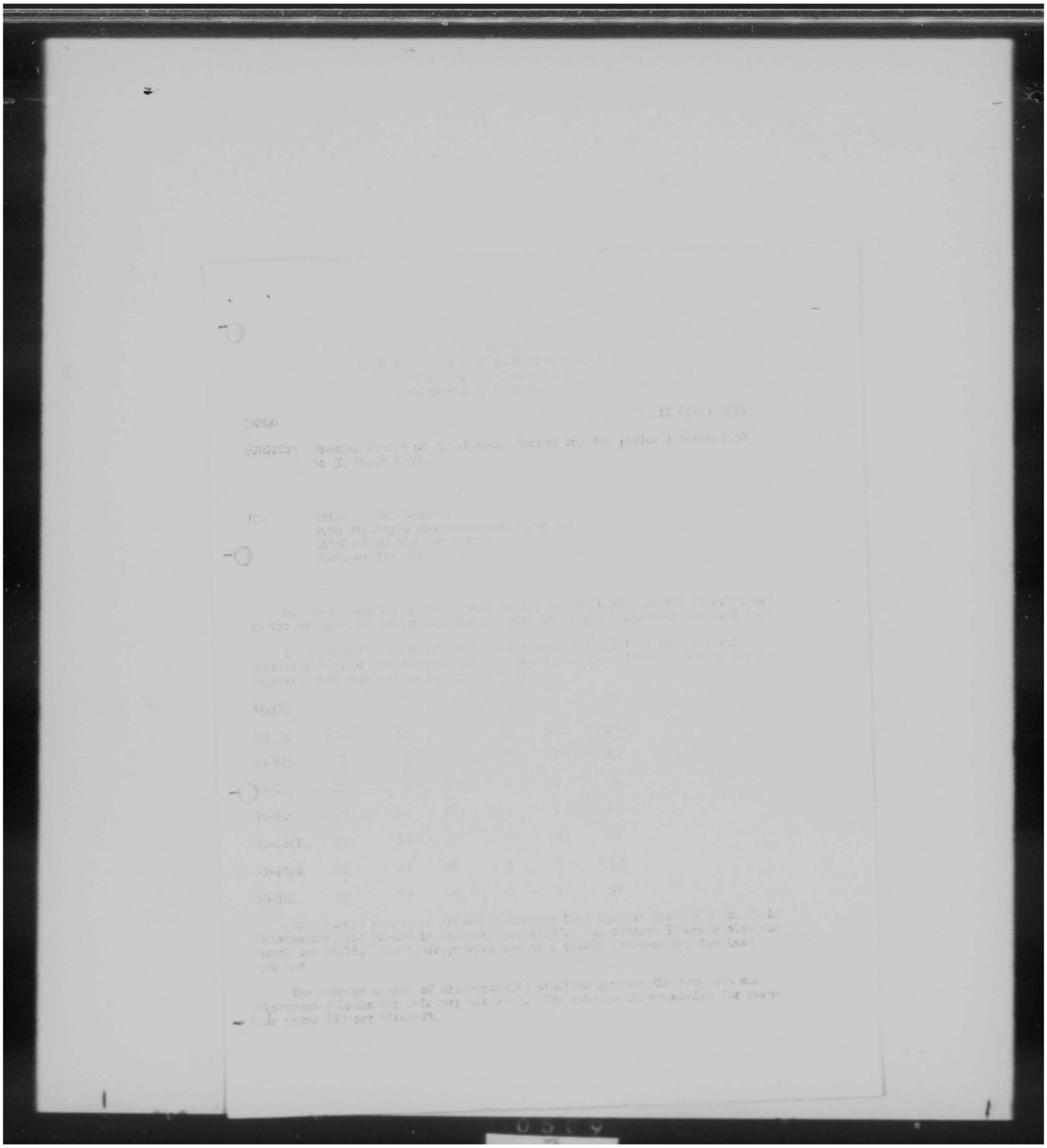

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60th	[illegible]	119	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
61st SRS	[illegible]	20	3	13	1	0	38
61st SRS	62-3987	25	5	16	3	1	46
61st SRS	62-3983	12	4	27	1	1	43
61st SRS	63-4250	14	9	17	0	1	40
61st SRS	63-4251	28	6	13	0	0	47
Average		19.4	5	18	1	.6	43
February average		15	9.5	25	7	5	40
62nd SRS							
70th ARS	63-[illegible]	11	1	3	[illegible]	0	16
70th ARS	63-[illegible]	17	1	1	[illegible]	0	19
70th ARS	63-[illegible]	21	4	1	0	0	26
70th ARS	63-[illegible]	[illegible]	1	[illegible]	[illegible]	0	6
Average		14.5	2.2	1.2	[illegible]	0	18
February average		1[illegible]	8	1	[illegible]	1.7	28

4. This report includes, from the squadrons, all of the ventilation records, AFTO Form 210, and unscheduled maintenance slips, AFTO Form 349, recorded for every Forelight Interception sortie. Of those received, 356 are posted to the variable analysis log, and indicates how much and what type of maintenance is being accomplished by the Forelight teams. The number of unscheduled maintenance slips (AFTO Form 349) submitted on postflight inspections, by squadron, is more clearly for the month, are as follows:

SQUADRON	A/C	AFTO 349's	AVG
61st SRS	62-3983	3	3.4
61st SRS	63-4250	8	9
61st SRS	62-3987	9	9
61st SRS	63-4255	8	9
	Average	7	10.2

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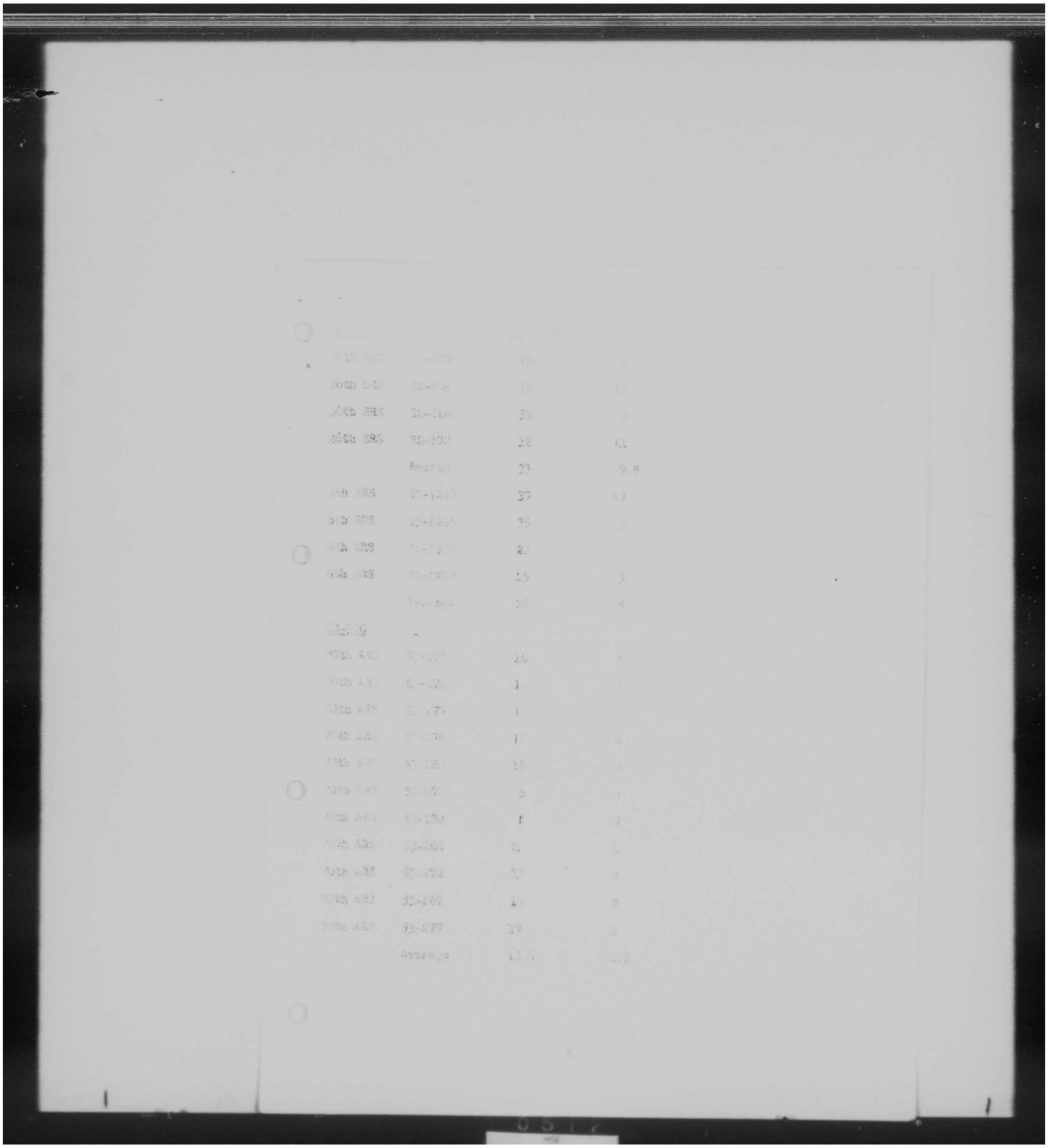

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5. A total of seventeen (17) Jet Engines were inspected at the completion of build-up. An average of 5.6 were discovered by Quality Control Inspectors. There was one (1) Safety of Flight and one (1) Critical Item discovered on these inspections.

A total nineteen (19) Jet Engines were inspected after installation on Aircraft. An average of 2.2 discrepancies were discovered by Quality Control Inspectors. There were three (3) Safety of Flight Items and three (3) Critical Items discovered by Quality Control Inspectors.

One (1) Reciprocating Engine was inspected after build-up. A total of eleven (11) discrepancies with no Safety of Flight Items and no Critical Items were discovered by Quality Control Inspectors.

One (1) Reciprocating Engine was inspected after installation on an Aircraft. A total of seven (7) discrepancies, one (1) of which was a Safety of Flight Item, none were Critical Items, were discovered by Quality Control Inspectors.

6. During the month of March 1956, a total of 527 Aircraft and Engine Component Failure Reports were submitted to Quality Control. Squadron breakdown, is as follows:

Sqdn	Ac	ENG	APC
6th SRS	23	102	159
26th SRS	50		
61st SRS	37		
70th ARS	56		

The following is a breakdown of the Aircraft and Engine Component Failure Report, AFTO Form 33, by Squadron Aircraft.

6th SRS		26th SRS		61st SRS		70th ARS	
A/C	AFTO 33	A/C	AFTO 33	A/C	AFTO 33	A/C	AFTO 33
52-3392	6	52-802	4	52-3383	6	51-250	0
52-3394	6	52-802	12	52-3383	2	51-251	1
52-3395	1	52-803	36	52-3385	4	51-252	0
52-3396	1	52-804	14	52-3386	6	51-253	3
52-3397	5	52-805	7	52-3387	0	52-256	7
52-3398	22	52-806	10	52-3388	3	53-257	3

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A/C	AFTO 33
52-3399	4
52-3400	1
53-4245	0
53-4246	0
53-4247	11
53-4248	2
53-4249	3
53-4251	1
53-4252	2
53-4238	15

A/C	AFTO 33
52-807	37
52-808	27
52-809	4
52-810	34
52-811	37
52-812	5
52-813	7
52-814	26
52-815	21
52-816	4
52-820	5

A/C	AFTO 33
53-3389	4
53-3390	7
53-3391	5
53-3393	12
53-4250	5
53-4253	4
53-4254	8
53-4255	11
53-4256	5
53-4239	NR

A/C	AFTO 33
53-268	2
53-269	4
53-270	2
53-271	4
53-272	4
53-273	2
53-274	1
53-275	7
53-276	1
53-277	2
53-278	2
53-279	4
53-280	4
53-281	5
53-282	5
53-283	0

NOTE: There were two (2) Form 33 submitted on new items never installed on Aircraft, therefore bearing no aircraft tail number. Total AFTO 33's submitted by Squadrons was 527, and by tail number 525.

7. There were 479 Electronic Failure Reports submitted from the Armament and Electronics Squadron, during March 1956

8. There were no AFTO Form 33A, Support Equipment Failure, or Replacement Reports submitted by Field Maintenance Squadron during the month of March 1956.

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58b SP2	2	90th FW	1
25tL SP2	1	20th FW	0
61st AFS	1	70th FW	1
70th AFS	2	90th Range Tech	0
90th AFS	1	(Other Units)	0

10. Recommendations:

A. That Maintenance Superintendent obtain personnel in the current utilization of UTC Test 90T (Utility Clip). It is the opinion of this Branch that maintenance personnel are not being credit for all of the work being accomplished, as not filling out AFM Form 66 when accomplishing minor maintenance.

B. The Total Failure Reports submitted account a substantial increase over the previous month which indicates a definite trend in the right direction.

C. The T. O. program showed a slight decline over the previous month. This is a vital program and deficiencies should again be investigated as being T.O. 00-35D-54 in the submission of their personnel.

[redacted]
Captain, USAF
Quality Control Officer

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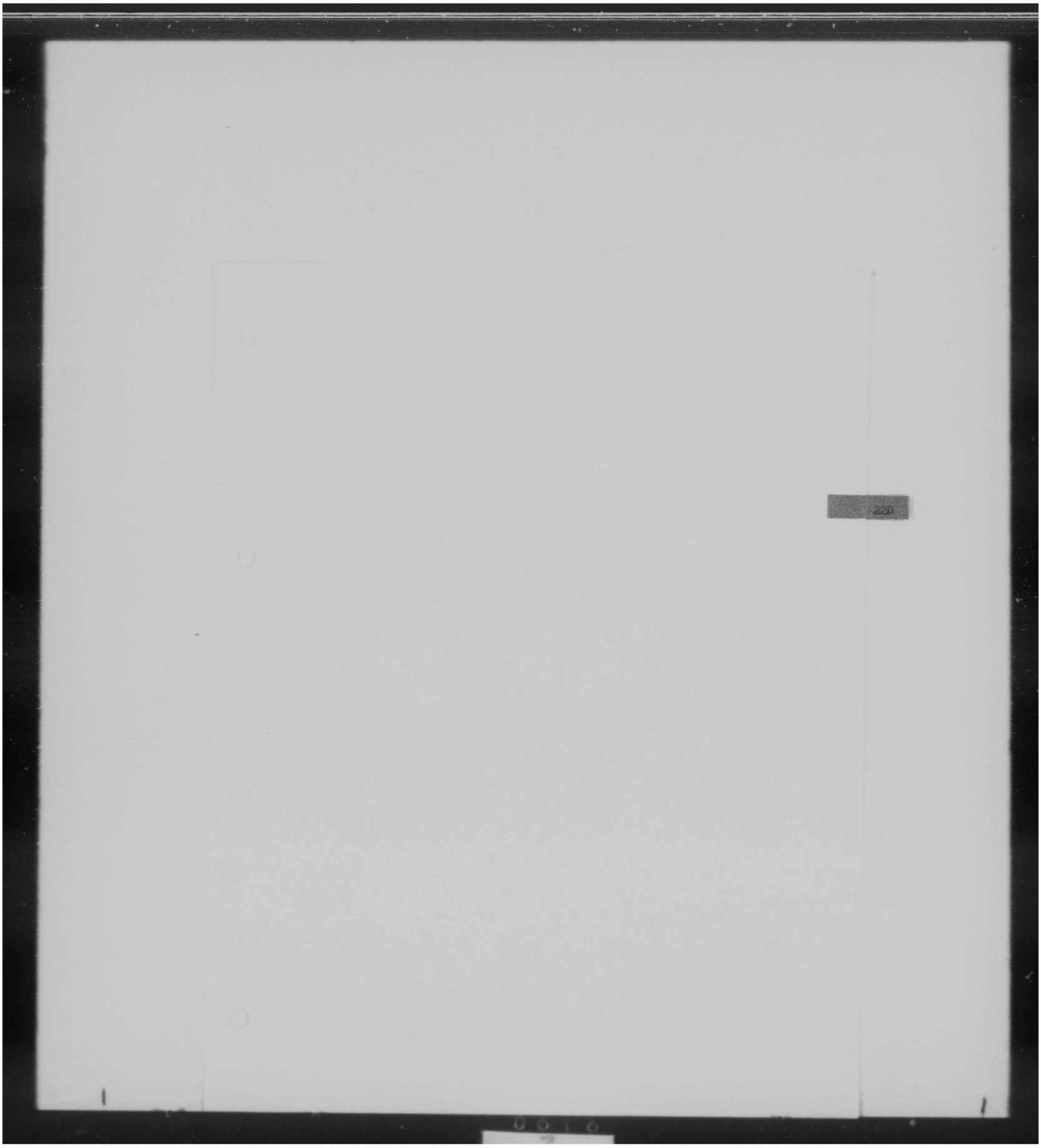

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INSTALLED AIRCRAFT ENGINE REPORT

FOR STATISTICAL SERVICES USE: 1 | 2 | 3 | 4

REPORTS CONTROL SYMBOL: 3-AMC-A19

1. ORGANIZATION	2. COMMAND	3. SUBCOMMAND	4. INSTALLATION	5. AS OF DATE
70th Strat Recon Wg	SAC	2 AF	Little Rock AFB	30 April 1956

ENGINE DESIGNATION (A)	ENGINE SERIAL NUMBER (B)	AIRCRAFT DESIGNATION (C)	NO. OF PREVIOUS OVERHAULS (D)	LAST OVERHAUL AGENCY CODE (E)	ENGINE POSITION NUMBER (F)	AIR INLET SCREENS (G)	STARTING HOURS (H)	STARTING CODE (I)	ENDING HOURS (J)	ENDING CODE (K)	Aircraft Serial Number (L)
		ENGINES REMOVED									
J-47 ST-25	ST700562	RB-47E	1	38	2	B	0142	1	0142	15 2F	247
J-47 GE-25A	GE079584	RB-47E	0		2	B	0292	1	0301	15 2F	248
J-47 GE-25A	GE079248	RB-47E	0		1	B	0082	1	0088	15 2F	250
J-47 GE-25A	GE079367	RB-47E	0		1	B	0351	1	0358	24 1Y	387
J-47 GE-25A	GE079379	RB-47E	0		2	B	0351	1	0358	14 2N	387
J-47 GE-25A	GE078031	RB-47E	0		5	B	0501	1	0501	24 1Y	802
J-47 PM-25	PM251643	RB-47E	0		3	B	0439	1	0461	15 2F	808
J-47 ST-25	ST701705	RB-47E	0		3	B	0042	1	0055	15 2F	816
J-47 ST-25	ST702347	RB-47E	0		2	B	0407	1	0420	15 2F	816
		ENGINES INSTALLED									
J-47 PM-25	PM252784	RB-47E	0		2	B	0000	3	0038	AA	247
J-47 PM-25	PM252402	RB-47E	0		2	B	0000	3	0015	AA	248
J-47 ST-25	ST701803	RB-47E	0		1	B	0000	3	0008	AA	250
J-47 ST-25	ST701423	RB-47E	0		1	B	0000	3	0000	AA	387
J-47 PM-25A	PM252694	RB-47E	0		2	B	0000	3	0000	AA	387
J-47 PM-25	PM250073	RB-47E	1	16	5	B	0000	3	0031	AA	802
J-47 PM-25	PM250111	RB-47E	1	38	3	B	0000	3	0012	AA	808
J-47 ST-25	ST701421	RB-47E	0		3	B	0000	3	0003	AA	816
J-47 PM-25	PM251387	RB-47E	1	16	2	B	0000	3	0003	AA	816

AF FORM 1340 15 MAY 55 REPLACES AF FORMS 245, 250, AND 252, 1 AUG 52, WHICH ARE OBSOLETE.

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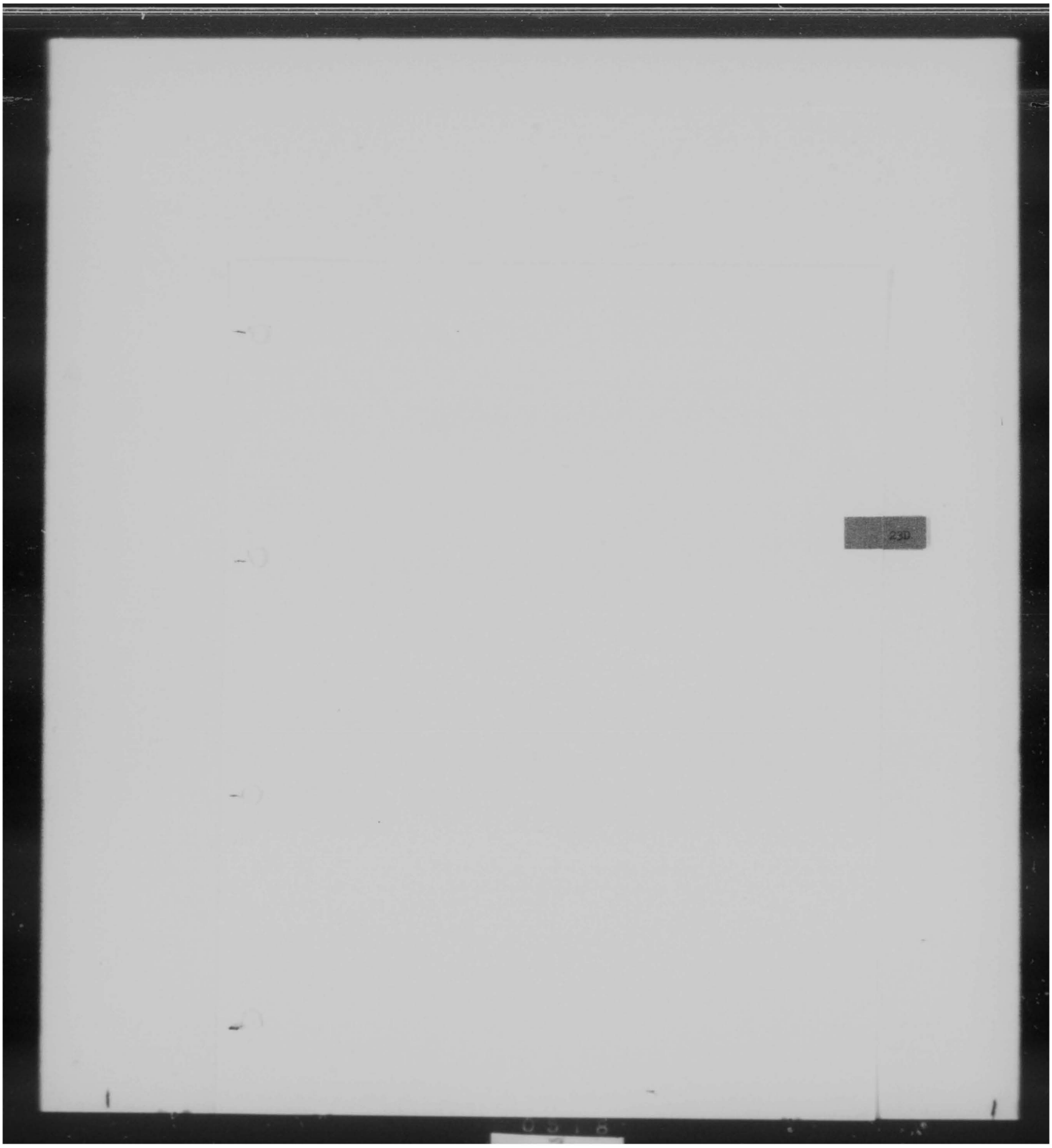

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Aircraft Engine Report, RCS: SAC-A15

TO
Base Materiel

FROM
70DMM

DATE
26 March 56

In compliance with SACR 67-17, 21 Dec 54, and your disposition form, the Aircraft Engine Report, RCS: SAC-A15, as of 1200 Hrs 25 March 56 for 70th SRW is submitted as follows:

A	B	C	D	E	F	G	H	I	J
R-4360-59B	14	3	0	0	0	0	0	0	1
J47-25	35	0	0	0	3	1	0	1	1
J47-25A	5	0	2	7	2	6	0	3	0

GEORGE J. RYAN JR.
MAJOR, USAF
CHIEF OF MAINTENANCE

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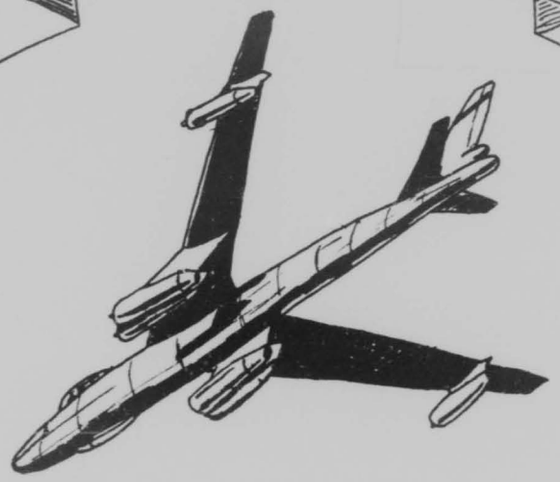
70TH STRAT. RECON. WG.



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"UNCLASSIFIED TITLE"

VOL. 2 NO. 4 1-30 APRIL 1956

RSI Cont. No
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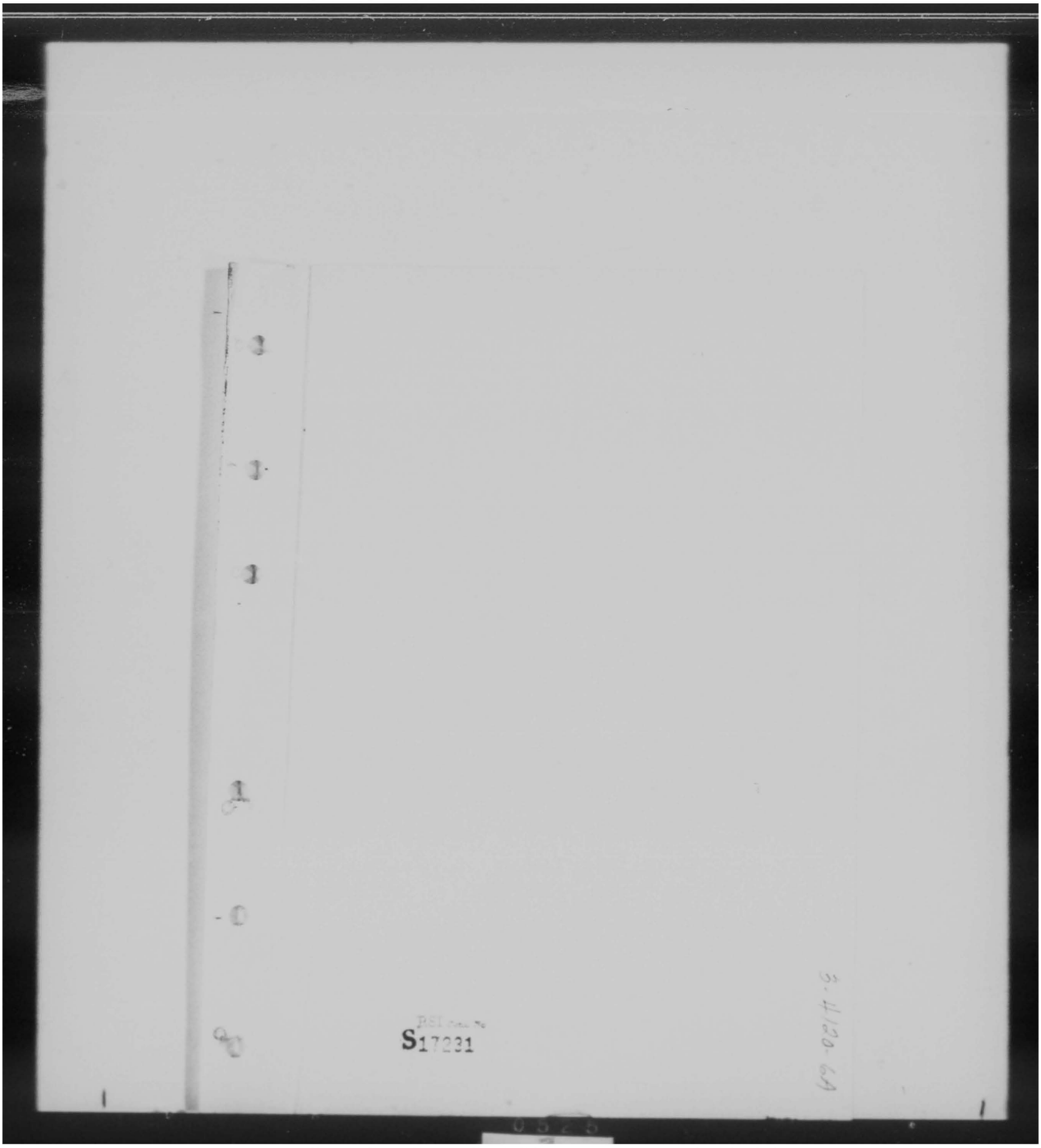

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AUTH: CO, 70SRW
DATE: 5 June 56
NAME: Walker

HISTORY

OF

70TH STRATEGIC RECONNAISSANCE WING, MEDIUM

SECOND AIR FORCE

STRATEGIC AIR COMMAND

1 April 1956 thru 30 April 1956

Little Rock Air Force Base, Arkansas

ASSIGNED UNITS

Headquarters 70th Strategic Reconnaissance Wing (Medium)
6th Strategic Reconnaissance Squadron (Medium)
26th Strategic Reconnaissance Squadron (Medium)
61st Strategic Reconnaissance Squadron (Medium)
70th Air Refueling Squadron (Medium)
70th Armament and Electronic Maintenance Squadron
70th Reconnaissance Technical Squadron
70th Field Maintenance Squadron
70th Periodic Maintenance Squadron
70th Tactical Hospital

Prepared for the Historical Office, 70th Strategic Reconnaissance Wing, by 1/Lt James C. Lynes, Wing Historian, 5 June 1956.

HISTORICAL OFFICER:

Joseph W. Mitchell
JOSEPH W. MITCHELL
2nd Lt., USAF

WING COMMANDER:

William Burke
WILLIAM BURKE
Colonel, USAF

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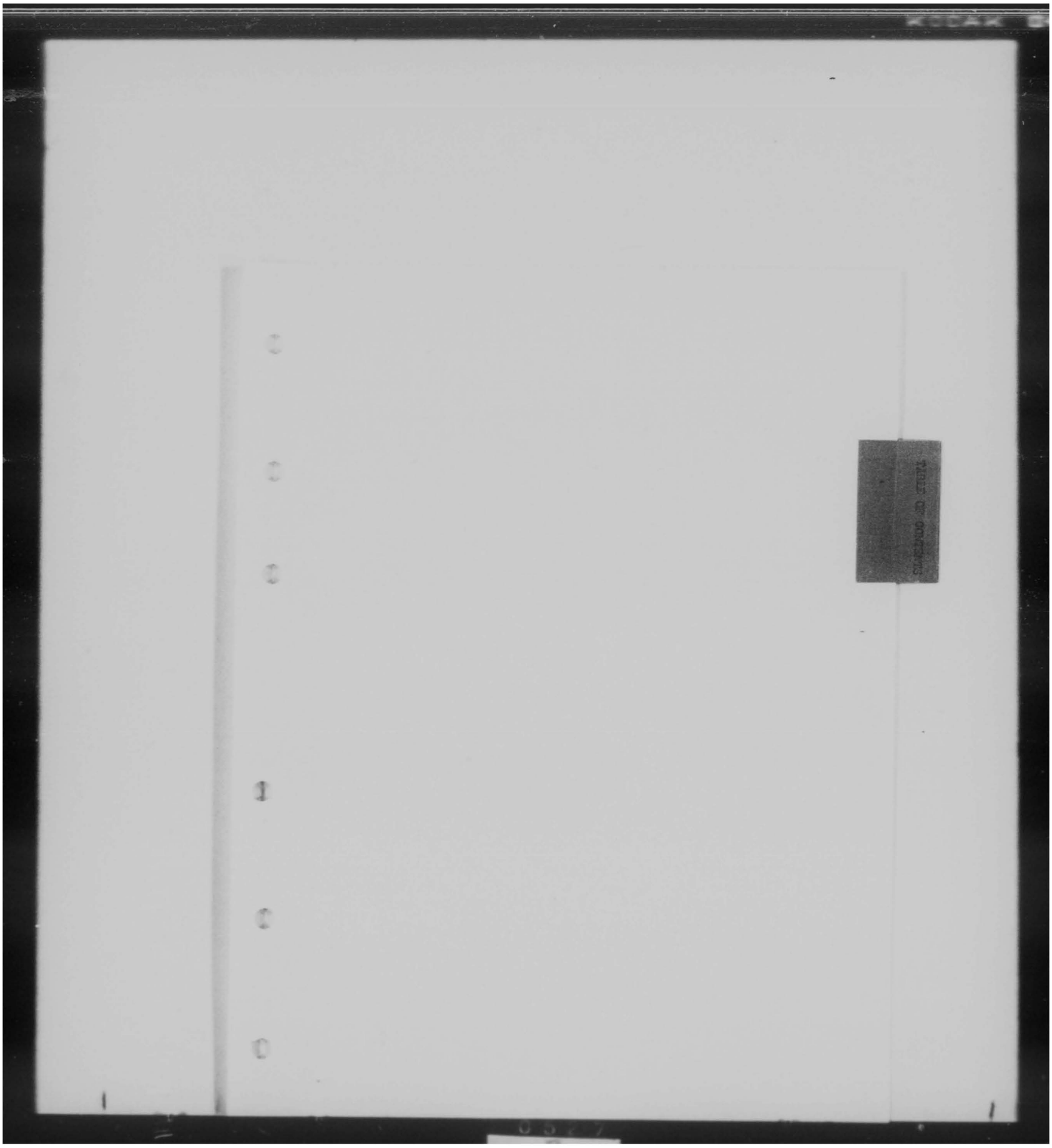

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KEY TO APPENDIX

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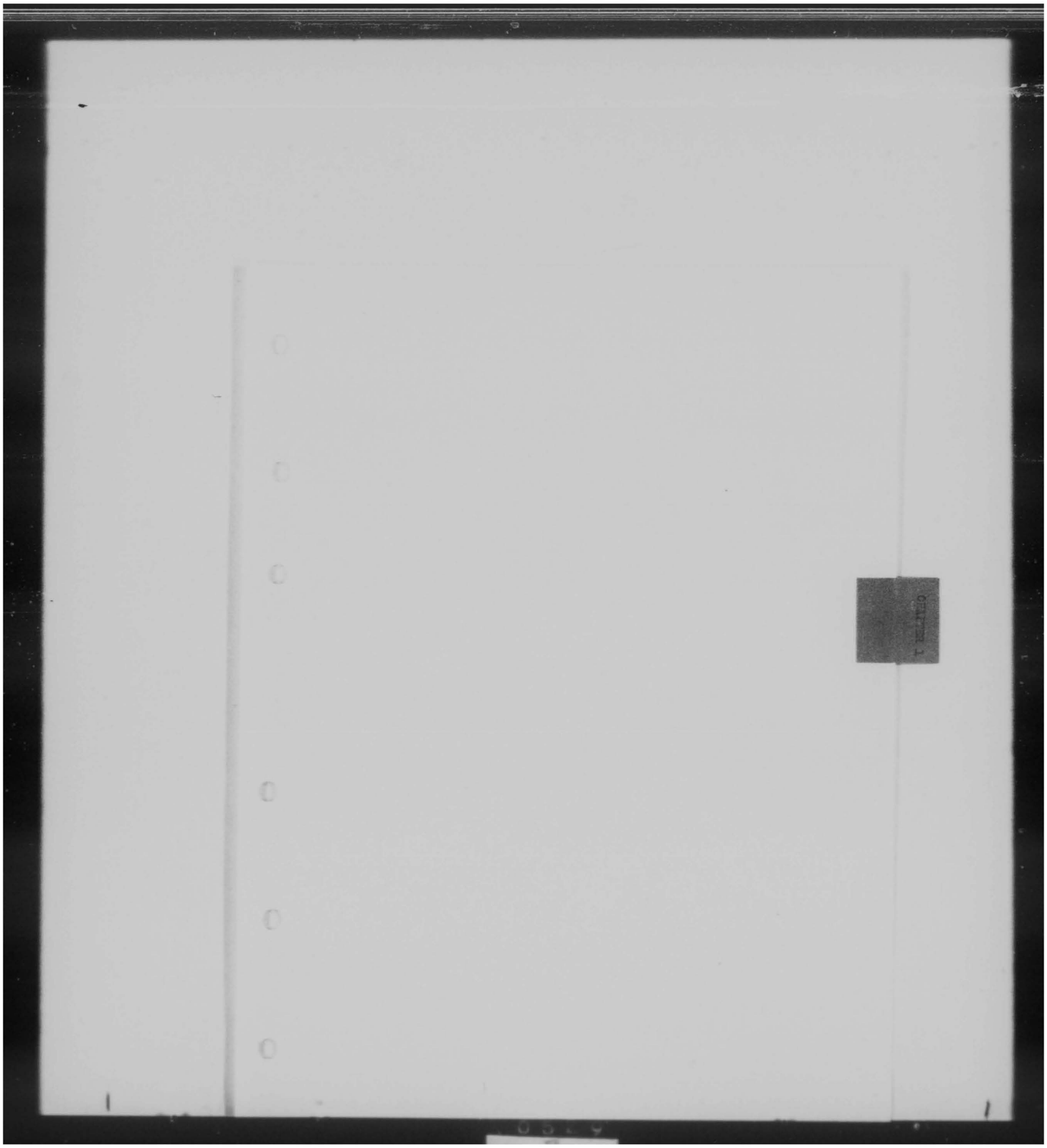

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CHAPTER 1

ORGANIZATION AND ILLUSTRATION ..... PAGE 1

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CONCLUSIONS AND RECOMMENDATIONS

Each month, the 70th Strategic Reconnaissance Wing is gradually flying more and more hours to attain Combat Readiness on the tentative date of 1 June 1956, set by Second Air Force. This change was a direct result of the Second Air Force Assistance Team recommendation. This is a slippage of one month from the original programed date and is yet to be approved by Strategic Air Command Headquarters. To attain this goal, the 70th Wing set forth a training program to fly 1300 hours during April.[1] (Confidential)

Though not a staggering factor, weather again affected the training program in the 70th Wing during April. The 70th Wing cancelled nine sorties totaling 36 hours of flying time due to weather. Lack of the following aerodrome limitations also hampered our training mission during April:

a. Lack of permanent obstruction, High Intensity approach and adequate threshold lights continued to present a hazard to flying.[2] Due to these hazards and a lack of a Ground Control Approach and Instrument Landing System and adequate navigation aids at this station, weather minimums must be higher than those required at bases with complete airbase facilities. Due to the above restrictions, eight additional sorties were diverted to other bases and two more sorties were lost because the aircraft were unable to return for three days due to weather.

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1. Report: Subject: "RB-47 Training Schedule" (T-C) Exhibit # 1.
2. Report: Subject: "Air Training Report for April", (T-C) Commander's Summary, Page 1, Exhibit # 2.

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The Base now has a CCI Pilot Is scheduled to be in limited operation on a training basis during May 1956[3]. (Confidential)

The Wing Supply picture I still improving slightly as the months go by. The Unit Mission Equipment for April was 78.3 percent as compared to 80.8 percent for March and 75 percent for February[4]. (Unclassified)

Also during April the Unit Support Equipment increased to 89 percent as compared to 88 percent for March and 87 percent for February[5]. The severe lack of Base Funds hampered the supply picture for the Wing during April. (Unclassified)

During April, representatives from Boeing Aircraft Company visited our Wing and discussed high speed performance characteristics, such as Aileron in-effectiveness and structural limitations of the B-47[6]. This discussion was presented twice and all available crew members attended. The information obtained was interesting and of great value to all crew members. (Unclassified)

Construction on and around the ramp, taxiways and runways has been in progress since the base was activated. Continued emphasis was placed on the need for extreme caution during all periods of aircraft operation and maintenance. The constant control of dust, foreign object etc, has been a problem as the construction goes on. (Unclassified)

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3. Report: Subject: "Air Training Report for April", (1-12) Commander's Remarks, Page 1, Exhibit A-2.
4. Report: Subject: "Unit Mission Equipment Report for April", Exhibit A-3.
5. Report: Subject: "Unit Support Equipment Report for April", Exhibit A-4.
6. Report: Subject: "Flying Safety Officer's Monthly Campaign Progress Report for April 1956", dated 2 May 1956, Exhibit A-5.

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Take off and landing accidents were emphasized at all safety meetings during the month. In addition, the Wing Commander personally stressed the need for use of sound judgement and good common sense during all phases of operation and especially during take off and landings. (Unclassified)

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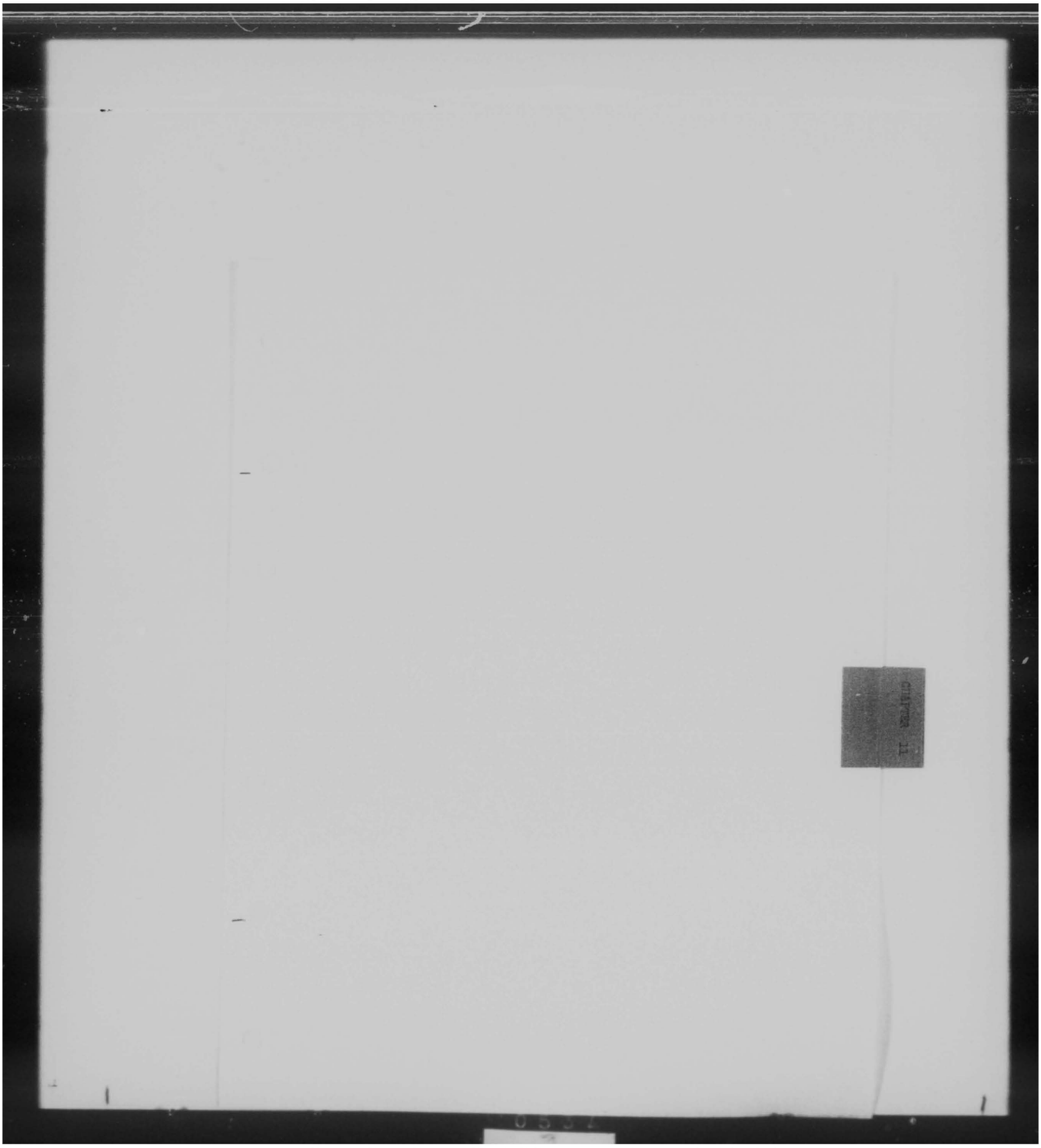

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As of 30 April 1954, the 70th Strategic Reconnaissance Wing was scheduled to be 100 percent complete with the revised training program with a flying time utilization of 64 percent.[1] Actually, at the end of April, the 70th Wing had completed 87 percent of the revised training program with a flying time utilization of 59 percent. This regression was primarily due to crew member changes, weather and lack of resource facilities, mentioned in Chapter 1. (Confidential)

To accomplish the 1300 hours of RC-47 flying time and 615 hours of RC-97 flying time set for April, the 70th Wing established a goal of 1762[2] hours of RC-47 time and 615 hours of RC-97 time.[3] Of this requirement, 1300 hours of RC-47 time and 615 hours of RC-97 time were confirmed by Maintenance.[4] Of those hours scheduled and confirmed by maintenance, 1221:05 hours of RC-47 time and 574:20 hours of RC-97 time were flown. The inclusion of all miscellaneous and unscheduled hours flown brought the total RC-47 time flown to 1334 hours and the total RC-97 time flown to 621:30 hours.[5] (Confidential)

During April, the Wing accomplished 462 hours of non-combat ready crew training and 226 hours combat ready crew training. The heavy percentage of combat ready crew training was generated by cell tactics by

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1. Report: Subject: "RC-47 Training Schedule", (C-3) Exhibit # 1.
2. "Ibid".
3. Plan: "Operations Plan 402-56", dated 1 April 1954, Exhibit # 6.
4. Report: Subject: "Recap of Flying Time for April 1954", dated 30 April 1954, Exhibit # 7.
5. "Ibid".

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combat ready crews as an added pre-combat ready training requirement. All the cell tactics and mass refueling conducted during March and April cannot be fully credited under our S-4 program because the training program as established by Second Air Force did not provide for this type training. The S-4 program concentrated only on individual crew training. (Unclassified)

During April, a message was received at this headquarters, requesting information in regard to B-47 Crew Potential and Up-grading. The basic message of this TWX was that of getting information from this Wing together with information from other Wings in the Second Air Force in regard to forming an additional 113 B/RB-47 crews and an additional 36 RB-47 crews. This message, 2 TCC 10133, was in two parts. As requested in Part II of the basic TWX, a message was sent from this station including a list of the Non-Combat ready crews and the estimated date of their up-grading to combat ready. Due to additional requirements of the basic TWX, another TWX was dispatched from this station indicating changes to be made in regard to Crew Up-grading or down-grading. An answer to Part 1 of the basic TWX was sent to Second Air Force on 24 April 1956. (SECRET)

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6. TWX: Subject: "B-47 Crew Potential and Up-Grading, dated 18 April 1956, Exhibit # 8.
7. TWX: Subject: "B-47 Crew Potential and Up-Grading, dated 24 April 1956, Exhibit # 9.
8. TWX: Subject: "B-47 Crew Potential and Up-Grading, dated 1 May 1956, Exhibit # 10.
9. TWX: Subject: "B-47 Crew Potential and Up-Grading, dated 24 April 1956, Exhibit # 11.

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10

During April 1956, only three crews were up-graded from "II" to "I" as part of the crew up-grading program reflected in the February History. (Confidential)

As reflected in the March History, the lack of a flight simulator, a Ground Control Approach and a shortage of C-11 instrument trainers had limited aircraft commanders and co-pilots instrument training. During April, the 70th Wing accomplished 27½ hours of T-2 trainer time, 22½ hours of T-14 trainer time, 95 hours of C-3 trainer time, and 77 hours of C-11 trainer time. The above units are now in limited operation at this station and considerable difficulty has been experienced with the T-2A trainer due to component failures such as generators and relays. (Confidential)

During April 1956, the 70th Wing sent 14 aircrew members and 16 non-aircrew members to physiological training. Five crew members departed for advanced survival school and five crew members completed C-4 gunnery range during the same period. Eight crews completed emergency procedures course in the C-47 simulator at Parkersdale Air Force Base. Also during April emergency communications, code and blinker, survival exercises and aquatic survival were added as a 51-10 pre-check-out requirement for KC-97 combat crews. Emergency communications and code and blinker program were inaugurated during April for non-rated KC-97 crew members and approximately 515 manhours of code were accomplished by the KC-97 squadron. (Confidential)

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10. Report: Subject: "Air Training Report for April", (T-1), Commander's Remarks, Page 1, Exhibit # 2.

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As of 1 Feb 1956, the [illegible] Wing had a total of 46 KB-47 crews assigned. Forty-two of these crews were in training. Twenty-eight of those crews had completed their final standardization check, 16 were "A" crews, 11 were "B" crews and 13 were "C" crews. The KC-97 squadron had 24 formed crews with 20 "A" crews and four "B" crews. (Confidential) [11]

During April 1956, one additional operation was planned and accomplished with regard to familiarization of combat type missions and to give our Wing Intelligence experience in briefing and debriefing of flight crews. The operation was known as "Operation Mark Twain". In accomplishing this mission, a total of 208:45 hours of KB-47 time and 41:10 hours of KC-97 time were flown. This mission afforded the [illegible] Wing training in the execution of its [illegible] deployments. To emphasize the importance of the training mission, simulated blood chits were issued by Wing Intelligence and were turned into Intelligence at the debriefing. Intelligence wise, the mission was executed very efficiently and provided visible proof that the Intelligence personnel had gained valuable experience from last month's training missions, "Jailhouse" and "Armpost". Debriefing of crews and preparation of combat reports were executed very effectively. Situations which led to minor difficulties in previous missions were coped with quite well during accomplishment of this mission. As reflected in the February History on page 17, the [12] [13]

---

11. Report: Subject: "Wing Progress Analysis Report", dated April 1956, published by the [illegible] Wing Comptroller, Exhibit F 12.
12. Order: Subject: "Operation Mark Twain", dated 10 April 1956, Exhibit F 13.
13. Chit: "Simulated Blood Chit", Exhibit F 14.

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[redacted] of Combat Crew and Target Training folders required for the [redacted] were stored at Barksdale Air Force Base, Louisiana. During April, representatives from the Armament Surplus and Fire Alarm Company visited the Intelligence division of the 70th Wing to discuss the installation of a fire alarm system. Progress in the installation of this system has been very slow and the completion date is approximately 15 May 1956. (Confidential)

A slight re-shuffling of personnel was necessary in the Intelligence section during April due to the fact that the [redacted] received his discharge and chose to re-enlist at another station. However, a coincidental counter-balance to this loss was the assignment to the division of [redacted]. With training as an Intelligence Photo Interpreter Officer. (Unclassified)

Also in the Intelligence section during April, [redacted] Form 223,[14] were typed for each rated individual in the Wing. The information on the cards was verified by each person concerned and the cards were sent to the Provost Marshall for Indoctrination. (Unclassified)

One of the primary functions for April in the Intelligence division was the readying of the Intelligence Reading Room.[15] Signs were placed throughout the Wing to entice combat crews to visit the reading room and absorb pertinent Intelligence and survival information. One of the problems faced in readying the reading room was the installation of the [redacted] map. However, after discussing the problem

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14. [redacted] Form: Subject: "Geneva Convention Identification Card", Exhibit # 15.
15. Sign: Subject: "Intelligence Reading Room", Exhibit # 16.

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a solution was found whereby posting obsolete AC Charts on the walls of Briefing, the B-47's could be correctly counted with accuracy. (Unclassified)

The following is a summary of the April activities of the 70th Strategic Reconnaissance Wing Standardization section.[16] The KC-97 standardization section flew 103 hours of IFF time and 127 hours of VFR time. Seven training sorties were flown by crews of this section totaling 55 hours. Two of these were ding missions and two accomplished a 51-4 and 60-7 re-check for crew C-21, which was newly assigned to the section. Eight complete crew checks were administered, on three of which one crew member failed. Six flight re-checks were accomplished, five of which were successfully passed. Five additional checks are in the process of completion. (Unclassified)

The KC-97 standardization section[17] flew two training and/or proficiency missions for the month of April. This section published Operations Memorandum[18] KC-97-11 on 25 April 1956. Also the section produced and administered a special examination on MAC Technical Manual 51-4, dated 20 April 1954. This section logged approximately 70 hours of Instructor Pilot time; 25 hours Instructor Navigator time; 15 hours Instructor Engineer time and 70 hours of Instructor Boom Operator time. (Unclassified)

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16. Report: Subject: "KC-97 Standardization Activities Report", Exhibit # 17.
17. Report: Subject: "KC-97 Standardization Activities Report", Exhibit # 18.
18. Memorandum: Subject: "Taxiing KC-97 Aircraft", dated 25 April 1956, published by 70th Standardization Board, Exhibit # 19.

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During April 1956, word was received via the SAC Management Control Statement[19] that the 70th Strategic Reconnaissance Wing ranked second out of seven non-operationally ready wings scored in the statement for March 1956. Also the 70th Wing received the quarterly SAC Management Control Statement. (S-RD)

The 70th Air Refueling Squadron during April scheduled 101 sorties and a like number was confirmed by maintenance of which four were cancelled by maintenance. Ninety-seven sorties were accepted by flight crews with four mission cancellations which were attributed to weather. This resulted in a total of ninety-three scheduled sorties being flown. A total of 594 hours were flown out of 625 hours scheduled. In addition, unscheduled flights and test hops accounted for a grand total of 613:30 hours being flown.[20] (Unclassified)

---

19. Report: Subject: "SAC Management Control Statement - Non-Operationally Ready Wings - March 1956, dated 27 April 1956", and "SAC Management Control Statement, Quarterly, dated 27 April 1956, Exhibit # 20.

20. Report: Subject: "Recap of Flying Time for April 1956", published by 70SW, Exhibit # 7.

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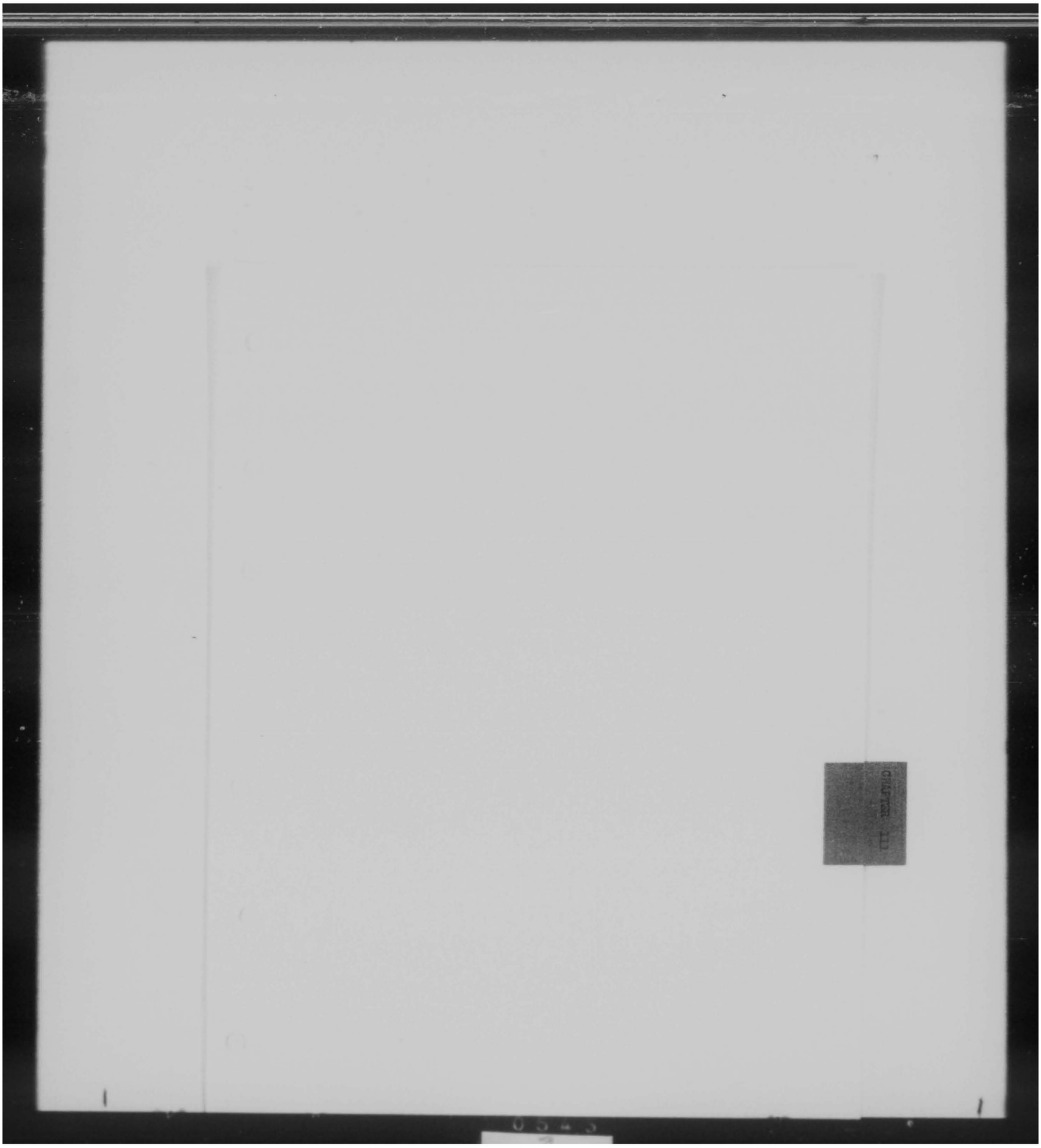

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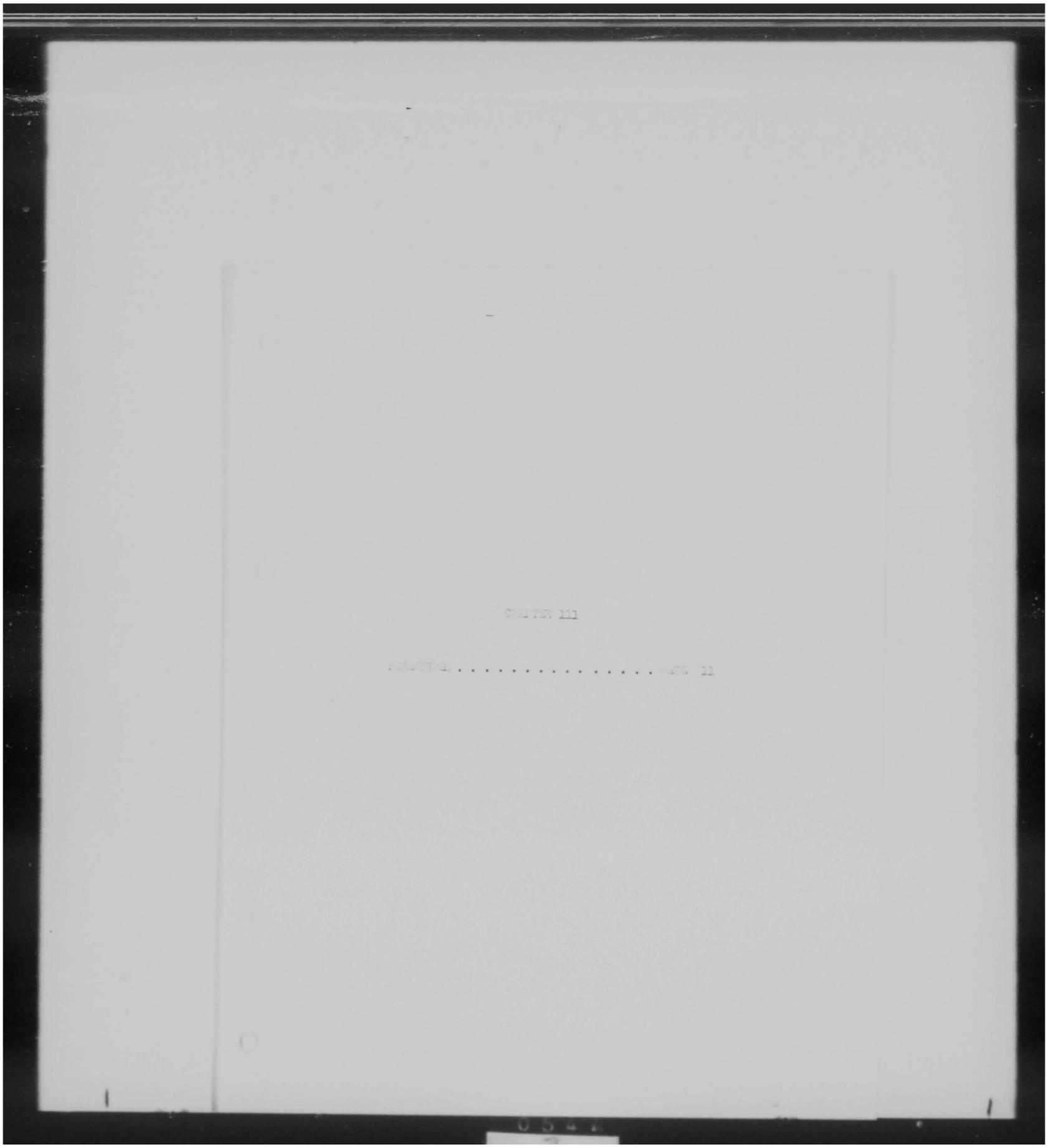

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[redacted]

The Airman's Branch of the 70th Strategic Reconnaissance Wing Personnel Section continued the cross-checking of all basic records during April and it was anticipated that the check would be completed before the arrival of the Second Air Force Inspection Team on the 7th of May 1956. (Unclassified)

To facilitate the records check and to insure standardization of procedures, a check list was devised and distributed to each records checking team.[1] Each team was composed of five members. The five basic records checked were the Form 5 Cover, the AF Form 4, the Morale Report Data Record Card, the Classification and Audit List and the SAC Form 190 or Pay Card. (Unclassified)

Some of the difficulties encountered in this records check are as follows: a. When the number of days leave a man was charged for on his leave record differed from the number of days he was paid for on his pay card, it is difficult to determine if there is fraud involved or if the records clerk is in error. During October 1955 when the 70th SRW was in the process of moving to Little Rock AFB, Arkansas, a man's word was taken as to the date he signed out of his previous station. Consequently, if the same information was not given to the morale report and pay sections by the man while he was clearing in to Little Rock AFB, it was necessary to ascertain his correct sign out date. This was done either by writing his previous unit of assignment, if it was other than Lockbourne

1. Check List: Subject: "Guide for Records Check", Published by the 70th Personnel Section, Exhibit # 21.

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Air Force Base, or by referring to the sign out sheets utilized by the 70th Stg personnel when they signed out from Melbourne. (Unclassified)

b. Another difficulty encountered was the correct determination of a base Total Military Service date. There were numerous instances where the man was been enlisted and no verification had been made on his previous service. This previous service, however, was listed on the AF Form 44, but was listed as not verified. In each case of this nature, it was necessary to summon the individual concerned and have him present his certificate of previous service in order that his pay could be properly adjusted and other pertinent records reflect his previous service correctly. The majority of the cases of this nature involved airmen who had belonged to some sort of reserve unit and had never been on active duty prior to enlisting in the Air Force. There were approximately thirty cases of this nature noted during the records check and these men have been summoned to verify their prior service. (Unclassified)

Most of the other difficulties encountered were internal to the 70th Stg and involved simple errors and misinterpretations of regulations. An example of the latter type error occurred when one of the pay clerks became confused in regards to the various items effected by courts martials. This particular pay clerk submitted a Military Pay Order changing the pay of an individual using the date the sentence was adjudged rather than the date the sentence was approved as required by current directives. These errors have been noted and corrected and aggressive action has been taken to preclude their recurrence. (Unclassified)

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As stated in the Narrative History a survey was to be taken of the 1st Sergeants to determine the effect an excessive paperwork load had on their capability to properly counsel and attend to the personal needs of the airmen assigned to their squadrons. The 1st Sergeants were queried concerning the aforementioned situation and the following is a summation of their replies: All 1st Sergeants throughout the Wing thought the excessive paperwork adversely affected their personal relations with their airmen. The problem was more acute in the larger squadrons such as M & S and Field Maintenance. The 1st Sergeants in all squadrons stated that too much of their time was spent typing of "sign in" and "sign out" cards, typing Article 15's and typing distribution of routine correspondence. Another complaint indirectly related to this shortage of clerks was the fact that the 1st Sergeants had to spend too much time commuting between their office and the Wing personnel with materials that had to be hand carried. (Unclassified)

The 70th Strategic Reconnaissance Wing received four M/Sgt, five T/Sgt, 25 S/Sgt, 7 A/1C and 34 A/2C quotas for the April promotion cycle. All promotion quotas were utilized by the Wing and none were returned to the 25th Air Division. (Unclassified)

The 70th Wing On-The-Job-Training program upgraded a total of 23 personnel during April. These upgradings were scattered throughout 14 career fields with no more than four upgradings taking place in any one career field. The comparitively few number of upgradings for April as compared with March are accounted for by the fact that there were no

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*. Orders: Subject: "Promotion Orders", dated 25 April 1956, Exhibit # 22.

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career-training actions during April and March was an exceptionally active month for [illegible]. (Declassified)

Morning reports for 30 April 1956 indicate 2101 airmen and 397 officers training against an authorization for 1977 airmen and 472 officers. These figures are not critical, but do not [illegible] exist at the 3-skill levels in a large number of career fields. (Declassified)

The [illegible] section of the 7041 Air Intelligence Squadron has a total of 17 personnel assigned against an authorization for 27. Of this number only two of an authorized five are at the seven level. In view of the fact that this section must operate on a 24 hour a day basis, it is felt that this shortage of supervisory personnel is a critical manning problem. (Secret Title)

In the 45170 (production scheduling) career field, there is only one man assigned against an authorization for four. In view of the heavy workload of the Air Intelligence Squadron in a mobility, this shortage of personnel critically hampers the efficiency of this section. (Unclassified)

As of 30 April 1956, the 70270 (administrative) career field had 57 personnel assigned against an authorization for 69. These figures represent a gain of seven personnel over the month of March, however, the personnel that were gained were personnel with a primary AFSC of

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3. Report: Subject: "Morning Report Number 9", Exhibit # 27.
4. Report: Subject: "Air Training Report", (Air) Commander's Parade, Page 3, Exhibit # 2.
5. "This".
6. "This".

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70C10 with a directed authorization of 7023C (Apprentice Clerk). Three of these personnel had had no typing experience and the other four had had practically no experience in administrative activities. Consequently the effectiveness of these individuals will be very low until they can complete typing school and achieve some degree of proficiency in administrative duties. (Unclassified)

There were no key personnel changes in this section during April 1956. (Unclassified)

The 70th Strategic Reconnaissance Wing during April 1956 discharged 36 personnel. Of the 36 personnel discharged, 24 chose to reenlist at this station to fill their own vacancy as compared to 24 discharged in March 1956 with 11 reenlisting at this station. The reenlistment rate for the month of April 1956 was 50 percent for the 70th Wing as compared to 45.8 percent during March 1956. (Unclassified)

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7. Report: Subject: "Reenlistment Rate for April 1956", Exhibit 7-24.

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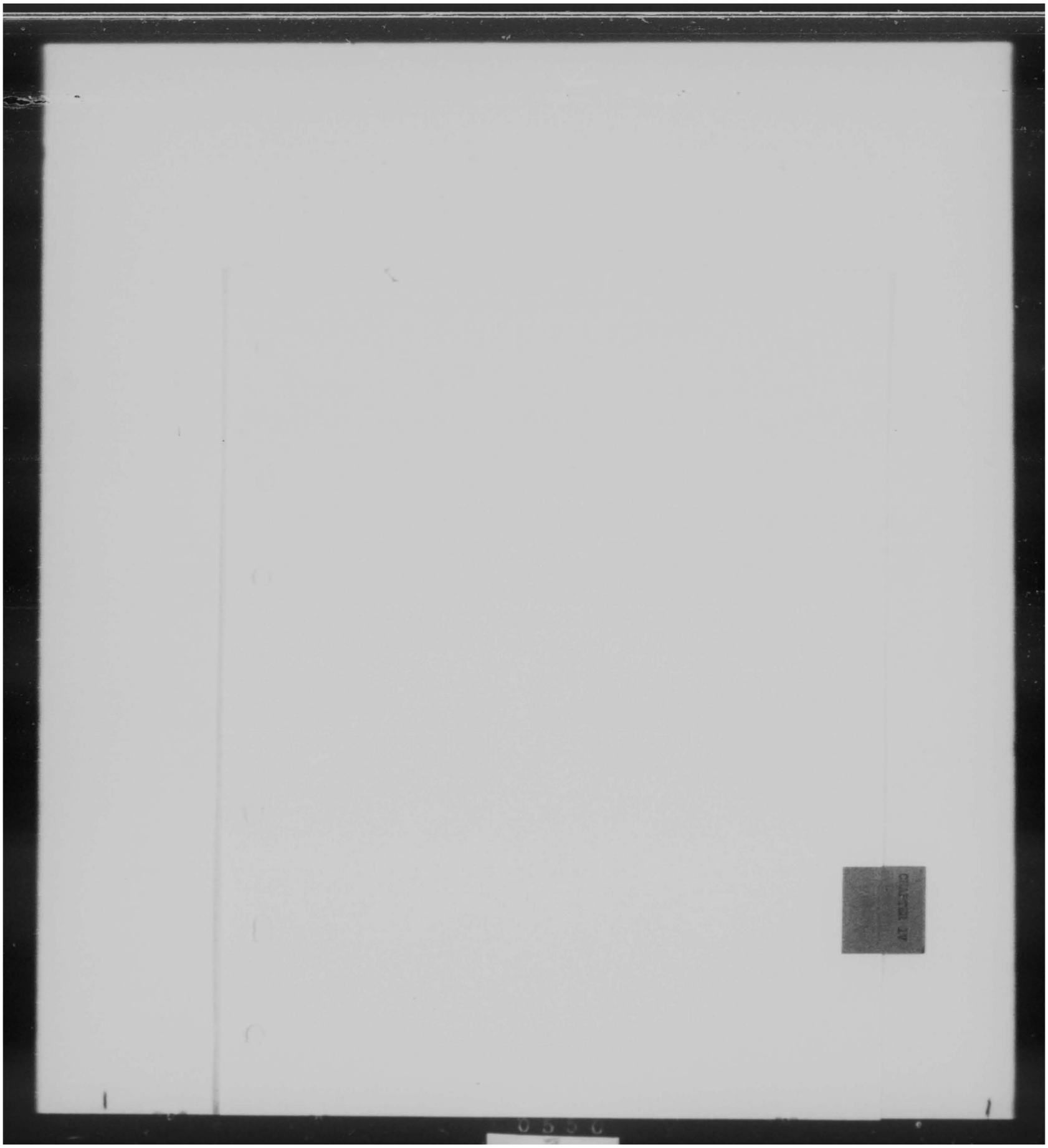

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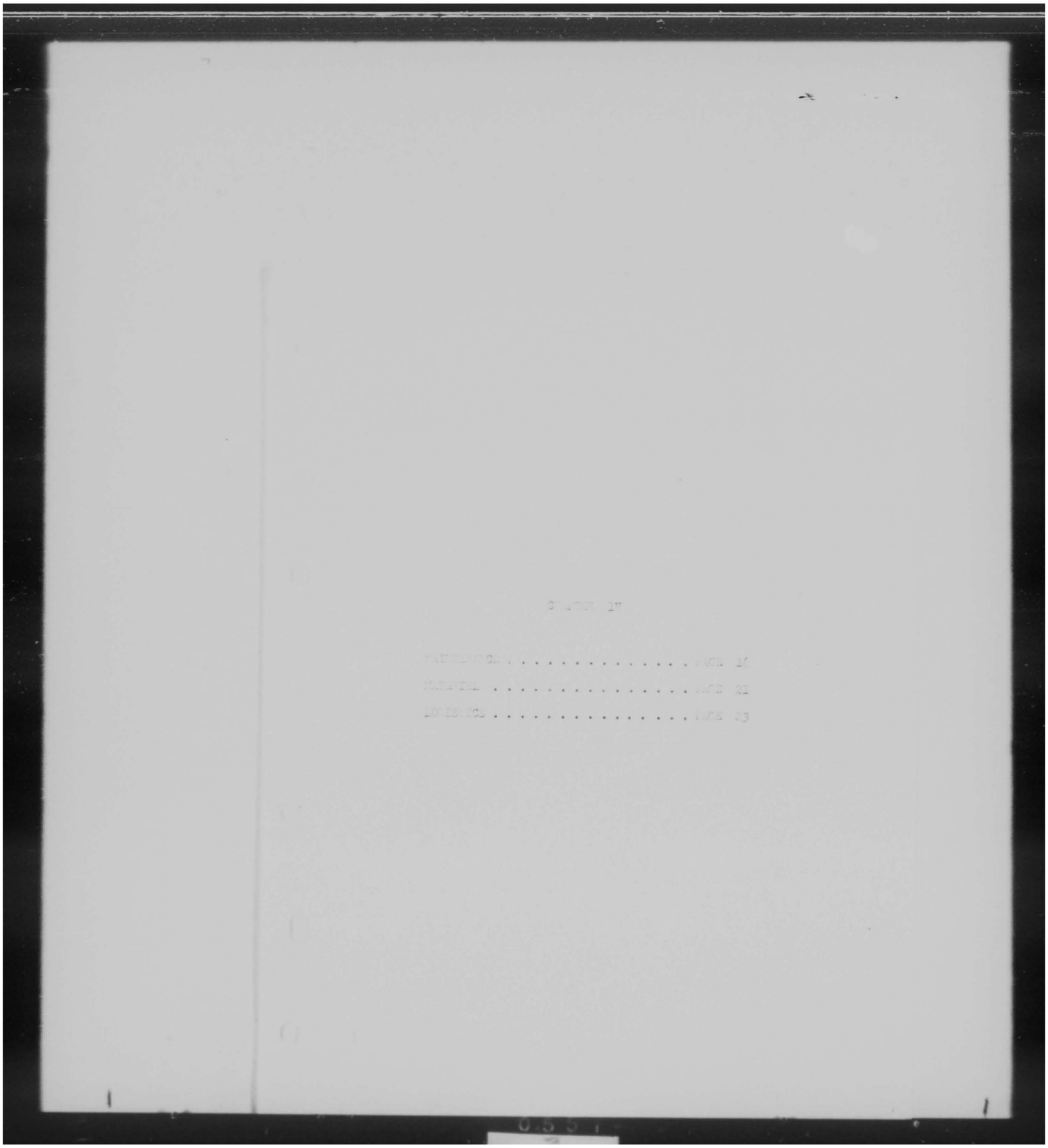

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SECTION II

Maintenance activities during April began with the publication of the Monthly Maintenance Cruer.[1] Maintenance personnel worked with operations personnel and determined that there would be 250 RB-47 sorties averaging 5.4 hours, making a total of 1350 flying hours. For the KC-97's, 100 sorties were planned averaging 6.1 hours giving a total of 615 flying hours. (Unclassified)

The Wing maintenance activities provided operations with enough aircraft to fly 199 RB-47 sorties consisting of 1333:45 flying hours. This figure in flying hours included test hops, which provided for 30 of the total flying hours. There were actually 102 sorties for the KC-97 squadron giving a total flying time of 623:30 hours.[2] Our flying hours show an increase over the last two months. Our total number of sorties also show an increase, which means that better maintenance was being performed, less aborts and fewer cancellations. (Unclassified)

The RB-47's had an abort rate of 23.7 percent for April.[3] Of the total number of aborts which was 54, 41 were caused by material and 17 were Ground-Nav failures. The increase in the Ground-Nav failures reported is largely due to more extensive use of the system since a UCC (Unit Simulated Combat Mission) was performed during the month. The abort

1. Cruer: "Monthly Maintenance Cruer", published by Maintenance Control, Exhibit # 25.
2. Report: Subject: "Maintenance Statistics for April 1956", published by Maintenance Control, Exhibit # 26.
3. Report: Subject: "Malfunction and Abort Rate Report" (SAC-M15) dated 30 April 1956, Exhibit # 27

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rate for the KC-97's was 1.4 percent, five aborts with three attributed to material and two were maintenance errors. Three rates are figured on the number of aircraft assigned, which is 49 RB-47's and 12 KC-97's assigned to the 70th Strategic Reconnaissance Wing. (Confidential)

During April, the aircraft hours distribution were as follows: a. In-Commission, RB-47's had 72.2 with the KC-97's having 80.9; b. Aircraft Out of Commission for Parts, RB-47's had 0.1 with the KC-97's having 2.3; c. Tech Order Compliance, RB-47's had 0.6 with the KC-97's having 0.0; d. Periodic Inspections, RB-47's had 7.8 with the KC-97's having 4.2; e. Modification/Maintenance, RB-47's had 19.6 with the KC-97's having 14.6; which gives a total of 100 percent for both the RB-47's and the KC-97's. (Unclassified)

As of 30 April, there were 49 RB-47 aircraft and 12 KC-97 type aircraft possessed by the 70th Wing. Of these, 39 RB-47's and 10 KC-97's were operationally ready. There were 14 RB-47's and 2 KC-97's out of commission for maintenance. There were two RB-47's and no KC-97's A.O.C. There were nine RB-47's and no KC-97's in possession not operationally equipped. There were four RB-47's with armament deficiencies. There were 46 RB-47 tactical crews assigned and 24 KC-97 tactical crews assigned to the Wing with 44 RB-47 crews and 20 KC-97 crews being operationally ready. (SECRET)

The following items affected the Wing maintenance capability during April: Maintenance Control radio network not yet complete. The

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4. Report: Subject: "Aircraft and Crew Status Report", dated 30 April 1956, Exhibit # 23. (1-AAA-714)
5. Report: Subject: "Aircraft Scheduling Report", (AAC-71) dated April 1956, Exhibit # 26.

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installation of the new aeronautical telephone is still partially incomplete. This incomplete system thwarts proper communications in the maintenance organization. Lack of engine test stands precludes testing engines prior to installation on aircraft. Latest information indicated contract completion in June 1956. The lack of test systems (Class 170) in the V&S Maintenance and [illegible] system contributed to the high rate of [illegible] and precludes the trouble shooting experience needed by mechanics and specialists. Information has been received from Headquarters, Second Air Force that action has been taken to alleviate these shortages and improve unsatisfactory delivery status. The April 1956 (Aircraft Not Flying, Engines) rate was 11.41 percent for T-33's. Approximately 60 percent of this rate was for engine systems, principally the J-35 primary system. The reduction in flying hours from previous reports is largely a result of a base-wide leveling off of personnel together with losses to overseas and to technical schools which train maintenance personnel out of the maintenance area. The manning level in this wing in the past six weeks has dropped approximately eight percent. Additional base commitments for static displays, ferrying and flyovers are expected to be levied upon this wing. (Unclassified)

During April as in March, the Production Analysis section of the Air Force Control published the monthly Maintenance Manhour Statistics along with the Quarterly Report of Maintenance Trends, the use of which is of great value to each operation in the wing with regard to accurate manhour accounting, placing more emphasis on better and higher quality of maintenance performed. (Unclassified)

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6. Report: Subject: "Aircraft Status and Purpose of Flight", (1-AF-AI) dated April 1956, Exhibit # 30.
7. Report: Subject: "Maintenance Manhour Statistics", Exhibit # 31.

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In regard to better maintenance, a total of 27 jet engines were inspected at the completion of build-up. An average of 4.1 discrepancies were discovered by Quality Control Inspectors. There was one safety of flight item and no critical items discovered on these inspections. A total of 14 jet engines were inspected after installation on aircraft. An average of 3.3 discrepancies were discovered by Quality Control Inspectors. There were no safety of flight items and five critical items discovered. A total of four reciprocating engines were inspected after build-up with a total of 14 discrepancies, of which one was a safety of flight item and none were critical items. (Unclassified)

9
During the period 1 to 30 April 1956, there were nine engine changes performed in the 70th Wing. Of the nine engines changed, six of these were changed because of foreign object damage. To combat this unnecessary amount of engine changes due to foreign object damage, there is a constant program in progress of keeping the ramp and taxiways clear of foreign objects. This program is necessitated by the fact that construction is constantly in progress on the base and even though the area is once cleaned, a constant going over of the area is necessary as the trucks and construction equipment often spill rocks and objects which damage engines. (Unclassified)

10
At the conclusion of April, there were 13 Civilian Technical Representatives assigned to the 70th Wing for assistance in the maintenance

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8. Report: Subject: "General Maintenance Trends for April", Exhibit # 32.
9. Report: Subject: "Installed Aircraft Engine Report", (3-AC-129) dated 30 April 1956, Exhibit # 33.
10. Report: Subject: "Monthly Report of Contract Technical Service" Exhibit # 34.

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problems encountered on the KC-47's and the KC-97's. (Unclassified)

Supply Liaison notes an average of .44 KC-47's per day NMCS which is .53 percent of the total KC-47's. This is quite an improvement over the past month of 1.02 percent. The A-3's rate for KC-47's was 10.1 per-day, or 21.41 percent of the total KC-47's. This shows a slight improvement of 1.66 percent over March. The daily rate for KC-97's was .47 per aircraft, or 2.16 percent of the total. This is an increase over March's 1.56 percent. The daily NMCS rate for the KC-97's was 3.5 aircraft or 16.1 percent of the total. This is also an increase over March, but still under February's 32.2 percent. (Unclassified)

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During April the Unit Mission Equipment of the Headquarters Squadron of the 70th Wing dropped from 91 percent to 81 percent. This regression was due to the fact that the Unit Authorized strength had been changed by authority of the Unit Manning Document 61-2592, dated 1 April 1956. During the past 30 days several items of critical equipment were received through re-distribution by Headquarters, Second Air Force. Eight generators were received for the 70th Air Refueling Squadron. Several hack watches were received by Base Supply. These watches were in reparable condition. At present these watches are in commercial shops being repaired. The exact distribution to be made on these watches after repair is not known, however, it is believed that sufficient quantities will be received by the Wing to fulfill urgent requirements of this specific type watch. An additional fund allocation in the amount of $10,200 was made for local purchase of Class 17C hand tools and other critical equipment. Purchase requests for additional Class 17C hand tools was received and processed and early receipt is expected. Except for the lack of Class 17C test equipment, the supply picture has greatly improved. Problems which are to be solved are minor. (Unclassified)

At the end of April, the 70th Wing had 82.3 percent of the required Unit Mission Equipment and 89 percent of the required Unit Support

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11. Report: Subject: "Unit Mission Equipment Report", Exhibit # 3.
12. Report: Subject: "Unit Support Equipment Report", Exhibit # 4.

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Equipment on hand. There were no significant shortages in the Unit Support Equipment for the wing. (Unclassified)

The supply personnel picture also looks very good. At present, the Wing is authorized 72 supply personnel and has 54 assigned. It is anticipated that three or four airmen will be received from the supply school at Francis E. Warren AFB and in addition it is anticipated that three or four airmen will be assigned from overseas. (Unclassified)

The supply improvement program is continuing. Every effort is being made to bring all units up to SAC standards in accordance with the rating system established by SAC Regulation 67-3. It is anticipated that this will be achieved within the next 60 days. (Unclassified)

One serious problem facing the Wing was the storage of weapons. Work order requests were submitted for construction of proper storage facilities. The severe shortage of base funds has necessitated cancellation of these work orders until additional funds are made available. It is assumed that this storage problem will exist until after 1 July 1956 at which time it is anticipated that funds will become available. (Unclassified)

During April 1956, there was a total of 12 Supply Difficulty Letters sent out in regard to equipment which was hampering accomplishment of the Wing mission. (Unclassified)

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[redacted]

During April, separate Mobility Plans for the 70th Strategic Reconnaissance Wing and the 70th Air Refueling Squadron were completed by this section. (Unclassified) [13]

In addition to the compilation and publication of the plans mentioned in paragraph one above, the following actions were initiated and/or completed:

a. The availability of secure gun rooms for small arms has been a problem for all Squadrons of the 70th Wing since completing the move to Little Rock AFB, Arkansas in 1955. As a result, the unpacking and cleaning of small arms was delayed until units were able to arrange for secure areas. This was accomplished during April and action initiated by the A & E Squadron to schedule individual squadrons for cleaning of weapons. In order to provide a source of boxes for the deployment of weapons on individual support aircraft, a S/F [14] to all squadrons was initiated on 4 April 1956. This S/F required all units to use care in unpacking weapons and to deliver the empty shipping cases to the Personnel Control Center (Maintenance Building 224) for use during deployment. (Unclassified)

b. The Ernest Harmon AFB Welcome Brochure (Base Readiness Plan) was received and contents utilized in planning for the 70th Air Refueling

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13. Plan: Subject: "70th Wing Mobility Plan", Exhibit # 36.
14. S/F: Subject: "Disposition of Gun Packing Containers", Dated 4 April 1956, to ALL Squadrons in 70th Wing and to 4453d AB Gp, Exhibit # 36.

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squadron deployment to Turner AFB on or about 25 June 1956. A letter [15] from the 825th Air Base Group was received by the 7020 in reply to a [16] S/F listing personnel AFSC adjustments to the basic Air Refueling Squadron Mobility Plan and requesting projected availability of personnel for this deployment. The only major problem area was availability of Air Police personnel. The anticipated increase in personnel authorization for the 825th Air Police Squadron should alleviate this problem. (Confidential)

c. Mobility supplies: Follow up action on mobility supplies was taken on 20 April 1956 by a [17] S/F to all squadrons. This S/F requested requisition action be taken immediately to insure availability of supplies noted on the S/F aforce thereon, and the identification of all bonus or uncoated items of material to be deployed with the Wing by 15 May 1956. (Unclassified)

d. The 10 April 1956 [18] report for the 7020 Air Refueling Squadron deploying to Turner AFB in June 1956 was dispatched to the Commander, Second Air Force. The report reflected projected deployment of 154 crew members, 42 passengers and 60,000 lbs to deploy on unit KC-97 aircraft. Six (6) cargo couriers personnel and 90,000 lbs of

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15. Letter: Subject: "Support Personnel for Deployment", from CO, 825th AB Gp to 7020, dated 17 April 1956, Exhibit # 37.
16. S/F: Subject: "Support Personnel for Deployment" dated 3 April 1956, from 7020 to CO, 825th GP, Motor Vehicle Sq, Exhibit # 38.
17. S/F: Subject: "Mobility Requirements" dated 24 April 1956, to all units in 70th Wing from 7020, Exhibit # 39.
18. Report: Subject: "Airlift and Planning Data", dated 10 May 1956, (w-2) to Commander, 2AF from Commander 825th AGW, Exhibit # 40.

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cargo to deploy or support aircraft. The support aircraft requirement includes eight T-4360 built-up engines and two new T-4360 engines. (Confidential)

e. In view of the directed deployment of the entire 70th Air Refueling Squadron (Heavy) KC and its use during the deployment with supply in accordance with proposed Volume VVI of AFM 67-1, a message[19] request was dispatched to Commander, Second Air Force dated 19 April 1956, requesting a briefing by SAC/A representatives at Little Rock AFB prior to deployment of unit approximately 25 June 1956. (Confidential)

f. The lack of troop seats, T/E 1077-16-13(L) has hampered personnel carrying capability of the 70th Air Refueling Squadron. A re-distribution of troop seats on a Command wide basis by SAC resulted in receipt of 161 sets of troop seats in April 1956. Confirmation of receipt of these seats forwarded to Commander, Second Air Force by message[20] TCD 1 2676 on 20 April 1956. (Unclassified)

g. The joint operation - Material Warning Order for deployment of the 70th Strategic Reconnaissance Wing to San Guerir Air Base on approximately 24 October 1956 for approximately 60 days TDY was received on 17 April 1956.[21] Order directed use of proposed B-47 Annex to SAC Manual 400-1 for planning purposes and first C-2 report

19. TWX: Subject: "Deployment of 70th Air Refueling Squadron" from CG 2AF to CG SAC, Exhibit # 41.
20. TWX: Subject: "Confirmation of Troop Seats" from CG 2AF to CG SAC, Exhibit # 42.
21. TWX: Subject: "Deployment of 70th Strategic Reconnaissance Wing", from CG 2AF to CG SAC, dated 17 April 1956, Exhibit # 43.

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22

due not latter than 10 May 1956. A message to Commander Second Air Force from [illegible], [illegible] was dispatched 20 April 1956, requesting permission to use the 70th [illegible] Mobility Plan in lieu of the proposed C-47 Annex due to the considerable difference in the two plans [illegible] pending final DOD approval of proposed Annex. (Unclassified)

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22. [illegible]: Subject: "Publication of [illegible] Reports" from C[illegible]" 225 to [illegible], dated 27 April 1956, [illegible] / 44.

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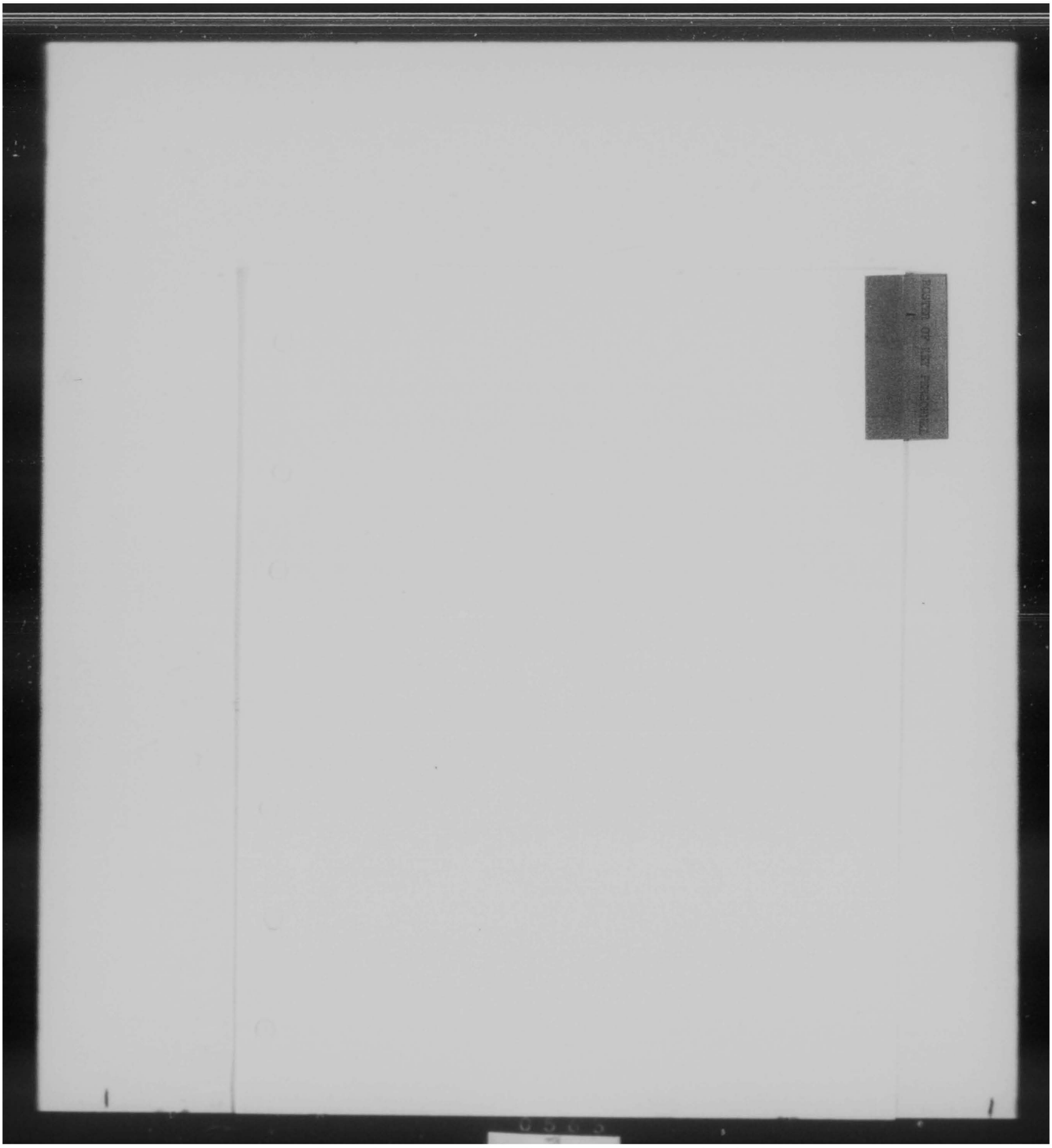

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Burke, William	Colonel	Wing Commander
Hughes, George D	Colonel	Deputy Commander
Walker, Kenneth N	Capt	Wing Adjutant
Duncan, Wayne E	Major	Director of Comptroller
Coby, Lewis P	Major	Director of Personnel
Ogan, Bernard V	Colonel	Director of Operations
Olon, Archibald D	Lt Col	Director of Material
Schepis, Thomas F	Lt Col	Commander Headquarters Sq
Westbrook, Marston T	Lt Col	Commander 6th SMS
Smith, Kenneth E	Lt Col	Commander 61st SMS
Blumenstock, John H	Lt Col	Commander 26th SMS
Trouddus, Donald A	Lt Col	Commander 70th Air Refueling Squadron
Brown, Frederick I	Major	Commander 70th Rec Tech Sq
Dance, Beverley M	Major	Commander 70th Armament & Electronic Maintenance Sq
Lamb, Bennett G	Major	Commander 70th Field Maintenance Squadron
Florick, Leo	Major	Commander 70th Periodic Maintenance Squadron
Bartholomew, Robert E	Capt	Commander 70th Tactical Hospital
Scott, Talma A Jr.	Major	Director of Safety

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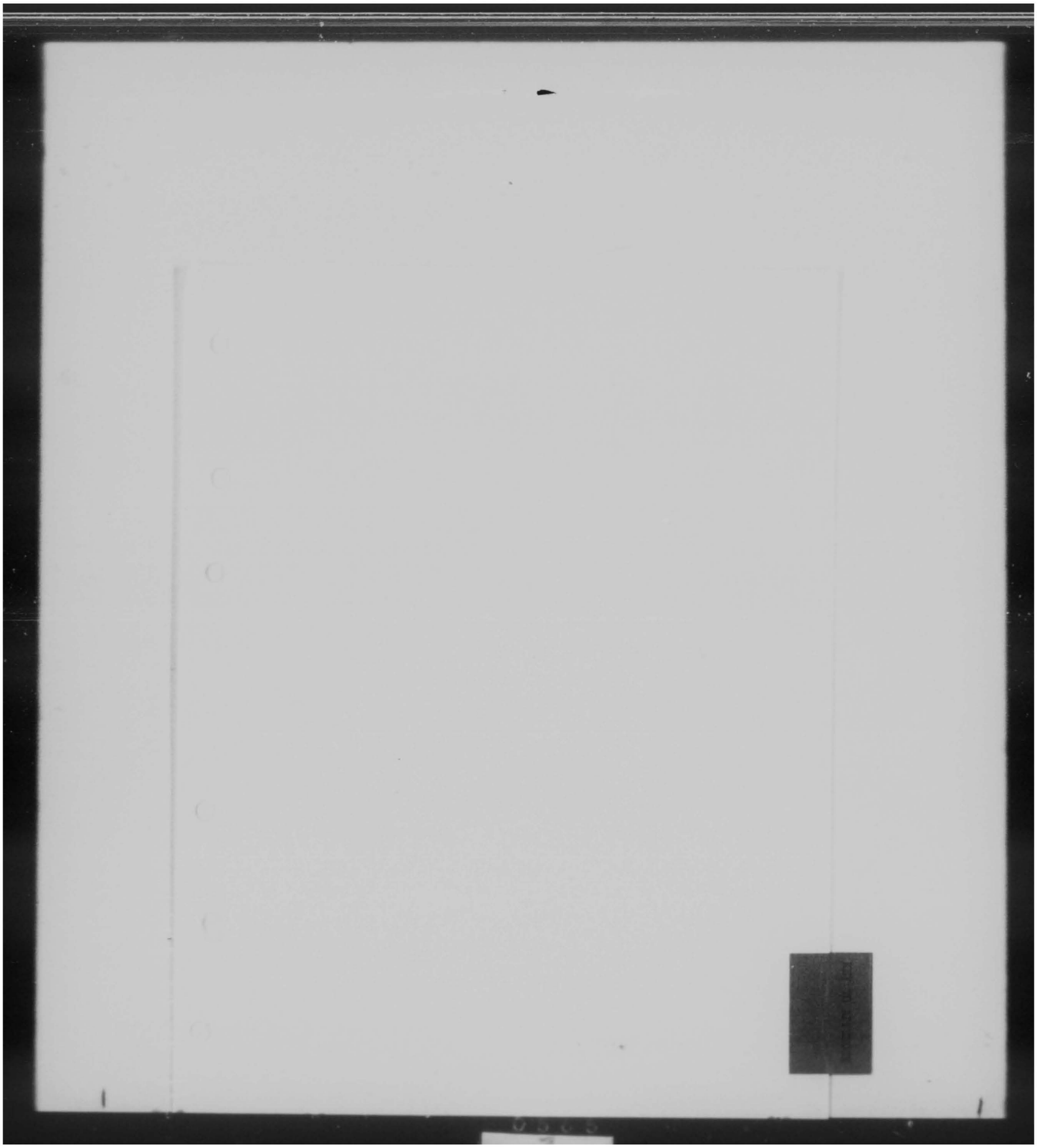

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[illegible]

1. Report: Subject: "B-47 Training Schedule", (T-6) Exhibit # 1.

2. Report: Subject: "Air Training Report for April", (T-12) Commander's Remarks, Page 1, Exhibit # 2.

3. Report: Subject: "Air Training Report for April", (T-12) Commander's Remarks, Page 2, Exhibit # 3.

4. Report: Subject: "Unit Mission Equipment Report", Exhibit # 3.

5. Report: Subject: "Unit Support Equipment Report", Exhibit # 4.

6. Report: Subject: "Flying Safety Officer's Monthly Campaign Progress Report for April 1956", dated 2 May 1956, Exhibit # 5.

7. Plan: "Operations Plan 403-56", dated 1 April 1956, Exhibit # 6.

8. Report: Subject: "Recap of Flying Time for April", Exhibit # 7.

9. TWX: Subject: "B-47 Potential and Up-Grading" dated 20 April 1956, Exhibit # 8.

10. TWX: Subject: "B-47 Potential and Up-Grading" dated 24 April 1956, Exhibit # 9.

11. TWX: Subject: "B-47 Potential and Up-Grading" dated 1 May 1956, Exhibit # 10.

12. TWX: Subject: "B-47 Potential and Up-Grading" dated 24 April 1956, Exhibit # 11.

13. Report: Subject: "Wing Progress Analysis Report" dated April 1956, published by the 70th Wing Comptroller, Exhibit # 12.

14. Cruse: Subject: "Operation Mark Twain", dated 20 April 1956, Exhibit # 13.

15. Chit: "Simulated Flood Chit", Exhibit # 14.

16. Form: Subject: "Geneva Convention Identification Card", Exhibit # 15.

17. Plan: Subject: "Intelligence Reading Room", Exhibit # 16.

18. Report: Subject: "B-47 Standardization Activities Report", Exhibit # 17.

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19. Report: Subject: "MC-99 Standardization Activities Report", Exhibit # 18.

20. Memorandum: Subject: "Testing MC-99 Aircraft", dated 25 April 1956, published by 96th Standardization Board, Exhibit # 19.

21. Report: Subject: "SAC Management Control Statement - Non-Operational Road Miles - Para 1956, dated 27 April 1956, and Quarterly "SAC Management Control Statement" dated 27 April 1956, Exhibit # 20.

22. Checklist: Subject: "Value for Records Check", Published by the 96th Personnel Section, Exhibit # 21.

23. Order: Subject: "Promotion Orders", dated 13 April 1956, Exhibit # 22.

24. Report: Subject: "Scoring Report Summary", Exhibit # 23.

25. Report: Subject: "Checklist Data for April 1956, Exhibit # 24.

26. Order: Subject: "Monthly Publication Order", published by Maintenance Control, Exhibit # 25.

27. Report: Subject: "Maintenance Statistics for April 1956", published by Maintenance Control, Exhibit # 26.

28. Report: Subject: "Malfunction and Abort Rate Report" (SAC-415) dated 30 April 1956, Exhibit # 27.

29. Report: Subject: "Aircraft and Crew Status Report", dated 30 April 1956, Exhibit # 28. (1-AF-714)

30. Report: Subject: "Aircraft Scheduling Report" (SAC-71) dated April 1956, Exhibit # 29.

31. Report: Subject: "Aircraft Status and Purpose of Flight Report", (1-AF-1A), dated April 1956, Exhibit # 30.

32. Report: Subject: "Maintenance Manhour Statistics Report", published by Maintenance Control, Exhibit # 31.

33. Report: Subject: "General Maintenance Trends for April", published by Maintenance Control, Exhibit # 32.

34. Report: Subject: "Installed Aircraft Engine Report" (1-AFC-419) dated 30 April 1956, Exhibit # 33.

35. Report: Subject: "Monthly Report of Contract Technical Service" Exhibit # 34.

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36. Plan: Subject: "7Cth Wing Mobility Plan", published by 7Cth Logistics Section, Exhibit F 35.

37. O/E: Subject: "Disposition of Con. Acing Cost Items", dated 4 April 1956, to all Squadrons in 7Cth Wing and 67th Air Base Group, Exhibit F 36.

38. Letter: Subject: "Support personnel for Deployment" from CO, 3454th ATU, to 7COO, dated 17 April 1956, Exhibit F 37.

39. O/E: Subject: "Support aircraft for Deployment" dated 3 April 1956, from 7COT to CO, 67th CG, 7Cth Mobile Sq, Exhibit F 38.

40. O/E: Subject: "Mobility Requirements", dated 22 April 1956, to all units in 7Cth Wing from 7COT, Exhibit F 39.

41. Report: Subject: "Aircraft and Aircrew Data", dated 12 May 1956, (A-2) to COCOT 2 from CO 67 CG, Exhibit F 40.

42. TWX: Subject: "Deployment of 7Cth Air Refueling Squadron" from COMAIRCENT 12F to COCOT 2, Exhibit F 41.

43. TWX: Subject: "Consolidation of troop units" from COMAIRCENT 12F to COCOT 2, Exhibit F 42.

44. TWX: Subject: "Deployment of 7Cth Strategic Reconnaissance Wing", from COCOT 2 to CO 7Cth W Inf, dated 17 April 1956, Exhibit F 43.

45. TWX: Subject: "Submission of A-2 Reports", from COMAIRCENT 12F to COCOT 2, dated 17 April 1956, Exhibit F 44.

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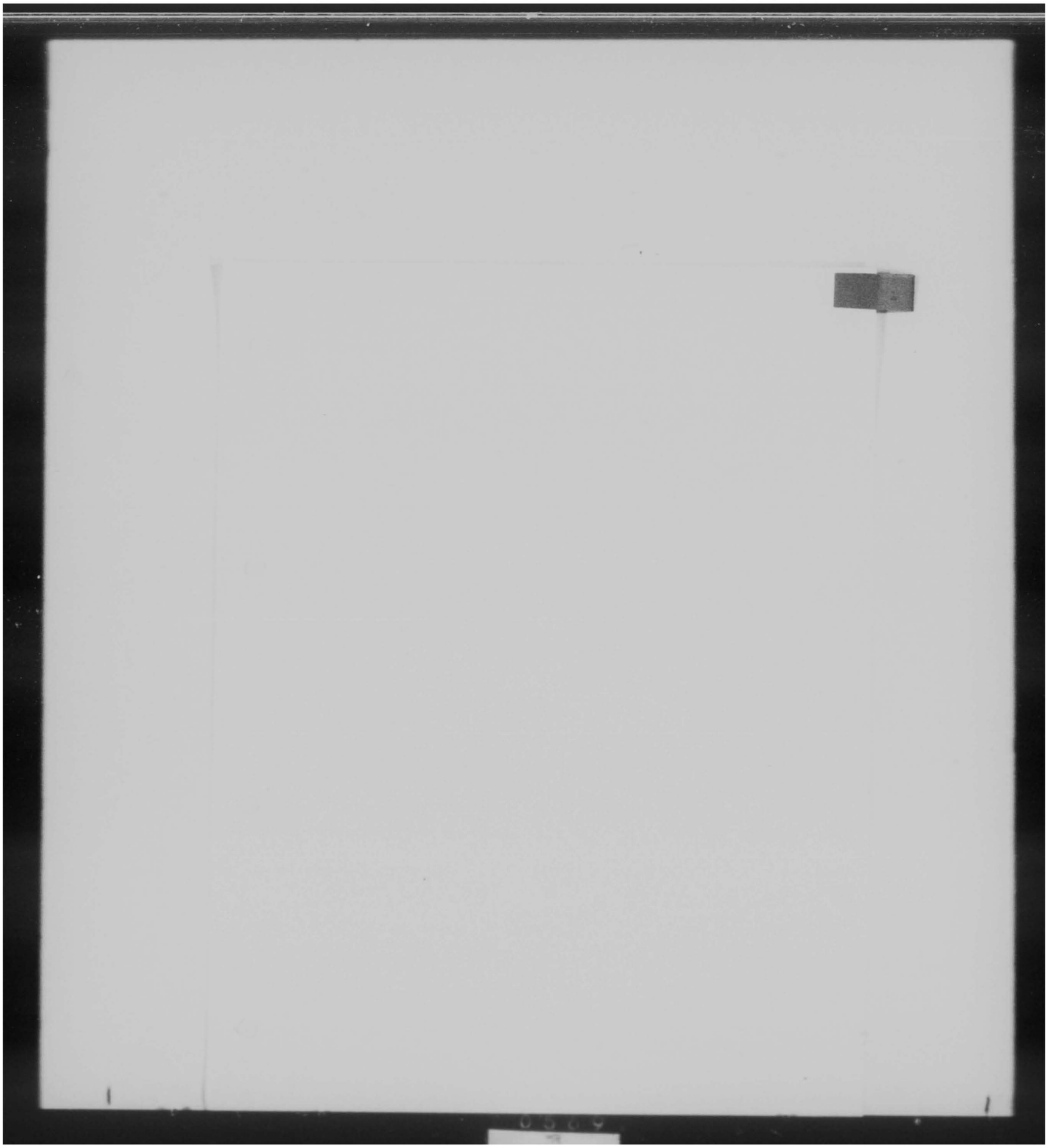

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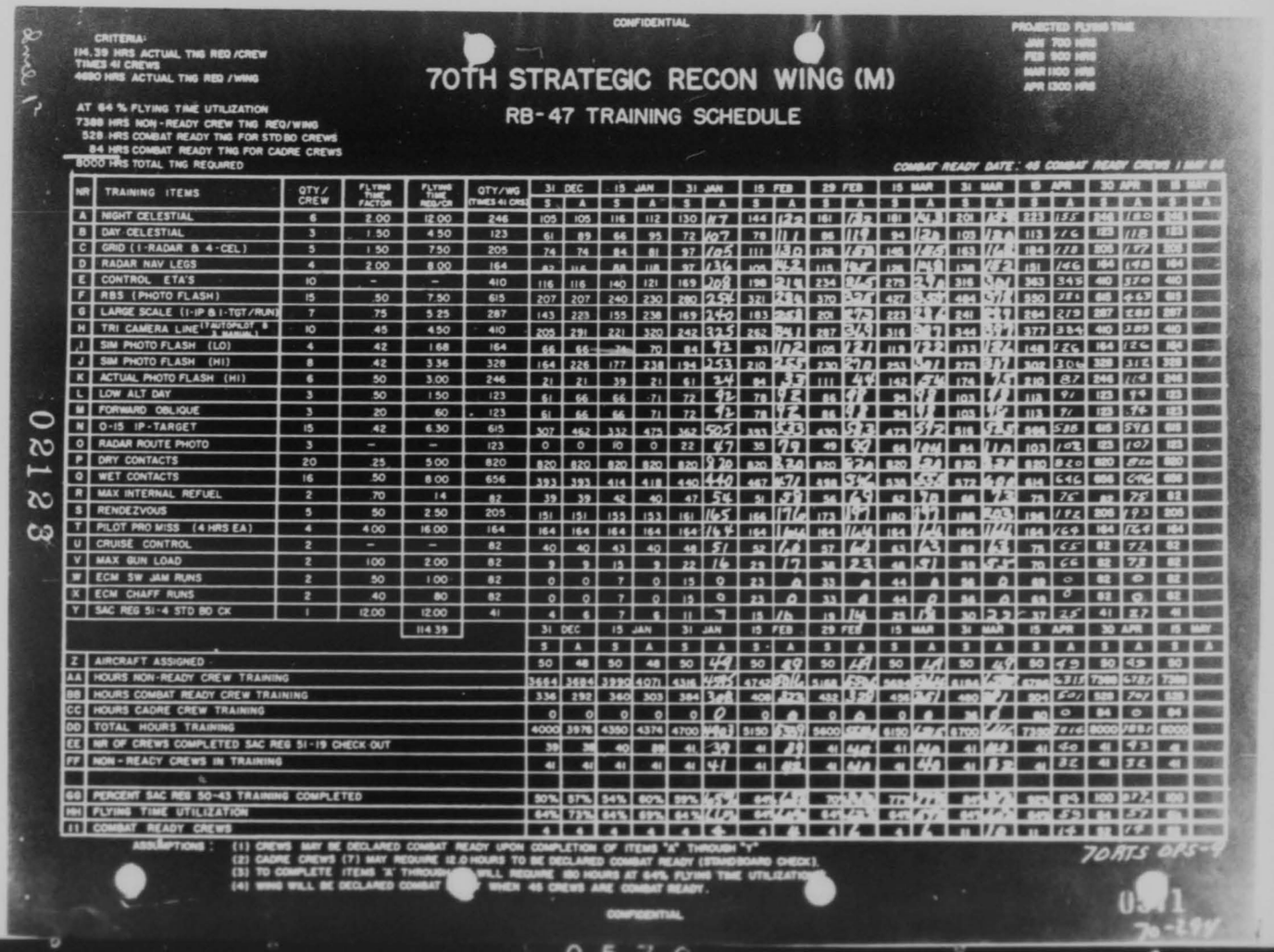

CONFIDENTIAL

CRITERIA:
114.39 HRS ACTUAL TNG REQ/CREW
TIMES 41 CREWS
4690 HRS ACTUAL TNG REQ/WING

AT 64 % FLYING TIME UTILIZATION
7388 HRS NON-READY CREW TNG REQ/WING
528 HRS COMBAT READY TNG FOR STD BO CREWS
84 HRS COMBAT READY TNG FOR CADRE CREWS
8000 HRS TOTAL TNG REQUIRED

PROJECTED FLYING TIME
JAN 700 HRS
FEB 900 HRS
MAR 1100 HRS
APR 1300 HRS

70TH STRATEGIC RECON WING (M)

RB-47 TRAINING SCHEDULE

COMBAT READY DATE: 45 COMBAT READY CREWS 1 MAY 58

NR	TRAINING ITEMS	QTY/ CREW	FLYING TIME FACTOR	FLYING TIME REQ/CR	QTY/WG (TIMES 41 CRS)	31 DEC		15 JAN		31 JAN		15 FEB		29 FEB		15 MAR		31 MAR		15 APR		30 APR		15 MAY	
						S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
A	NIGHT CELESTIAL	6	2.00	12.00	246	105	105	116	112	130	127	144	132	161	152	181	171	201	191	223	155	248	180	248	
B	DAY CELESTIAL	3	1.50	4.50	123	61	89	66	95	72	107	78	111	86	116	94	128	103	130	113	116	123	118	123	
C	GRID (1-RADAR & 4-CEL)	5	1.50	7.50	205	74	74	84	81	97	105	111	130	128	148	148	166	163	174	184	178	205	177	205	
D	RADAR NAV LEGS	4	2.00	8.00	164	82	116	88	118	97	136	106	142	115	154	126	168	138	172	151	146	164	148	164	
E	CONTROL ETA'S	10	-	-	410	116	116	140	121	169	208	198	234	227	275	256	318	285	317	363	345	410	370	410	
F	RBS (PHOTO FLASH)	15	.50	7.50	615	207	207	240	230	280	259	321	370	367	427	414	484	461	490	550	521	615	563	615	
G	LARGE SCALE (1-IP & 1-TGT/RUN)	7	.75	5.25	287	143	223	155	238	169	249	183	265	201	292	223	317	241	317	264	279	287	288	287	
H	TRI CAMERA LINE (1 AUTOPILOT & 1 MANUAL)	10	.45	4.50	410	205	291	221	320	242	325	262	341	287	373	318	387	346	377	377	354	410	389	410	
I	SIM PHOTO FLASH (LO)	4	.42	1.68	164	66	66	66	70	84	92	93	112	105	127	119	133	133	134	168	156	164	156	164	
J	SIM PHOTO FLASH (HI)	8	.42	3.36	328	164	226	177	238	194	253	210	256	230	278	255	291	274	291	302	306	328	314	328	
K	ACTUAL PHOTO FLASH (HI)	6	.50	3.00	246	21	21	39	21	61	24	84	35	111	44	142	47	174	47	210	87	246	114	246	
L	LOW ALT DAY	3	.50	1.50	123	61	66	66	71	72	92	78	92	86	92	94	98	103	98	113	97	123	99	123	
M	FORWARD OBLIQUE	3	.20	60	123	61	66	66	71	72	92	78	92	86	92	94	98	103	98	113	97	123	99	123	
N	O-15 IP-TARGET	15	.42	6.30	615	307	462	332	475	362	505	393	508	430	573	472	597	516	596	566	526	615	578	615	
O	RADAR ROUTE PHOTO	3	-	-	123	0	0	10	0	22	47	35	79	49	90	85	104	84	112	103	102	123	107	123	
P	DRY CONTACTS	20	.25	5.00	820	820	820	820	820	820	870	820	870	820	920	870	920	870	937	820	820	820	820	820	
Q	WET CONTACTS	16	.50	8.00	656	393	393	414	418	440	440	467	537	488	554	534	556	572	584	614	546	656	590	656	
R	MAX INTERNAL REFUEL	2	.70	14	82	39	39	42	40	47	54	51	59	56	69	62	70	68	73	75	76	82	78	82	
S	RENDEZVOUS	5	.50	2.50	205	151	151	155	153	161	165	166	172	173	180	180	187	188	200	196	182	205	193	205	
T	PILOT PRO MISS (4 HRS EA)	4	4.00	16.00	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	
U	CRUISE CONTROL	2	-	-	82	40	40	43	40	48	51	52	68	57	69	63	73	68	73	75	65	82	72	82	
V	MAX GUN LOAD	2	1.00	2.00	82	9	9	13	9	22	16	29	17	38	23	48	51	58	51	70	66	82	78	82	
W	ECM SW JAM RUNS	2	.50	1.00	82	0	0	7	0	15	0	23	0	33	0	44	0	58	0	68	0	82	0	82	
X	ECM CHAFF RUNS	2	.40	80	82	0	0	7	0	15	0	23	0	33	0	44	0	58	0	68	0	82	0	82	
Y	SAC REG 51-4 STD BO CK	1	12.00	12.00	41	4	6	7	6	11	7	15	16	19	19	23	23	30	32	37	25	41	37	41	
				114.39																					

		31 DEC		15 JAN		31 JAN		15 FEB		29 FEB		15 MAR		31 MAR		15 APR		30 APR		15 MAY	
		S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
Z	AIRCRAFT ASSIGNED	50	48	50	48	50	49	50	49	50	48	50	47	50	47	50	49	50	49	50	
AA	HOURS NON-READY CREW TRAINING	3664	3684	3920	4071	4316	4385	4750	5114	5168	5304	5484	5647	5800	5968	6150	6311	6700	6700	7388	
BB	HOURS COMBAT READY CREW TRAINING	336	292	360	303	384	398	408	424	432	456	456	467	480	480	504	504	528	528	528	
CC	HOURS CADRE CREW TRAINING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	0	84	
DD	TOTAL HOURS TRAINING	4000	3976	4280	4374	4700	4783	5150	5538	5600	5760	5940	6114	6280	6448	6654	6815	7292	7228	8000	
EE	NR OF CREWS COMPLETED SAC REG 51-19 CHECK OUT	39	36	40	38	41	39	41	41	41	41	41	41	41	41	41	41	41	41	41	
FF	NON-READY CREWS IN TRAINING	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	
GG	PERCENT SAC REG 50-43 TRAINING COMPLETED	50%	57%	54%	60%	59%	66%	64%	74%	70%	78%	74%	83%	79%	87%	84%	93%	94%	100%	100%	
HH	FLYING TIME UTILIZATION	64%	73%	64%	69%	64%	70%	64%	76%	64%	76%	64%	76%	64%	76%	64%	76%	64%	76%	64%	
II	COMBAT READY CREWS	4	8	4	4	4	5	4	8	4	8	4	8	4	8	4	8	41	41	41	

ASSUMPTIONS: (1) CREWS MAY BE DECLARED COMBAT READY UPON COMPLETION OF ITEMS "A" THROUGH "Y"
(2) CADRE CREWS (7) MAY REQUIRE 12.0 HOURS TO BE DECLARED COMBAT READY (STANDBOARD CHECK).
(3) TO COMPLETE ITEMS "A" THROUGH "Y" WILL REQUIRE 180 HOURS AT 64% FLYING TIME UTILIZATION.
(4) WING WILL BE DECLARED COMBAT READY WHEN 45 CREWS ARE COMBAT READY.

70ATS ORS-4

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COMAF 2 BARKSDALE AFB, LA

ZCONFIDENTIAL/70DOT_____. FOR DO. SUBJECT: B/RB-47 CONVERSION TRAINING. RCS: 2ND T-6. THIS REPORT IS FOR THE PERIOD ENDING 2400 HOURS 30 APRIL 1956. THIS MESSAGE IN TWO PARTS. PART 1. ITEM A: ONE HUNDRED EIGHTY (180); ITEM B: ONE HUNDRED EIGHTEEN (118); ITEM C: ONE HUNDRED NINETY-SEVEN (197); ITEM D: ONE HUNDRED FORTY-EIGHT (148); ITEM E: THREE HUNDRED SEVENTY (370): ITEM F: FOUR HUNDRED SIXTY-THREE (463); ITEM G: TWO HUNDRED EIGHTY-THREE (283); ITEM H: THREE HUNDRED EIGHTY-NINE (389); ITEM I: ONE HUNDRED TWENTY-SIX (126); ITEM J: THREE HUNDRED TWELVE (312); ITEM K: ONE HUNDRED FOURTEEN (114); ITEM L: NINETY-FOUR (94); ITEM M: NINETY-FOUR (94); ITEM N: FIVE HUNDRED NINETY-EIGHT (598); ITEM O: ONE HUNDRED SEVEN (107); ITEM P: EIGHT HUNDRED TWENTY (820); ITEM Q: SIX HUNDRED FORTY-SIX (646); ITEM R: SEVENTY-FIVE (75); ITEM S: ONE HUNDRED NINETY-THREE (193); ITEM T: ONE HUNDRED SIXTY-FOUR (164); ITEM U: SEVENTY-TWO (72); ITEM V: SEVENTY-THREE (73); ITEM W: ZERO (0); ITEM X: ZERO (0); ITEM Y: TWENTY-SEVEN (27); ITEM Z: FORTY-NINE (49); ITEM AA: SIX THROUSAND SEVEN HUNDRED EIGHTY-SEVEN (6787); ITEM BB: SEVEN HUNDRED SEVEN (707): ITEM CC: ZERO (0); ITEM DD: SEVEN THOUSAND FOUR HUNDRED EIGHTY-SEVEN (7487); ITEM EE: FORTY-THREE (43);

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(CON'T)

ITEM FF: THIRTY-TWO (32); ITEM GG: EIGHTY-SEVEN PERCENT (87%); ITEM HH: FIFTY-NINE PERCENT (59); ITEM II: FOURTEEN (14). ITEM DD ON MESSAGE AS OF 15 APRIL REPORTED AS SEVEN THOUSAND TWO HUNDRED SEVENTY-FOUR (7274) SHOULD READ SEVEN THOUSAND FOURTEEN (7014). PART 11. ECM SWEEP JAMMING AND CHAFF RUNS ARE NOT INCLUDED IN THE TOTALS AND FLYING TIME UTILIZATION REQUIRED THEREBY HAVE REDUCED TOTAL HOURS OF NON-READY CREW TRAINING REQUIRED 115 HOURS. THE 70TH WING REQUESTED AN EXTENSION OF ITS COMBAT READY DATE ON 28 MARCH 1956: HOWEVER, A REPLY HAS NOT BEEN RECEIVED.

C O N F I D E N T I A L

RICHARD H. NEERLAND, 1/Lt, USAF, AIR TRNG

70DOT/RHN/ mfw/2 May 56 3298

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M WALKER
Captain, USAF
Adjutant

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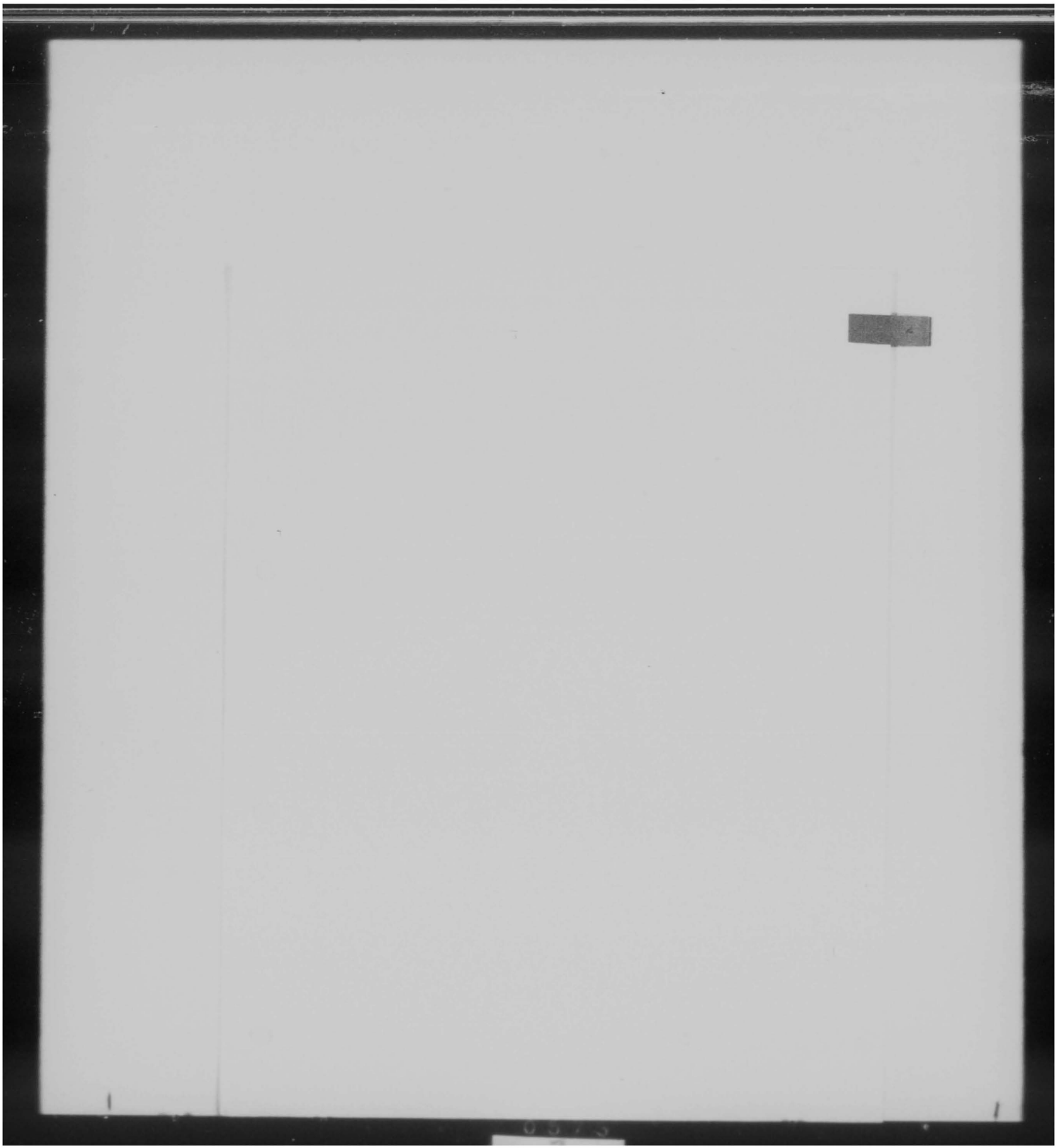

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JET CREW AIR TRAINING REPORT - PART I | UNIT: 70th Strategic Reconnaissance Wing (M) | MONTH: April 1956 | PAGE NO.: 3 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING																C. NAVIGATION									
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL						11 OTHER LEGS			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR TOTAL	RADAR GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-19)	CIRCULAR ERRORS 1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L48	RB047	01	10																		--	--	--	--	--	--	--	01	--	
L19	RB047	02	15																		09	--	--	--	--	01	--	01	--	
L34	RB047	01	10																		--	--	--	--	--	--	--	--	01	
L81	RB047	02	13																		04	--	--	--	--	01	--	01	--	
R01	RB047	04	26																		02	26	--	--	--	02	--	01	--	
Sq Stbd TOTAL	RB047	09	64																		14	26	--	--	--	04	--	03	01	
R01	NEGATIVE			NOT APPLICABLE	Crew assigned Standardization Section 4 April 1956															NOT APPLICABLE										NOT APPLICABLE
R02	RB047	02	14																		--	--	--	--	--	01	--	01	--	
R03	RB047	04	29																		--	--	--	--	--	01	--	02	--	
R04	RB047	08	36																		--	--	--	--	--	01	--	04	--	
R33	RB047	07	35																		--	--	--	--	--	01	--	--	01	
R36	RB047	07	37																		--	--	--	--	--	01	--	--	--	
R37	RB047	03	13																		--	--	--	--	--	01	--	01	--	
R39	RB047	03	21																		--	--	--	--	--	03	--	01	--	
R71	RB047	04	24																		--	--	--	--	--	01	01	01	--	

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	70th Strategic Reconnaissance Wing (M)	April 1956	2	4	3 SAC TJ2

A. GENERAL				B. BOMBING															C. NAVIGATION									
1	2	3	4	5											6			7	8	9	10						11			
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
															RADAR		VISUAL				CIRCULAR ERRORS						GRID			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-1?)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R77	RBO47	02	15																		--	--	--	--	--	02	--	01	--	
GR TOTAL	RBO47	40	224																		--	--	--	--	--	12	01	11	01	
N07	RBO47	02	17																		--	--	--	--	01	--	--	--	02	
N08	RBO47	06	39																		--	--	--	--	--	03	01	03	03	
N10	RBO47	04	23																		--	--	--	--	--	--	03	--	--	
N38	RBO47	03	21																		--	--	--	--	--	--	--	--	01	
N44	RBO47	07	42																		--	--	--	--	--	02	--	02	--	
N50	RBO47	06	38																		--	--	--	--	--	02	--	02	--	
N51	RBO47	03	19	NOT APPLICABLE																NOT APPLICABLE	--	--	--	--	--	01	--	01	--	NOT APPLICABLE
N67	RBO47	01	07																		--	--	--	--	--	01	--	--	--	
N68	RBO47	03	23																		--	--	--	--	--	01	--	--	01	
N69	RBO47	01	06																		--	--	--	--	--	01	--	--	--	
N70	RBO47	04	29																		--	--	--	--	--	--	01	01	02	
N72	RBO47	02	17																		--	--	--	--	--	--	01	--	01	
N73	RBO47	04	26																		--	--	--	--	--	01	--	01	--	
N74	RBO47	01	07																		--	--	--	--	--	01	--	02	--	

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: April 1956	PAGE NO.: 2	NO. OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-112

A. GENERAL				B. BOMBING														C. NAVIGATION										
1	2	3	4	5										6			7	8	9	10						11		
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS		
														RADAR						CIRCULAR ERRORS						GRID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	ISOA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M.P.)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
NGB TOTAL		47	314	NOT APPLICABLE																NOT APPLICABLE										
WING TOTAL		27	612																		14	26	--	--	--	30	07	25	09	NOT APPLICABLE
IN05		AC - 80%, 26 Hrs.					PLT - 80%, 26 Hrs.							OBS - 80%, 26 Hrs.																
IN06		AC - X, 34 Hrs.					PLT - X, 34 Hrs.							OBS - X, 34 Hrs.																
IN09		AC - 90%, 8 Hrs.					PLT - 90%, 8 Hrs.							OBS - 90%, 8 Hrs.																
IN11		AC - X, 37 Hrs.					PLT - X, 37 Hrs.							OBS - X, 37 Hrs.																
IN12		AC - 80%, 28 Hrs.					PLT - 80%, 28 Hrs.							OBS - 80%, 28 Hrs.																
IN14		AC - 80%, 28 Hrs.					PLT - 80%, 28 Hrs.							OBS - 80%, 28 Hrs.																
IN17		AC - X, 48 Hrs.					PLT - X, 48 Hrs.							OBS - X, 48 Hrs.																
IN42		AC - 90%, 26 Hrs.					PLT - 70%, 26 Hrs.							OBS - 90%, 26 Hrs.																
IN43		AC - 90%, 23 Hrs.					PLT - 90%, 23 Hrs.							OBS - 60%, 23 Hrs.																
IN45		AC - X, 34 Hrs.					PLT - X, 34 Hrs.							OBS - X, 34 Hrs.																
IN46		AC - X, 38 Hrs.					PLT - X, 38 Hrs.							OBS - X, 38 Hrs.																
IN47		AC - 90%, 35 Hrs.					PLT - 90%, 35 Hrs.							OBS - 90%, 35 Hrs.																
IN5		AC - 70%, 28 Hrs.					PLT - 70%, 28 Hrs.							OBS - 70%, 28 H																

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 10th Strategic Reconnaissance Wing (M)	MONTH: April 1956	PAGE NO.: 4	NO. OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-12

A. GENERAL				B. BOMBING															C. NAVIGATION									
1	2	3	4	5											6			7	8	9	10						11		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES											PHOTO-SCORED ATTACKS			RADA BDA RUNS	HIGH-LEVEL DRE AKAWAY	BOMB RELEASE (MSL)	NIGHT CELESTIAL						OTHER LEGS		
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
															TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
IN65		AC - 80%	37 Hrs					PLT - 80%	27 Hrs						OBS - 70%		37 Hrs													
IN76		AC - 90%	21 Hrs					PLT - 90%	21 Hrs						OBS - 90%		21 Hrs													
IN79		AC - 80%	42 Hrs					PLT - 90%	42 Hrs						OBS - 80%		42 Hrs													
IN82		AC - 70%	34 Hrs					PLT - 70%	34 Hrs						OBS - 70%		34 Hrs													
IN83		AC - 70%	29 Hrs					PLT - 70%	29 Hrs						OBS - 70%		29 Hrs													
5X TOTAL		16	91																		--	--	--	--	--	--	02	01	--	
IN TOTAL		80	363																		--	--	--	--	--	17	5	40	4	
CR TOTAL		--	--	NOT APPLICABLE																NOT APPLICABLE	--	--	--	--	--	15	01	31	01	NOT APPLICABLE
NCR TOTAL		--	--																		--	--	--	--	--	14	05	02	07	

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 70th Strategic Reconnaissance Wing (M) | MONTH: April | PAGE NO.: 2 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 3-SAC-M12

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS						PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		DISPLAY PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	DD GUNNERY								
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	
448	-	-	-	-	01	01			01	01	-	-	01	01	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
L19	01	01	-	-	21	21			-	-	-	-	02	02	-	-	100	100	-	02	001400	001400	100	-	-	-	-	-	-	01	01			-
L34	-	-	-	-	-	-			-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
L81	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	01	01			-
R01	-	-	-	-	06	06			-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	01	01			-
SQ STBR TOTAL	01	01	-	-	27	27	NOT APPLICABLE	NOT APPLICABLE	-	-	-	-	03	03	-	-	200	200	-	03	002100	002100	200	-	-	-	-	-	-	03	03	NOT APPLICABLE	NOT APPLICABLE	-
R01	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R02	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R03	01	01	-	-	08	08			-	-	01	01	03	03	-	-	200	200	-	02	001400	001400	100	-	-	-	-	-	-	01	01			-
R04	-	-	-	-	01	01			01	01	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-			-
R33	-	-	-	-	04	04			-	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R36	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
R37	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-			-
R39	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	01	01			-
R71	-	-	-	-	01	01			01	01	-	-	-	-	-	-	100	-		01	000700	000700	100	-	-	-	-	-	-	-	-			-

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JET CREW AIR TRAINING REPORT - PART II	UNIT: 70th Strategic Reconnaissance Wing (M)	MONTH: April	PAGE NO.: 2	NO. OF PAGES: 3	REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING														F. GUNNERY						G. CRUISE CONTROL						H. SIM CRSE
12	13				14										15		16			17	18	19		20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD		MAXIMUM LOAD TOTALS			NO. OF FIGHTER ATTACKS	GG GUNNERY	PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS									
																									TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3			TOTAL ROUNDS LOADED	TOTAL ROUNDS FIRED	OVER-ALL PER CENT FIRE-OUT			1	2	3	4					
5-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
R77	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-
GR TOTAL	01	01	-	-	14	14			02	02	03	03	03	03	-	-	600	100	-	07	004900	004900	600	-	-	-	-	-	-	-	02	02			-
N07	-	-	-	-	02	02			-	-	-	-	02	02	-	-	86	-	-	01	000700	000600	86	-	-	-	-	-	-	-	01	01			-
N08	-	-	01	01	09	09			-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02			-
N10	01	01	-	-	02	02			-	-	-	-	01	01	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	01	01			-
N38	-	-	-	-	01	01			01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
N44	02	02	-	-	02	02	NOT APPLICABLE		-	-	-	-	-	-	-	-	33	-	-	01	000700	000230	33	-	-	-	-	-	-	-	01	01	NOT APPLICABLE		-
N50	01	01	-	-	01	01		NOT APPLICABLE	01	01	-	-	-	-	-	-	100	34	-	02	001400	000940	67	-	-	-	-	-	-	-	01	01		NOT APPLICABLE	-
N51	01	01	01	01	-	-			-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
N67	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01			-
N68	-	-	-	-	01	01			-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01			-
N69	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
N70	01	01	-	-	01	01			-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01			-
N72	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	01	01			-
N73	01	01	-	-	02	02			-	-	-	-	02	02	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	01	01			-
N74	-	-	-	-	-	-			-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-			-

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 70th Strategic Reconnaissance Wing (M) | MONTH: April | PAGE NO.: 3 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS				17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF TOWER ATTACKS	NO. OF GUNNERY					TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4					
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	45-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
NCR TOTAL	07	07	02	02	21	21			02	02	-	-	10	10	-	-	619	34	-	08	005600	004570	586	-	-	-	-	-	-	11	11			2
WING TOTAL	09	09	02	02	62	62			05	05	03	03	17	17	-	-	419	234	-	18	012600	011570	1386	-	-	-	-	-	-	16	26			1
SX TOTAL	-	-	01	01	-	-			-	-	-	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			1
IN TOTAL	17	17	03	03	40	40	NOT APPLICABLE	NOT APPLICABLE	06	06	06	06	09	09	-	-	2	130	900	700	13	008400	006380	75	-	-	-	-	-	-	11	11	NOT APPLICABLE	NOT APPLICABLE	-
CR PRACTICE	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			1
NCR PRACTICE	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			1

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 72nd Strategic Reconnaissance Wing (M) | MONTH: April | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: SAC-T-2

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RDS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	GLOBE TROTTER MISSIONS	NORTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
5-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	45-48	50-52	53-55 56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L48	001	001	002	002	→	→	—	—	—	001	001	→ —				—	—	002	002	001		→	→	→	—		FEB
L49	001	001	001	001	→	→	001	001	—	001	001	→ →				→	→	002	002	→		001	→	→	→		MAR
L34	002	002	002	002	→	→	→	—	→	001	001	002 002				—	—	002	002	001		→	→	→	→		MAR
L81	→	—	→	→	→	→	001	001	—	—	—	003 003				→	—	002	002	—		→	→	→	→		SEP
R01	004	004	→	→	→	→	→	→	→	006	006	→ —				008	008	009	009	→		001	—	→	→		APR
SQ STBD TOTAL	007	007	003	003	→	→	002	002	→	008	008	005 005				008	008	015	015	001		001	—	→	→		—
R01	→	→	→	→	→	→	—	—	→	—	→	→ —				—	—	—	→	→		→	→	→	→		APR
R02	→	→	→	→	→	→	—	→	—	—	→	006 006				→	→	005	005	→		001	→	001	→		DEC
R03	008	008	003	003	→	→	004	004	306	007	007	011 011				→	—	006	006	002		003	—	002	—		DEC
R04	001	001	001	001	→	—	001	001	→	—	—	002 002				003	003	003	003	—		004	—	—	—		DEC
R33	002	002	002	002	→	—	006	006	006	003	003	002 002				—	—	009	009	001		—	—	—	—		DEC
R36	→	→	→	→	→	→	003	003	→	—	—	005 005				—	—	011	011	001		→	→	002	→		FEB
R37	→	→	→	→	→	→	001	001	→	—	—	→ —				→	→	005	005	→		001	—	001	→		FEB
R39	→	→	→	→	→	→	001	001	→	—	—	→ —				—	—	007	007	→		→	→	→	→		FEB
R71	001	001	001	001	→	→	001	001	→	—	—	004 00				—	—	002	00	→		→	→	→	→		JAN

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 4136 Strategic Reconnaissance Wing (M) | MONTH: April | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: DD-SAC-7112

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY			N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP.	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
8-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-46	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
R70	--	--	--	--	--	--	002	003	006	--	--	--	--				--	--	004	004	--		003	--	--	--		MAR
CR TOTAL	002	002	007	007	--	--	020	020	018	010	010	010	010				003	003	052	052	002		020	--	006	--		--
N07	002	002	002	002	--	--	003	002	--	002	002	002	002				--	--	002	002	002		002	--	--	--		MAR
N08	008	008	008	008	--	--	007	007	--	--	--	002	002				--	--	011	011	002		006	--	--	--		FEB
N10	003	003	003	003	--	--	--	--	--	006	006	--	--				--	--	008	008	002		006	--	--	--		NOV
N38	005	005	005	005	--	--	003	003	006	002	002	001	002				--	--	004	004	002		--	--	--	--		MAR
N44	005	005	003	003	--	--	--	--	--	006	006	006	006				--	--	009	009	--		--	--	--	--		APR
N50	003	003	003	003	--	--	001	001	--	002	002	001	001				--	--	012	012	002		--	--	--	--		APR
N51	--	--	--	--	--	--	004	004	--	--	--	--	--				--	--	008	008	001		003	--	002	--		FEB
N67	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	002		--	--	--	--		MAR
N68	002	002	002	002	--	--	--	--	--	002	002	002	002				--	--	008	008	--		--	--	--	--		FEB
N69	--	--	--	--	--	--	--	--	--	--	--	--	--				--	--	004	004	--		--	--	--	--		MAR
N70	--	--	--	--	--	--	003	003	--	--	--	006	006				002	002	002	002	001		--	--	--	--		MAR
N72	003	003	004	004	--	--	--	--	--	001	001	005	005				--	--	001	001	--		--	--	--	--		FEB
N73	004	004	004	004	--	--	001	001	--	004	004	006	006				--	--	004	004	--		--	--	002	--		FEB
N74	--	--	--	--	--	--	003	003	--	001	001	--	--				--	--	003	00	--		--	--	--	--		MAR

NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE

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JET CREW AIR TRAINING REPORT - PART III

UNIT: [illegible] MONTH: April PAGE NR: 9 NR OF PAGES: 9 REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY						
22	23		24		25		26			27		28	29			30	31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH IBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS	IP-TARGET RUNS		AIR MISSIONS ACCUMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT. ACC.	ATT.	ACC. NR OF RADAR ROUTE MISSIONS							
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55 56-58	11-13	14-16	17-19	20-22 26-28	32-34	35-37 38-40	41-44	46-48	50-52	53-55	56-58	59-61	
NCR TOTAL	035	035	041	041	--	--	023	023	006	023	023	036 036				002 002	076	076 014		016	--	004	--		--
WING TOTAL	055	055	053	053	--	--	047	047	024	042	042	066 066				013 013	241	245 020		030	--	010	--		--
SY TOTAL	003	--	002	--	--	--	--	--	--	003	--	-- --				-- --	002	-- --		002	--	002	--		--
IN TOTAL	045	045	044	044	03	03	008	008	006	049	049	056 056	NOT APPLICABLE		NOT APPLICABLE	009 009	105	105 007	NOT APPLICABLE	026	--	010	--	NOT APPLICABLE	--
CR FRACT	--	--	--	--	--	--	--	--	--	--	--	-- --				-- --	--	-- --		--	--	--	--		--
NCR FRACT	--	--	--	--	--	--	--	--	--	--	--	-- --				-- --	--	-- --		--	--	--	--		--

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 70th Strategic Reconnaissance Wing (M)

MONTH: June

PAGE NR: -

NR OF PAGES: 2

REPORTS CONTROL SYMBOL: DD-A(Q)1-2

Q. GENERAL

PILOT PROFICIENCY

40	41	42	43		44						45						46						47		48	49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES		FORMATIONS		MISCELLANEOUS						
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT												
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL FIXE	RIDE ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ESCORT MISSIONS				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	35-37	39-42	43-46	47-48	51-52	53-55	56-58	59-61				
L48	--	--	001	--	01	--	01	-	-	-	--	--	-	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
L29	--	--	001	--	02	04	06	--	--	--	--	02	02	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
L81	--	--	001	--	02	--	02	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
L82	--	--	002	--	02	--	02	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
R02	-	--	005	--	05	01	06	-	02	02	--	02	02	-	-	-	-	-	--	-	-	-	04	-	-	--	--	--	--	--				
SQ STBD TOTAL	--	--	009	--	09	05	14	-	02	02	--	03	03	-	-	-	-	-	--	-	-	-	04	-	-	--	--	005	--	--				
R01	--	--	--	--	-	--	-	-	--	--	-	-	-	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
R02	-	--	002	--	02	--	02	-	--	-	--	-	-	-	-	-	-	-	--	-	-	-	--	-	-	--	--	--	--	--				
R03	--	--	003	001	04	02	06	-	01	01	-	-	-	-	-	-	-	-	--	-	-	-	03	-	-	--	--	-	--	--				
R04	002	-	006	--	06	--	06	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	03	-	-	--	--	005	--	-				
R33	-	--	007	-	07	--	07	-	-	-	01	01	02	-	-	-	-	-	--	-	-	-	-	01	-	--	--	-	--	-				
R36	--	--	006	--	06	--	06	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	03	03	-	--	--	-	--	-				
R37	-	--	003	-	03	--	03	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	05	03	-	--	--	-	--	-				
R39	-	--	003	-	03	-	03	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	-	02	-	--	--	-	--	-				
R71	-	--	004	-	04	-	04	-	-	-	04	04	-	-	-	-	-	-	--	-	-	-	06	-	-	--	--	-	--	-				

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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 10th Strategic Reconnaissance Wing (M) | MONTH: April | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R. PILOT PROFICIENCY																			S. MISCELLANEOUS							
40	41	42	43	44				45				46				47		48		49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS				GCA				ILAS				APPROACHES		FORMATION									
				ACFT COMDR			CO-PILOT	ACFT COMDR			CO-PILOT	ACFT COMDR			CO-PILOT												
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61
[illegible]	--	--	002	--	02	--	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-
03 TOTAL	002	--	035	001	37	02	39	-	01	01	02	05	06	-	-	-	-	-	-	-	-	-	13	09	-	-	-	005	-	-
N07	--	--	002	--	02	--	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-
N08	--	--	006	--	06	--	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	06	-	-	-	010	-	-
N10	--	--	005	--	05	09	14	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-
N38	--	--	003	--	03	--	03	-	-	-	-	05	05	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-
N44	--	--	007	--	07	02	09	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	05	05	-	-	-	001	-	-
N50	--	--	006	--	06	--	06	-	03	03	03	-	03	-	-	-	-	-	-	-	-	-	04	05	-	-	-	001	-	-
N51	-	--	003	--	03	--	03	-	-	-	04	-	04	-	-	-	01	-	01	-	-	-	01	-	-	-	-	-	-	-
N67	--	--	001	--	01	--	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-
N68	--	--	003	--	03	--	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-
N69	-	--	001	--	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N70	001	--	004	--	04	-	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N72	--	--	002	--	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N73	-	--	003	--	03	0	03	-	-	-	-	04	04	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	-
N74	-	--	002	--	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 72nd Strategic Reconnaissance Wing (M)

MONTH: April

PAGE NR: 3

NR OF PAGES: 3

REPORTS CONTROL SYMBOL: DSAG-72

40	41	42	43	44				45				46						47			48		49	50	51	52	53	54	55	56
				PILOT PROFICIENCY																			5. MISCELLANEOUS								
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT											
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE					
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61				
NCR TOTAL	002	--	048	--	48	11	59	--	07	07	07	09	16	--	--	--	01	--	01	--	--	--	18	24	--	--	--	012	--	--				
WING TOTAL	003	--	093	001	95	18	113	--	13	10	08	17	25	--	--	--	01	--	01	--	--	--	40	23	--	--	--	022	--	--				
5X TOTAL	02	--	011	--	09	10	03	01	12	03	08	--	04	--	03	03	--	--	--	--	--	--	02	03	--	--	--	053	--	--				
IN TOTAL	--	--	085	--	71	30	45	--	06	06	04	25	03	--	02	02	--	--	--	--	--	--	17	03	--	--	--	006	--	--				
CR TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				

L CREWS: 1 R CREWS: 10 M CREWS: 4 IN CREWS: 18 TOTAL: 46

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C O N F I D E N T I A L

70th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part VI of
Air Training Report for Month of April 1956
RCS: 3-SAC-T12

1. Hours Flown Performing Missions Ordered by Higher Headquarters:

a. Three (3) sorties were flown by the 3947th Strategic Evaluation Squadron for 20:10 hours.

2. Weather or Local Conditions Which Affect Training: The following aerodrome limitations and hazards are hampering our training mission:

a. Lack of permanent obstruction, high intensity approach and adequate threshold lights presents a hazard. Taxiway lighting is not complete on taxiways B and C. Due to these hazards and a lack of a GCA or ILS system and adequate navigation aids, weather minimums must be higher than those required at bases with complete airbase facilities. During April 1956, the Wing cancelled 9 sorties totaling 60 hours due to weather. Due to these restrictions, 8 additional sorties were diverted to other bases and 2 more sorties were lost because 2 aircraft were unable to return for three days due to weather. The base now has a GCA which is scheduled to be in limited operation on a training basis during May.

3. Restrictive Directives: None.

4. Crew Member Gains and Losses:

a. Crew Members Gained: None

b. Crew Members Lost: None

5. Crew Member Changes: 2 Observers

6. New Crews: None.

7. Crew Status Changes:

IN07 upgraded to N07 effective 6 April 1956.
IN44 upgraded to N44 effective 17 April 1956.
IN50 upgraded to N50 effective 20 April 1956.

C O N F I D E N T I A L

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8. Standardization Board Crews:

70th SRW Standardization Crew:	L48
6th SRS Standardization Crew:	L19
6th SRS Standardization Crew:	R01
25th SRS Standardization Crew:	L34
61st SRS Standardization Crew:	L81

9. Additional Materiel and Personnel Problems:

a. The supply shortages listed below are hampering accomplishment of the Wing mission. Specific data on each item is as follows:

Stock No.	Nomenclature	Amt	Requn No.	Date	Dept Action	Date & Control Number	Letter Supply Difficulty
6100-927460	Welder	1	17A-56-122	1 Dec 55	No EDD	BMAPA 48	17 Jan 56
7CAC-801318 48	Test Set	1	17C-56-120	28 Nov 55	EDD Sep 56	BMAPA 62	30 Jan 56
8100-932000	Spot Welder	1	17A-55-2002	8 Mar 55	EDD 30 Oct 55	BMAPA 64	1 Feb 56
8100-426500	Jointer	2	17A-56-147	21 Dec 55	No EDD	BMAPA 70	2 Feb 56
7900-470400	Kit Welding	2	17B-56-1757	25 Oct 55	No EDD	BMAPA 73	2 Feb 56
8100-519374-453	Generator	5	17A-55-35	19 Aug 55	EDD Aug 55	BMAPA 74	14 Feb 56
8100-221824-155	Compressor	1	17A-56-117	22 Nov 55	EDD May 56	BMAPA 75	8 Feb 56
8201-706079-3	Shield Test	1	19A-56-120	24 Jan 56	EDD 1 Sep 56	BMAPA 78	23 Feb 56
7CAC-802415	Tester cap	4	17C-56-108	15 Nov 55	EDD Jun 56	BMAPA 79	23 Feb 56
7CAC-806250	Tester fuel	3	17C-56-108	15 Nov 55	EDD Jun 56	BMAPA 79	23 Feb 56
8100-128500	Brake	1	17A-56-102	9 Nov 55	No EDD	BMAPA 82	29 Feb 56
6230-283-9757	Flashlight	95	6230-56-32	9 Apr 56	No EDD	BMAPA 194	16 Apr 56
C-519124	Tool set	1	03(602)34-56 Chem	9 Apr 56	No EDD	BMAPA 195	17 Apr 56
C-564910	Kit	1	03(602)34-56 Chem	9 Apr 56	No EDD	BMAPA 195	17 Apr 56
8100-22182	Compressor	2	17A-56-19	2 Aug 55	No EDD	BMAPA 92	10 Apr 56
8220-234060	Cradle	3	19G-56-74	Aug 55	EDD Oct 56	BMAPA 90	10 Apr 56
7CAD-434800	Indicator	1	17C-55-1208	15 Jan 55	EDD Aug 55	BMAPA 89	4 Apr 56
7CAC-563916-16	Modulator	2	17C-56-149	13 Dec 55	No EDD	BMAPA 93	10 Apr 56

b. Lack of Class 17C test equipment continues to hamper our maintenance capability. Since most of these items fall in the critically

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short supply category, very little relief can be expected in the near future. The unit precedence and priority category (XV-65) is not high enough to assure supply of critical items.

c. The Wing has fifty-eight (58) 702 personnel currently assigned, which is only 60% of the authorized 97 administrative personnel. This low number of administrative personnel will adversely affect the capability of this Wing since the typing requirement still exists and other personnel from other career fields must be diverted to this task.

d. There are only 17 of the 27 authorized 472X0 personnel. Of this number, only 2 are at the seven level. This lack of supervisory personnel renders this seven level career field percentage of 12 extremely critical because of the lack of instructor and senior supervisor capability.

e. In the 451X0 field, we only have one (1) assigned versus four (4) authorized. In view of the heavy field maintenance workload generated by a new Wing, this career field (production scheduling) is of vital importance.

f. The 321X0B shredout (1 assigned against 5 authorized) and the 321X0D shredout (0 assigned against 4 authorized) present a critical manning problem. The shortages are presently being covered by other personnel in the 321X0 field as a whole but this is an unsatisfactory assignment situation.

g. The 30130C-50C field is only manned 14% (2 assigned against 14 authorized). This lack of personnel to work on radio navigational equipment on both jet and reciprocating type aircraft seriously affects the functioning of the A&E Squadron.

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable.

11. Non-Combat Ready Crews Capable of Deploying: Eleven (11)

12. Non-Combat Ready Crew Training: Not Applicable.

13. Field Training Operations: Not Applicable.

14. Special Training Month Remarks: Not Applicable.

15. Comments or Recommendations of the Wing Commander:

a. Although Second Air Force has recommended to SAC that SAC Regulation 51-12 be changed, no favorable action has been received. Accomplishment of hood time for RB-47 aircraft commanders and pilots continues to be a problem.

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b. The ECM flying training program is being seriously hampered by a lack of equipment. The Wing has received fifty-three (53) PP-506/APT-6 power supply, forty-five (45) T-464/ALT-7 and fifteen (15) T-465/ALT-7 transmitters. However, these components cannot be utilized until antennas are received. Second Air Force has advised that the antennas required are scheduled for shipment in July 1956. As of this date, no components of the AN/ALT-6 transmitter have been received.

c. One hundred sixty-eight (168) personnel were TDY 2688 man days during April 1956 to schools, RON's due to weather and for administrative matters.

/s/ William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 70th Air Refueling Squadron | MONTH: April | PAGE NO.: 1 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																		D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8																		9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 23 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS																		DRY HOOK-UPS		NIGHT CELESTIAL								OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
																																		CEL.	RADAR				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5							
6-10	11-15	17-18	20-21	23-24	25-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T02	KC097	02	12	–	–	–	–	–	–	03	03	03	03	–	–	03	03	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	AUG
T01	KC097	01	04	–	–	01	01	–	–	01	01	01	01	–	–	01	01	–	–	–	–	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	NOV
T03	KC097	03	15	–	–	01	01	–	–	04	04	04	04	–	–	04	04	03	03	–	–	02	02	15	15	–	–	–	–	–	–	–	–	–	–	–	FEB
T04	KC097	02	14	–	–	01	01	–	–	06	06	06	06	–	–	03	03	01	01	–	–	–	–	03	03	–	–	–	–	–	–	–	01	01	–	–	APR
T05	KC097	06	19	–	–	–	–	01	01	09	09	09	09	–	–	–	–	01	01	06	06	01	01	34	34	–	–	–	–	–	–	–	01	–	–	–	JAN
T06	KC097	07	44	–	–	06	06	–	–	21	21	21	21	–	–	02	02	05	05	–	–	–	–	121	121	08	–	–	–	–	01	04	02	01	–	3	NOV
T08	KC097	03	18	–	–	02	02	–	–	06	06	06	06	–	–	06	06	01	01	05	05	01	01	12	12	05	09	–	–	–	02	–	–	02	–	01	FEB
T09	KC097	07	51	–	–	01	01	–	–	04	04	04	04	–	–	04	04	–	–	–	–	01	01	31	31	–	–	–	–	–	01	03	06	01	–	05	NOV
T10	KC097	09	52	–	–	02	02	02	02	13	13	13	13	–	–	10	10	–	–	–	–	–	–	70	70	–	–	–	–	–	01	03	05	01	–	–	JAN
T12	KC097	05	39	–	–	01	01	–	–	02	02	02	02	–	–	02	02	–	–	–	–	–	–	02	02	–	–	–	–	–	–	02	03	04	–	–	FEB
T13	KC097	02	14	–	–	01	01	–	–	01	01	01	01	–	–	01	01	–	–	01	01	–	–	43	43	–	–	–	–	–	–	–	–	–	–	–	FEB
T14	KC097	02	13	–	–	–	–	–	–	05	05	05	05	–	–	05	05	05	05	–	–	01	01	–	–	–	–	–	–	–	–	–	01	01	–	–	JAN
T15	KC097	05	31	–	–	02	02	–	–	11	11	11	11	–	–	11	11	–	–	06	06	–	–	16	16	01	05	–	–	–	02	01	02	03	–	08	MAR
T16	KC097	08	50	–	–	07	07	–	–	20	20	20	20	–	–	20	20	04	04	–	–	01	01	69	69	21	–	–	–	–	02	01	02	03	–	05	FEB
T17	KC097	01	07	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	FEB
T18	KC097	07	45	–	–	03	03		01	16	16	16	16	–	–	13	13		01	03	03	02	02	45	45	–		–	–	–	01	02	04	04	–	03	FEB

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 70th Air Refueling Squadron | MONTH: April | PAGE NO.: 2 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL								OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5		CEL.	RADAR			
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T19	KC097	03	04	-	-	-	-	-	-	-	-	-,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	DEC
T20	KC097	05	28	-	-	03	03	-	-	15	15	15	15	-	-	15	15	03	03	-	-	01	01	37	37	-	-	-	-	-	-	-	01	01	-	01	JAN
T21	KC097	07	42	-	-	01	01	-	-	07	07	07	07	-	-	07	07	-	-	-	-	01	01	14	14	-	-	-	-	-	-	03	01	01	01	01	FEB
CR TOTAL	KC097	85	502	-	-	32	32	05	05	145	145	145	145	-	-	108	108	24	24	21	21	12	12	593	591	35	14	-	-	-	10	21	31	24	01	32	-
M22	KC097	03	23	-	-	03	03	-	-	10	10	10	10	-	-	10	10	-	-	-	-	-	-	03	03	-	-	-	-	-	-	01	02	03	-	01	APR
M24	KC097	01	08	-	-	01	01	-	-	01	01	01	01	-	-	01	01	-	-	-	-	-	-	04	04	-	-	-	-	-	-	-	01	01	-	01	APR
NCR TOTAL	KC097	04	31	-	-	04	04	-	-	11	11	11	11	-	-	11	11	-	-	-	-	-	-	07	07	-	-	-	-	-	-	01	03	04	-	02	-
SQDN TOTAL	KC097	89	533	-	-	36	36	05	05	156	156	156	156	-	-	119	119	24	24	21	21	12	12	600	598	35	14	-	-	-	10	22	34	28	01	34	-
IM22	Crew upgraded to M22 on 26 April 56									AC - X, 23 Hrs;						N - X, 23 Hrs;						APE - X, 23 Hrs.								BO - X, 23 Hrs.					
IM24	Crew upgraded to M24 on 26 April 56									AC - X, 8 Hrs;						N - X, 8 Hrs;						APE - X, 8 Hrs.								BO - X, 8 Hrs.					
IM07										AC - X, 22 Hrs;						N - X, 22 Hrs;						APE - 90%, 22 Hrs.								BO - X, 22 Hrs.					
IM11										AC - 90%, 0 Hrs;						N - 90%, 0 Hrs;						APE - 90%, 0 Hrs.								BO - X, 0 Hrs.					

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REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	70th Air Refueling Squadron	April	3	3	4-SAC-T12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 59 OR 66		AN/APN 12 OR 76		AN/APN-11 OR AN/APN-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL						OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
																																			CEL.	RADAR			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.														
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
5A TOTAL	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IM TOTAL	KC097	14	53	-	-	03	03	01	01	10	10	10	10	-	-	10	10	-	-	-	-	-	-	22	20	-	-	-	-	-	-	02	02	03	-	-	-
CR PRACT	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NCR PRACT	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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REFUELING AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	70th Air Refueling Squadron	April	1	3	4-SAC-T12

F. GENERAL	G. CRUISE CONTROL									H. SIM. CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS		K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	MON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NO. OF PRE-COMPU-LSORIES	NO. OF ACFT. PASSENGER EMERGENCY DRILLS	RENDEZVOUS INTERCEPTED	RENDEZVOUS REFUELING SUCCESSFUL						
5-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T02	-	-	-	-	-,	-	-	-	-	-	-	05	03	04	04	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T01	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	04	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T03	-	-	-	-	-	-	-	-	-	-	-	07	08	07	08	01	01	-	-	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T04	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T05	-	-	-	-	-	-	-	-	-	-	-	05	01	04	02	-	-	-	-	-	-	-	04	02	-	-	-	-	-	-	-	-	-	-	-	-	-
T06	-	-	-	-	-	02	-	-	-	-	-	07	-	07	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T08	-	-	-	-	-	01	-	-	-	-	-	03	-	02	01	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T09	-	-	-	-	-	04	01	-	-	-	-	09	03	08	04	-	-	-	-	-	-	-	04	02	01	-	-	-	-	-	-	-	-	-	-	-	-
T10	-	-	-	-	-	02	-	-	-	-	-	12	04	12	04	-	-	-	-	-	-	-	04	02	01	-	-	-	-	-	-	-	-	-	-	-	-
T12	-	-	-	-	-	01	-	-	-	-	-	05	01	06	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T13	-	-	-	-	-	01	-	-	-	-	-	04	03	04	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T14	-	-	-	-	-	01	-	-	-	-	-	02	01	02	01	-	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-	-	-	-	-	-	-
T15	-	-	-	-	-	02	-	-	-	-	-	06	01	06	01	02	02	02	01	02	04	-	04	02	-	-	-	-	-	-	-	-	-	-	-	-	-
T16	-	-	-	-	-	01	-	-	-	-	-	08	01	08	01	01	-	03	-	-	-	-	04	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T17	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T18	-	-	-	-	-	02	-	-	-	-	-	07	01	07	01	-	-	-	-	-	-	-	04	02	-	-	-	-	-	-	-	-	-	-	-	-	-

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 70th Air Refueling Squadron | MONTH: April | PAGE NO.: 2 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY												J. KC-97 CREWS		K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRE-COMPUTATIONS	NO. OF MAX. ASSURED EMERGENCY DRILLS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	42-44
T19	-	-	-	-	-	-	-	-	-	-	--	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T20	-	-	-	-	-	-	-	-	-	-	-	05	-	05	-	--	-	01	-	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T21	-	-	-	-	-	01	-	-	-	-	-	08	08	08	08	01	02	01	01	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-
T23	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CR TOTAL	-	-	-	-	-	18	01	-	-	-	-	97	33	95	35	05	05	07	02	02	04	-	49	35	02	-	-	-	-	-	-	-	-	-	-	-	-
M22	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M24	-	-	-	-	-	01	-	-	-	-	-	01	-	01	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NCR TOTAL	-	-	-	-	-	01	-	-	-	-	-	04	-	04	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SQDN TOTAL	-	-	-	-	-	19	01	-	-	-	-	101	33	99	35	05	05	08	02	02	04	-	49	35	02	-	-	-	-	-	-	-	-	-	-	-	-
5X TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IM TOTAL	-	-	-	-	-	02	-	-	-	-	-	14	03	14	03	08	03	11	05	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CR FRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 70th Air Refueling Squadron | MONTH: April | PAGE NO.: 3 | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: 4-SAC-T12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY															J. KC-97 CREWS			K. MISCELLANEOUS						
14	15					16				17	18	19		20		21		22		23		24				25	26	27	28	29	30	31	32	33	34	35
	PERFORMANCE INDEX					MISSIONS						TAKE-OFFS		LANDINGS		GCA		ILAS		APPROACHES			FORMATION			LOADINGS										
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRE-COMPLETIONS	NO. OF MAX. PASSENGER EMERGENCY DRILLS	REHEIVOUR IN DARKNESS ATTEMPTED	REHEIVOUR IN DARKNESS SUCCESSFUL					
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	19-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
NCR PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

T Crews 20; M Crews 2; IM Crews 2; TOTAL CREWS: 24

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70th Strategic Reconnaissance Wing (M)
70th Air Refueling Squadron
Wing Commander's Remarks
Part III of
Refueling Air Training Report for Month of April 1956
RCS: 4-SAC-T12

I concur with the Squadron Commander's remarks.

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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C O N F I D E N T I A L

70th Strategic Reconnaissance Wing (M)
70th Air Refueling Squadron
Squadron Commander's Remarks
Part III of
Refueling Air Training Report for Month of April 1956
RCS: 4-SAC-T12

1. Hours Flown Performing Missions Ordered by Higher Headquarters:

None.

2. Weather or Local Conditions Which Affect Training: The following aerodrome limitations and hazards are hampering our training mission:

a. Lack of obstruction, high intensity approach and adequate threshold lights presents a hazard. Due to these hazards and a lack of a GCA or ILS system and adequate navigation aids, weather minimums must be higher than those required at bases with complete airbase facilities. During April the squadron cancelled 4 sorties totaling 23 hours due to weather.

3. Restrictive Directives: None.

4. Combat Crew Member Gains and Losses:

a. Crew Members Gained: 1 Navigator
1 Pilot

b. Crew Members Lost: None.

5. Crew Member Changes: 2 Navigators.

6. New Crews: No new crews were formed during the month of April.

7. Crew Status Changes:

IM22 upgraded to M22 effective 26 April 1956
IM24 upgraded to M24 effective 26 April 1956

C O N F I D E N T I A L

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8. Standardization Board Crew:

70th SRW AREFS Standardization Crew: TO2

9. Additional Materiel and Personnel Problems:

a. Shortage of the following items is adversely affecting our training capability:

STOCK NO.	NOMENCLATURE	AMT	PECN NO.	DATE	DEPOT ACTION	CONTROL NUMBER	SUPPLY DIFFICULTY LETTER
8210-325910	Generator GED 11 KW G-21B	8	19F-56-4	4 Sep 55	None	BMAPA/84	1 Mar 56
8210-322510	Generator GED 5 KW D-11	2	19F-56-2	4 Aug 55	None	BMAPA/91	10 Apr 56
9BBQ-F66337	Adapter	10	18B-56-69	12 Sep 55	None	BMAPA/83	3 Apr 56
8465-261-6906	Glasses	159	8465-56-17	10 Aug 55	None	BMAPA/99	10 Apr 56
6230-283-9757	Flashlight	178	08A-56-18	4 Sep 55	None	BMAPA/194	17Apr 56
8210-325910	Generator C-21.5	8	19F-56-52 19F-56-53	9 Jan 56	No EDD	BMAPA/84	1 Mar 56

10. SAC Minimum Training Requirements Not Accomplished: Not Applicable.

11. Non-Combat Ready Crews Capable of Deploying: Two (2).

12. Non-Combat Ready Crew Training: Not Applicable.

13. Field Training Operations: Not Applicable.

14. Special Training Month Remarks: Not Applicable.

15. Comments or Recommendations of the Squadron Commander:

a. Two (2) crews, M22, AC Kampmann, and M24, AC Smith, have been delayed from being upgraded to ready status due to added requirements of survival exercises and aquatic survival to SAC Regulation 51-19. Facilities have not been available at this base for such training. However, both crews are scheduled for the training during the month of May.

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b. Seven (7) co-pilots have been received from the HTTU at West Palm Beach, Fla. (project Blue Flame). These pilots did not receive the flying or flight simulator courses at HTTU. This will delay their checkout time considerably as they must be sent to other SAC stations on a space available basis to receive the simulator training. In addition, it involves expenditure of extra funds for additional TDY. A message has been sent to 2 AF requesting simulator training at a SAC base for these officers. Recommend that all students at HTTU receive flight simulator training to meet the checkout requirements of 51-19.

c. Most of these officers have been in travel status from overseas or in the HTTU at WPBAFB during this half of the fiscal period and consequently have received little or no flying time. This places the burden of providing more than a proportionate share of their 60-2 requirements on this organization. When reporting for duty, these pilots needed a total of 179 hours. It is recommended that 60-2 requirements be waived during time of return from overseas and while in schools that are unable to provide flying time for students. This squadron is taking aggressive action and will provide the necessary flying time to complete 60-2 requirements for these pilots.

Donald A Broaddus

DONALD A BROADDUS
Lt Colonel, USAF
Commander

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825th Air Division
Division Commander's Remarks
Part VII of
Air Training Report for Month of April 1956
for 70th Strategic Reconnaissance Wing
RCS: 3-SAC-T12

1. I concur with the Wing Commander's Remarks. The following additional information is furnished:

a. Paragraph 2a. The following is submitted in regards to navigational aids:

(1) GCA: This unit is presently operational for training only. The following items preclude its operation on a full time basis:

(a) Shortage of GCA operators (3 assigned at present, input of 1 operator in May and 4 in June is forecast).

(b) Lack of test equipment for proper maintenance.

(2) TVOR: Contract construction scheduled to be complete about 15 May 1956. Installation of equipment will take approximately 2 weeks. Unit should be operational the first week in June.

S/ DELMAR E. WILSON
T/ DELMAR E. WILSON
Colonel, USAF
Commander

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

CONFIDENTIAL

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UNIT MISSION EQUIPMENT REPORT

APRIL 1956

ORGANIZATION	AUTHORIZED	ON HAND	PERCENT
6th SRS	21449	18698	87
26th SRS	21672	19223	89
61st SRS	20914	18898	90
70th AREFS	35288	31054	88
70th FMS	61459	48545	79
70th PMS	17944	12808	71
70th A & E	40747	31223	77
70th RTS	6051	5599	92
70th Tac Hosp	4596	3492	76
70th Hq. Sq.	7120	5767	81
TOTALS	237240	195297	82.3

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UNIT SUPPORT EQUIPMENT REPORT

APRIL 1956

ORGANIZATION	AUTHORIZED	ON HAND	PERCENT
6th SRS	1724	1586	92
26th SRS	1715	1363	79
61st SRS	1781	1644	92
70th AREFS	3646	2885	79
70th FMS	6286	5811	92
70th PMS	1747	1503	86
70th A & E	4675	4207	90
70th RTS	1636	1445	88
70th Tac Hosp	NOT AUTHORIZED USE		
70th Hq. Sq.	2408	2363	98
TOTALS	25618	22807	89

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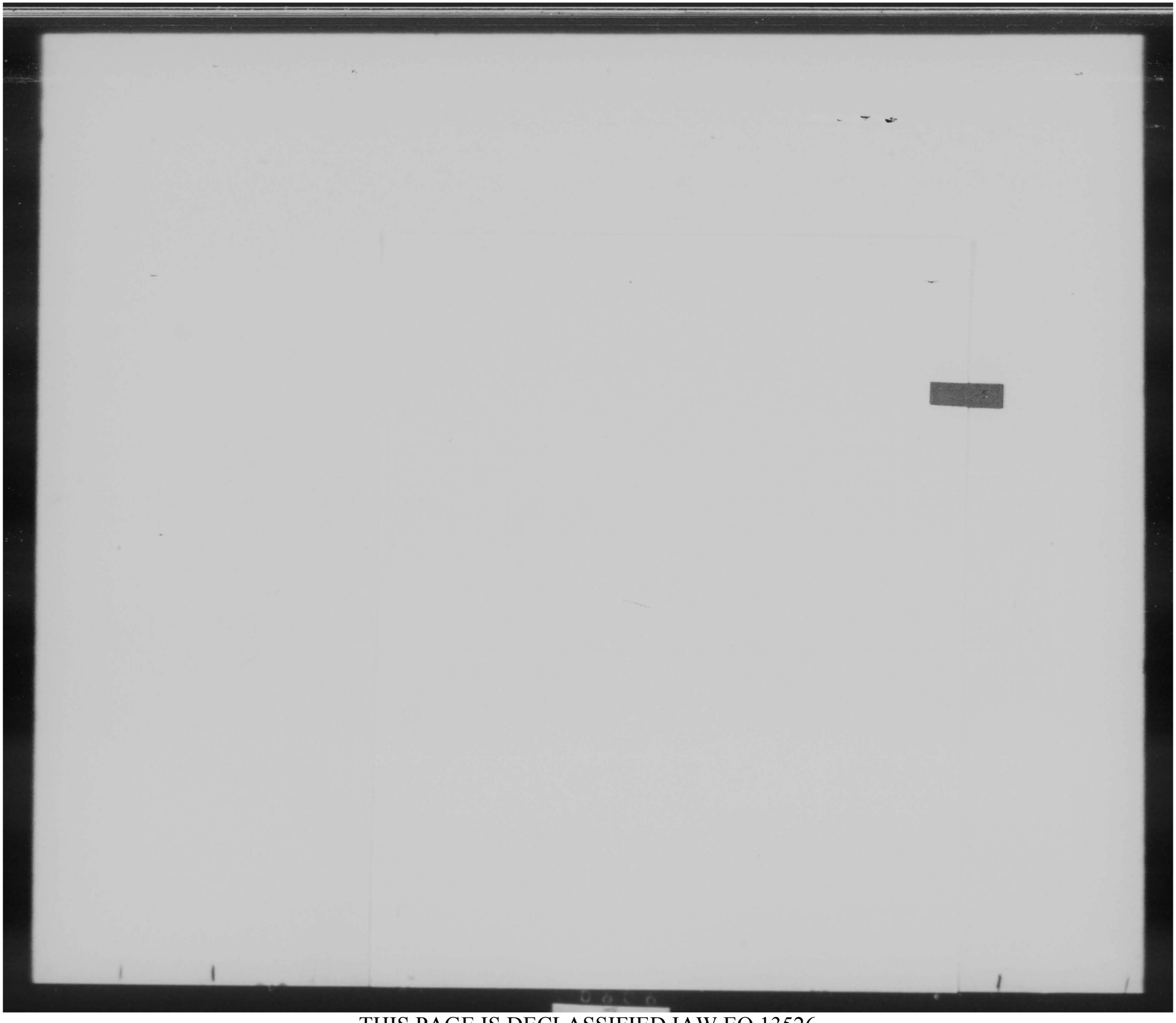

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70TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
Little Rock Air Force Base
Jacksonville, Arkansas

2 May 1956

FLYING SAFETY OFFICERS MONTHLY CAMPAIGN PROGRESS REPORT (APR 56)

1. During the month of April representives from Boeing Aircraft company visited our wing and discussed high speed performance characteristics of the B-47. This discussion was presented twice and all available crew members attended. The information obtained was interesting and of great value to crew members.

2. Airdrome hazards is an especially pertinent subject at this base. Construction on and around the ramp, taxiways and runways has been in progress since the base was activated. Continual emphasis has been placed on the need for extreme caution during all periods of aircraft operation and maintenance. The constant need for control of dust, foreign objects etc. has brought forth two commendable safety improvement ideas by airmen of this wing. One was the improvision of a canvass cover for the power take-off case for use during engine maintenance periods, the other was the use of a 700X16 rubber inner tube for insertion in the jet engine intake during non-operational periods. It is felt that these two ideas will measurably decrease the foreign object damage to jet engines. Both ideas have been sent forward.

3. Take off and landing accidents were emphasised at all safety meetings during the mohth. In addition the Wing Commander personally stressed the need for use of sound judgement and good common sense during all phases of operation and especially during take-offs and landings.

4. Incident reporting hit a new high during April with a total of thirty - two being submitted.

5. Nomination for crew of the month, squadron Flying Safety Officer of the month and maintenance man of the month are submitted as attachments to this report.

6. No change in Flying Safety Officers.

T.A.SCOTT
Major, USAF
Director of Safety

3 attachments
1 - crew of the month
2 - squadron flying safety officer of the month
3 - maintenance man of the month

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70TH STR TEGIC RECONN ISS NCE WI G (M)
LITTLE ROCK IR FORCE B SE
JACKSONVILLE, IL S S
1 April 1956

70TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS PLAN AO3-56

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

OPERATIONS PLAN 403-56

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Appendix II - Matagorda, Semiahoe, and Lake Huron Gunnery Ranges Schedule
Appendix III - Practice Unit Mission Schedule for April
Appendix IV - Missions Ordered by Higher Headquarters
ANNEX "B" - Ground Training
ANNEX "C" - Monthly Projected Flying Schedules
ANNEX "D" - Airdrome, CD, and Tower Officer Schedule

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

OPERATIONS PLAN 403-56

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HEADQUARTERS RECONNAISSANCE
7OTH STRATEGIC AIR FORCE BASE
LITTLE ROCK, ARKANSAS
OPERATIONS PLAN
NUMBER 402-65
1 April 1965

Lt Col Washbrook
Lt Col Blumenstock
Lt Col Smith
Lt Col Goodhue
Lt Col Pence
Maj Pacelick
Maj Lamb
Lt Col Colmyle
Maj Brown

TASK ORGANIZATIONS

6th Strat Recon Sq
6th Strat Recon Sq
96th Strat Refueling Sq
61st Strat Refueling Sq
70th Air Refueling Sq
70th ABE Sq
70th FM Sq
70th FM Sq
70th Hq Sq
70th Recce Tech Sq

1. GENERAL SITUATION. In order for the wing to [illegible] ready date, it is necessary that careful planning [illegible] accomplish the following primary objectives:

Standardization checks on all [illegible] crews.

50-13 requirements for all crews.

Night celestial requirements.

Night photoflash requirements.

Actual photoflash requirements.

EWS simulated photoflash requirements.

Country requirements.

Maintain air refueling proficiency.

Friendly Forces.

a. (1) 82nd Air Division

(a) Provide Air Base [illegible]

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

OPERATIONS PLAN
NUMBER 403-56

TASK ORGANIZATIONS

6th Strat Recon Sq	Lt Col Westbrook
26th Strat Recon Sq	Lt Col Blumenstock
61st Strat Recon Sq	Lt Col Smith
70th Air Refueling Sq	Lt Col Broaddus
70th A&E Sq	Maj Bence
70th PM Sq	Maj Florick
70th FM Sq	Maj Lamb
70th Hq Sq	Lt Col Schepis
70th Recce Tech Sq	Maj Brown

1. GENERAL SITUATION. In order for the Wing to meet its combat ready date, it is necessary that careful planning be undertaken to accomplish the following primary objectives:

Standardization checks on all IP crews.

50-43 requirements for all crews with emphasis on the following:

Night celestial requirements.

Actual photoflash requirements.

RBS simulated photoflash requirements.

Gunnery requirements.

Maintain air refueling proficiency.

a. Friendly Forces.

(1) 825th Air Division

(a) Provide Air Base facilities at Little Rock AFB.

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(b) Provide security forces as required.

(c) Provide necessary ground training support as required.

2. MISSION FOR APRIL

a. To train all non-ready crews toward combat ready status under the provisions of SAC Regulations 51-19 and 50-43.

b. To fly a practice unit mission. This schedule appears in Appendix III to Annex A.

c. To fly 1400 hours of RB-47E time and 615 hours of KC-97G time. The RB-47 time is to be apportioned as follows: 6th SRS - 466 hours; 26th SRS - 467 hours; 61st SRS - 467 hours.

d. To provide a minimum of 10 hours of flying time for each staff crew assigned.

e. To provide aircraft and crews to complete special projects and/or operations orders assigned by higher headquarters.

f. Current Operations Plans/Orders: 10A-55.

g. Priority for flying and training:

(1) Flying safety.

(2) 60-2

(3) Missions ordered by higher headquarters.

(4) 51-4

(5) Practice Unit Mission

(6) 50-43

(7) 51-19

(8) Staff crews

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h. Each tactical squadron commander will, while fulfilling the flying time allocation, place primary emphasis on flying hour utilization and quality aircrew achievements. The maintenance team will exert every effort to provide all necessary equipment on each individual sortie. The operational team will strive to schedule all training possible into each mission and wherever possible, brief the crews on alternate missions.

i. The Wing Commander's Call will be held in the Jumbo Hanger at 0720 on 2 April 1956.

j. The monthly observers' meeting will be held at 1400 hours on 6 April 1956 in the 70th ARRTS briefing room.

3. TASKS FOR SUBORDINATE UNITS

a. 6th Strat Recon Sq

(1) Provide officers for base duty as directed in Annex "D".

(2) Continue to train crews under the provisions of SAC Reg 51-10 and 50-43.

(3) Fly a minimum of 466 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(4) Provide each staff crew assigned a minimum of 10 hours flying training.

(5) Provide personnel to meet ground training requirements as outlined in Annex "B".

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b. 26th Strat Recon Sq

(1) Provide officers for base duty as directed in Annex "D".

(2) Continue to train crews under the provisions of SAC Reg 51-19 and 50-43.

(3) Fly a minimum of 467 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(4) Provide each staff crew assigned a minimum of 10 hours flying training.

(5) Provide personnel to meet ground training requirements as outlined in Annex "B".

c. 61st Strat Recon Sq

(1) Provide officers for base duty as directed in Annex "D".

(2) Continue to train crews under the provisions of SAC Reg 51-19 and 50-43.

(3) Fly a minimum of 467 hours as outlined in the 70th SRW Training Schedule plus any additional make-up time as assigned by Director of Operations.

(4) Provide each staff crew assigned a minimum of 10 hours flying training.

(5) Provide personnel to meet ground training requirements as outlined in Annex "B".

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d. 70th Air Refueling Squadron

(1) Air training priorities for April for the 70th AREFS are as follows:

(a) Flying safety.

(b) 60-2 instrument checks.

(c) Training of IM and M crews under SAC Reg 51-19.

(d) Support of RB-47 training program.

(2) Priorities for Ground training are as follows:

(a) Completion of 51-19.

(b) Completion of physiological training and physical conditioning and other training as outlined in Annex "D".

(c) Practice emergency drill simulating bailout, ditching, crash landing with simulated passenger load.

(d) Practice of loading and unloading of EWP cargo.

(e) Practice computations of maximum cargo loads.

(3) Minimum 50-8 type training for T crews is as follows:

(a) 1 pilot proficiency mission - 3 hours duration

(b) 1 long range cruise - 8 hours duration

(c) 2 refueling sorties - 6 hours each

Total of 4 sorties or 23 hours per T crew.

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(1) During these missions, crews should accomplish 1 celestial navigation leg, day or night, 1 grid leg, 1 radar navigation leg, 1 40,000 pound transfer, and 2 rendezvous. One of the air refueling sorties should be at night.

(4) Thirty (30) hours for each IM and N crew are required.

(5) Provide officers for base duty as directed in Annex "D".

(6) Fly a minimum of 615 hours and 100 sorties.

(7) Provide each rated staff member assigned a minimum of 10 hours of flying training.

e. 70th AS, FM and FM Squadrons

(1) Provide necessary maintenance support to accomplish the mission of the Wing.

(2) Provide personnel to support ground training requirements as outlined in Annex "B".

f. 70th Headquarters Section

(1) Provide necessary support to accomplish the mission of the Wing.

(2) Provide personnel to support ground training requirements as outlined in Annex "B".

g. 70th Recce Tech Sq

(1) Process, evaluate and critique all mission photography and provide other photographic support as required.

4. ADMINISTRATION AND LOGISTICS

a. This plan becomes effective 1 April 1956 and will continue in effect through 30 April 1956.

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b. Logistics.

(1) Omitted.

5. COMMAND AND COMMUNICATIONS

a. Command

(1) 825th Air Division

(2) 70th Strat Recon Wing (H)

b. Command Post

(1) 70th Strat Recon Wing will maintain a 24-hour schedule in the Wing Control Room.

c. Communications.

(1) Omitted.

WILLIAM BURKE
Colonel, USAF
Commander

ANNEX "A" - Air Training
ANNEX "B" - Ground Training
ANNEX "C" - Monthly Projected Flying Schedules
ANNEX "D" - Airdrome, OD & Tower Officer Schedule

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Bernard V. Cgas

BERNARD V CGAS
Colonel, USAF
Director of Operations

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

ANNEX "A"

TO

OPERATIONS PLAN 403-56

AIR TRAINING

1. AIR TRAINING.

a. See Appendices.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

APPENDIX 1

TO

ANNEX "A"

OPERATIONS PLAN AOB-56

RBS AND PHOTOFLASH SCHEDULE FOR APRIL

1. In the following schedule all times are central standard. Squadrons will be notified of any changes in time or site by the Recon-Nav Section at extension 3463 or extension 3224. When 8 appears on the master RBS schedule in a block, it indicates that Second Air Force has been assigned that time on a "first come, first served" basis. Notify the Recon-Nav Section a week in advance to obtain use of these periods.

DATE	SITE	TIME
2	Oklahoma City	1700-1800
	Tampa	1300-1400
	Charlotte	1400-1500
3	*Houston	1200-1300
	Kansas City	2000-2100
	Richmond	2100-2200

*SDS has priority on this site on this day and we are authorized to use this site on a non-interference basis only.

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DATE	SITE	TIME
4	Oklahoma City	1100-1200
	Atlanta	1300-1400
	St, Louis	2000-2100
5	Tampa	1200-1300
	Houston	1600-1700
	Oklahoma City	2100-2200
6	Charlotte	1400-1500
	Richmond	2100-2200
9	Tampa	1300-1400 2100-2200
	Oklahoma City	1700-1800
10	Charlotte	1300-1400
	Tampa	1500-1600
11	Kansas City	1200-1300
	St. Louis	1300-1400
	Oklahoma City	2000-2100
12	Charlotte	1200-1300
	Kansas City	1400-1500
13	Charlotte	1100-1200
	Tampa	1200-1300
	Kansas City	1900-2000
16	Little Rock	1600-1700
	Tampa	2100-2200

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DATE	SITE	TIME
17	Charlotte	1100-1200
	Kansas City	1300-1400
	Richmond	2000-2100
18	Atlanta	1200-1300
	Oklahoma City	1300-1900
19	Richmond	1300-1400
	Oklahoma City	2100-2200
20	Richmond	1200-1300
	Charlotte	1300-1400
	St. Louis	1300-1400
23	Tampa	1200-1300
	Oklahoma City	1300-1400
	Richmond	2100-2200
24	Charlotte	1200-1300
	Oklahoma City	1400
25	Charlotte	1200-1300
	Kansas City	1600-1700
	Oklahoma City	2200-2300
26	Oklahoma City	1100-1200
	Kansas City	1400-1500
27	St. Louis	1200-1300
	Richmond	1300-1400
	Little Rock	1400-1500

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DATE	SITE	TIME
28	Richmond	1100-1200
	Dallas	1300-1400
	Amerillo	2200-2300

2. The Avon Park photoflash range is available to this Wing Monday through Friday of each week from 2100 to 2300 hours during the month of April.

3. The Edwards photoflash range is also available to this Wing and the Recon-War Section should be notified a week in advance for scheduling purposes.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

APPENDIX II

TO

ANNEX "A"

OPERATIONS PLAN 403-56

GUNNERY RANGE SCHEDULE

1. Lake Huron Gunnery Range is available to this Wing on a daily basis. This range may be scheduled by contacting the Wing Gunnery Officer 24 hours prior to the scheduled flight.

2. Sarasota Gunnery Range is available to the Wing 24 hours a day, 7 days a week. For detailed information concerning Sarasota, contact the Squadron Gunnery Officer in your squadron or the Wing Gunnery Officer (Lt R. Miller) extension 3508.

3. The Matagorda Gunnery Range schedule has not been received. Operations Officers may schedule this range daily and if entrance is denied to the crew by Matagorda Tower, firing may be conducted over the Gulf in accordance with SAC Reg 50-29.

4. Procedure for use of the Matagorda Range has been furnished each squadron previously.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

APPENDIX III

TO

ANNEX "A"

OPERATIONS PLAN 403-56

PRACTICE UNIT MISSION SCHEDULE FOR APRIL

April 17	4 aircraft	6th SRS
	4 aircraft	26th SRS
	4 aircraft	61st SRS
April 18	4 aircraft	6th SRS
	4 aircraft	26th SRS
	4 aircraft	61st SRS

The 70th AREFS will furnish 12 aircraft plus three (3) spares.

April 19	4 aircraft	6th SRS
	4 aircraft	26th SRS
	4 aircraft	61st SRS

A separate operations plan will be furnished at a later date.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

APPENDIX IV

TO

ANNEX "A"

OPERATIONS PLAN 403-56

MISSIONS ORDERED BY HIGHER HEADQUARTERS

1. SRS AIRCRAFT SCHEDULE FOR APRIL

DATE	SQDN	MISSION	T.O.	DURATION	FUEL	EQUIPMENT
5 Apr	26 SRS	50-8	0900	6:00	85,000	TM-SV-PV-O-15
12 Apr	61 SRS	Trans	0900	5:00	76,000	TM-SV-PV-O-15
20 Apr	6 SRS	50-8	0900	6:00	85,000	TM-SV-PV-O-15
26 Apr	26 SRS	Trans	0900	5:00	76,000	TM-SV-PV-O-15
30 Apr	61 SRS	50-3	0900	6:00	85,000	TM-SV-PV-O-15

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 April 1956

ANNEX "B"

TO

OPERATIONS PLAN 403-56

GROUND TRAINING

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70TH STR TEGIC R CONN ISC NCE WING (H)
LITTLE ROCK IR FORCE B SE
J. CKSONVILLE, RK NS S
1 pril 1956

ANNEX "B"

TO

OPER TIONS PL N 403-56

GROUND TR INING

2 MONTHS PROJECTION

1. OFF-BASE SCHOOLS

a. dvanced Survival:

(1) Quotas are allocated as follows:

6th SRS	3 pril	Capt F. C. Smith Capt J. K. Piggott
	No spaces requested for May or June.	
26th SRS	3 pril	No quotas
	No quotas requested for May or June.	
61st SRS	3 pril	Maj J. C. Hall 1/Lt L. H. Poe Capt P. L. Hansen
	No spaces requested for May or June.	

(2) Aircrew personnel selected to attend dvanced Survival School are scheduled to depart for Stead FB, Reno, Nevada, by chartered aircraft the day prior to the above listed reporting dates.

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Project officer designated on travel orders will report to Major Condit, Base Transportation Officer, Barksdale AFB, extension 5201, upon arrival.

(1) It will be the responsibility of the squadrons to submit to the 70th SRW Ground Training Section the name, rank, serial number and security clearance of the aircrew personnel selected from each squadron.

b. OC Gunnery Range, Avon Park, Florida

(1) April and May quotas are confirmed; June spaces have been requested. All quotas are for the one-day refresher course.

6th SRS	2 April	2 spaces
	16 April	2 spaces
	7 May	2 spaces
	4 June	2 spaces
	18 June	1 space
96th SRS	4 June	1 space
	18 June	1 space
61st SRS	2 April	1 space
	16 April	1 space
	7 May	1 space
	4 June	1 space
	18 June	1 space

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c. Physiological Training

(1) Training will be held at Barksdale AFB, Louisiana, for aircrew personnel; non-aircrew personnel will attend classes at Carswell AFB, Fort Worth, Texas, unless designated otherwise.

(a) 6th SRS

April	No quotas requested.

Aircrew

2 May 1956	2 spaces
7 May 1956	2 spaces
23 May 1956	2 spaces

Spaces requested but not confirmed.

No spaces requested for June.

Non-aircrew

April	No quotas requested
14 May 1956	2 spaces
16 May 1956	2 spaces

Spaces requested but not confirmed.

No spaces requested for June.

(b) 26th SFS

Aircrew

4 April 1956	1 space
11 April 1956	1 space
16 April 1956	1 space

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(b) 26th SRS (Con't)

23 April 1 space

25 April 1 space

April spaces confirmed.

No spaces requested for May or June.

Non-aircrew

No spaces requested for April, May or June.

(c) 61st SRS

Aircrew

2 April	2 spaces	
16 April	2 spaces	

April spaces confirmed.

No spaces requested for May or June.

Non-aircrew

9 April	2 spaces	Barksdale AFB
18 April	2 spaces	Barksdale AFB

April spaces confirmed.

14 May	2 spaces	

May spaces requested.

No spaces requested for June.

(d) 70th AREFS

Aircrew

April No spaces requested

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	7 May	3 spaces	
	May spaces requested but not confirmed.		
	No spaces requested for June.		
	Non-aircrew		
	April	No spaces requested.	
	14 May	2 spaces	
	June	No spaces requested.	
(e)	70th FM Sq		
	Non-aircrew		
	9 April	4 spaces	Barksdale AFB
	18 April	4 spaces	Barksdale AFB
	April spaces confirmed.		
	9 May	4 spaces	
	May spaces requested		
	No spaces requested for June.		
(f)	70th FM Sq		
	Non-aircrew		
	9 April	1 space	Barksdale AFB
	April spaces confirmed.		
	No spaces requested for May or June.		
(g)	70th A&E Sq		
	Non-aircrew		
	18 April	5 spaces	Barksdale AFB

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(g) 70th A&E Sq (con't)

9 May 8 spaces

May spaces requested but not confirmed.

(h) Each squadron should request orders for personnel scheduled to attend two weeks prior to class starting date. The following information should be contained in the orders.

(1) Name, rank, serial number and security clearance.

(2) Military aircraft directed; commercial transportation authorized if military aircraft not available.

(3) Current physical accomplished.

(4) Trainees will furnish their individual helmets, oxygen masks, AF Form 702, and carry flight line passes.

(5) For any class of 10 or more people, the ranking man will be in charge of personnel for the duration of movement.

2. ON-BASE SCHOOLS

a. Base Instrument School

(1) Two (2) day instrument school commencing 2 and 16 of April, 7 and 21 May, and 4 and 18 June.

(2) Class held 8 hours each day from 0800 to 1200 hours and 1300 to 1700 hours.

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(3) Classroom: Conference room, second floor, in Base Operations.

(4) The following personnel are scheduled to attend in April.

6th SRS	Capt Skews	2 April
26th SRS	Capt Lien	16 April
61st SRS	Capt St. Martin	2 April
	Maj Anning	16 April
	Capt Rogers	16 April
70th AREFS	Capt Dudley	2 April
	Lt Mathena	2 April
	Lt L. E. Smith	2 April
	Lt Butler	2 April

(5) The following procedures should be followed for scheduling personnel for instrument card requirements.

(a) Six (6) hours of Link trainer - any time within ninety (90) days prior to instrument card renewal.

(b) Instrument ground school - any time within ninety (90) days prior to instrument card renewal.

(c) Instrument written examination - any time within ninety (90) days prior to instrument card renewal.

(d) Instrument flight check - any time within sixty (60) days prior to instrument card renewal.

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b. Combative Measures

(1) A physical conditioning program in lieu of combative measures is scheduled to commence during the month of June. This program will continue until such time as ABTF can furnish instructors and facilities to accomplish the combative measures requirement.

c. Security Training: Conducted in the squadrons during the squadron hour.

d. Character Guidance:

(1) Scheduled for half-hour once a month. When possible, to be conducted during the squadron hour.

(2) Squadrons should contact Chaplain Thomas at extension 6179 or 3245 by the sixth working day of each month in order to schedule time during the month for this lecture.

(3) A roster will be turned in at the completion of each class.

3. SYNTHETIC TRAINERS

a. C-11

(1) 6th SRS

Monday	1000-1200
Thursday	0800-1000
Friday	0800-1000

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(2) 26th SRS

Tuesday	1000-1200
Wednesday	1000-1200
Thursday	1000-1200
Friday	1000-1200

(3) 61st SRS

Monday	0800-1000
Tuesday	0800-1000
Wednesday	0800-1000

b. T-2

(1) 6th SRS

Monday	1000-1200
Thursday	0800-1000
Friday	0800-1000

(2) 26th SRS

Tuesday	1000-1200
Wednesday	1000-1200
Thursday	1000-1200
Friday	1000-1200

(3) 61st SRS

Monday	0800-1000
Tuesday	0800-1000
Wednesday	0800-1000

c. C-8

(1) 70th AREFS

Monday through Friday 0800-1000, 1000-1200

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d. Air Refueling Trainer

(1) The IFR trainer is operating 6 hours per day.

(2) Special classes for RB-47 personnel may be scheduled by contacting the 70th SRW Ground Training Section or Sgt Lenfro at extension 6246.

e. RB-47 Simulator

(1) 6th SRS 2 April 56
30 April 56

(2) 26th SRS 16 April 56

(3) 61st SRS 9 April 56
23 April 56

(a) Classes for May and June will be scheduled by 15 April.

(b) Classes are scheduled at Barksdale AFB for one week's duration.

(c) Personnel should report to Captain Rhodes or Captain Roberts, extension 23164 or 23177, Building 255, B-47 Simulator Training Building, at 0730 on the days scheduled.

(d) TBMA. If not available, commercial transportation is authorized.

4. GROUND SCHOOL TRAINING RB-47 AIRCREW PERSONNEL (BLOCK TRAINING)

a. Scheduled for 1 June 1956. Training requirements necessitating sending personnel TDY to off-base schools make it impossible to schedule this training at an earlier date. In addition, ABTF will not be able

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to furnish adequate facilities until approximately 1 June 1956.

5. NON-COMBAT CREW GROUP TRAINING.

a. This training should commence as soon as ABTF can obtain suitable firing range facilities. Tentative date scheduled is 1 June 1956.

6. GROUND SCHOOL TRAINING KC-97 AIRCREW PERSONNEL (BLOCK TRAINING)

a. Scheduled starting date for this training is 1 June 1956.

b. Schedule of classes will be published one week prior to class starting date.

7. WRAP Testing

a. Maintenance personnel will be scheduled during the months of April and May.

b. Time, place and AFSC's scheduled will be published one week prior to each testing period.

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ANNEX "C" TO OPERATIONS PLAN 403-56

MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (CONFIRMED) : FOR MONTH OF : APRIL 1956

	Squadron:	1:	2:	3:	4:	5:	6:	7:	8:	9:	10:	11:	12:	13:	14:	15:	16:	17:	18:	19:	20:	21:	22:	23:	24:	25:	26:	27:	28:	29:	30:	: TOTAL
SORTIE REQUIREMENTS (SEE NOTE)	6th SRS:	3K	3K	4K	2K	4K			4K	2K	4K	4K	2K	4K			3K	2K	4K	4N	2K			3K	2K	4K	2K	4K				58 K Sorties
		2R	2R		1R				1R	2R		1R					1R	2R						2R			2R				15 R Sorties
					1P							1P																			3 P Sorties
																															4 N Sorties
		4R	4R	4R	3R	4R			4R	4R	4R	3R	4R				4R	4R						4R	4R	4R	3R	4R				82/569 Hrs
	26th SRS			1K	1K					1K	1K						4K	4K													12 K Sorties
					1P					1P																					3 P
																		4N													4 N 84/
		3K	3K	1K	3K	4K			4K	4K	3K	4K	3K				3K	2K	4K		4K			2K	3K	3K	2K	4K				65 R 529 Hrs
	61st SRS			2R	1R	1R				1R	1R		1R					1R							1R	2R						59 K Sorties
		1P	1P	1P						1P							1P	1P						2P	1P						11 R
																		4N													9 P 83/
																															4 N 564 Hrs
		1P	1P	1P	1P	1P			1P		1P	1P					1P	1P						1P		1P		1P		M		13 P Sorties
		1T	1T		1T					1T	1T		1N				1T	1T		1ST				1T		2T	1N			AU		25 T
	70TH ARS:	2Q	2Q	3Q	2Q	2Q			2Q	2Q	2Q	2Q	2Q				2Q	2Q						2Q	2Q	2Q	2Q	2Q			KP	35 Q 100/
		1R	1R	1R	1R	2R			2R	2R	1R	2R	2R				1R	1R						2R	2R	2R	1R	1R			E	25 R 615 Hrs
																															2 N
FLYING HOURS	6th SRS:	33	33	28	25	28			24	28	28	25	28				27	26	28	20	26			26	26	28	25	28				559 Hrs
	26th SRS:	24	24	21	30	24			24	24	24	30	31				24	24	28	30	28			24	24	24	23	24				529 Hrs
	61st SRS:	26	26	18	27	28			28	34	32	28	27				26	25	28	40	28			24	26	27	26	28				564 Hrs
	70th ARS:	31	31	35	31	33			32	32	31	32	28				31	33		60				33	32	33	32	37				615 Hrs
	TOTAL RB-47E	83	83	83	82	86			86	84	84	83	86				77	75	84	80	82			74	76	79	75	80				1662 Hrs.

NOTE: 4 HOURS PER T SORTIE
5 HOURS PER P SORTIE
6 HOURS PER R SORTIE
10 HOURS PER N SORTIE
8 HOURS PER Q SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 250 SORTIES 1662 FLYING HOURS
KC-97G 100 SORTIES 615 FLYING HOURS

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ANNEX "C" TO OPERATIONS PLAN 402-56

MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (PROPOSED) — FOR MONTH OF: MAY 1956

	Squadron	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
SORTIE REQUIREMENT (See Note)	6TH SRS	2P 2R	4R	1X 3R	2P 2R			1X 3R	2P 2R	2P 2R	4R			1X 3R	4R	2P 2R	4R		1X 3R			2P 2R	4R	1X 3R	4R	2P 2R			1X 3R	2P 2R	M	M	6X 16P 62R 470
	26TH SRS	2P 2R	1X 3R	2P 2R	1X 3R			2P 2R	4R	1X 3R	4R	2P 2R			4R	1X 3R	4R	2P 2R	4R			1X 3R	2P 2R	4R	2P 2R	1X 3R			2P 2R	4R	M	M	6X 16P 62R 470
	61ST SRS	4R	4R	2P 2R	1X 3R			2P 2R	4R	4R	4R			2P 2R	4R	4R	4R	1X 3R	2P 2R			2P 2R	1X 2R	2P 2R	1X 3R	2P 2R			2P 2R	1X 3R	M	M	6X 16P 62R 470
	70th ARFS	4R 2Q	4R 2Q	4R 2Q	3R 2Q			1X 3R 2Q	4R 2Q	1X 3R 2Q	3R 2Q	3R 2Q		1X 2R 2Q	3R 2Q	2R 2Q	3R 2Q	3R 2Q				1X 2R 2Q	1X 2R 2Q	3R 2Q	1X 2R 2Q	3R 2Q			1X 2R 2Q	1X 2R 2Q	M	M	10X 60R 726 420
FLYING HOURS	6th SRS	22	24	21	22			21	22	24	22	24		21	24	22	24	21				22	24	21	24	22			21	22			470
	26th SRS	22	21	22	21			22	24	21	24	22		24	21	24	22	24				21	22	24	22	23			22	24			470
	61st SRS	24	24	22	21			22	21	24	24	24		22	24	24	21	22				22	21	22	21	22			22	21			470
	70th ARFS	40	40	40	37			37	40	37	34	34		31	34	31	34	34				31	31	34	31	34			31	31			726
	RB-47E TOTAL	68	69	65	64			65	67	69	70	70		67	69	70	67	67				65	67	67	67	65			65	67			1410

NOTE: 4 HOURS PER T SORTIE
5 HOURS PER P SORTIE
6 HOURS PER R SORTIE
7 HOURS PER K SORTIE
3 HOURS PER X SORTIE
10 HOURS PER N SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 252 SORTIES 1410 FLYING HOURS
KC-97G 112 SORTIES 726 FLYING HOURS

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ANNEX "C" TO OPERATIONS PLAN 403-56

MONTHLY PROJECTED FLYING SCHEDULE

PROJECTED OPERATIONS REQUIREMENT (PROPOSED) : FOR MONTH OF : JUNE 1956

	Squadron	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
SORTIE REQUIREMENT (SEE NOTE)	6th SRS	4R:		3R:	2R:	4R:	2R:	2R:		3R:	2R:	2R:	2R:	3R:		3R:	2R:	4R:	2R:	2R:		3R:	2R:	4R:	2R:	2R:		3R:	2R:	2R:	M:	6 X 52 R 22 K 484 Hr
							2K:	2K:				2K:	2K:	2K:				2K:		2K:	2K:				2K:	2K:	2K:						
	26th SRS	2R:		3R:	4R:	2R:	4R:	1R:		3R:	2R:	2R:	4R:	3R:		3R:	4R:	2R:	2R:	2R:		3R:	2R:	2R:	2R:	M:		3R:	2R:	2R:	M:	6 X 52 R 22 K 484 Hr
							2K:	2K:				2K:	2K:	2K:				2K:	2K:	2K:				2K:	2K:	2K:				2K:	2K:	2K:	
	61st SRS	2R:		1R:	2R:	4R:	4R:	3R:		3R:	2R:	2R:	2R:	3R:		3R:	2R:	4R:	2R:	4R:		1R:	4R:	2R:	2R:	M:		3R:	2R:	2R:	M:	6 X 52 R 22 K 484 Hr
		1P:		2P:			1P:			2P:						2P:			2P:			2P:						2D:				10 P 40 R 20 Q 22 S 648 Hr
	70th ARS	3R:		2R:	3R:	3R:	3R:	3R:		3R:	4R:	3R:	3R:	3R:		2R:	1R:	2R:	2R:			2Q:	2Q:					8S:	7S:	7S:		
		1Q:		1Q:	2Q:	2Q:	2Q:	1Q:			1Q:	2Q:	2Q:	2Q:			2Q:	2Q:														
Flying Hours	6th SRS	24:		21:	26:	24:	26:	21:		21:	26:	26:	26:	21:		21:	26:	24:	26:	26:		21:	26:	26:				21:	26:	25:			458
	26th SRS	26:		21:	24:	26:	24:	23:		21:	26:	26:	24:	21:		21:	24:	26:	26:	26:		21:	26:	26:				21:	26:	26:			458
	61st SRS	26:		23:	26:	24:	24:	21:		21:	26:	26:	26:	21:		21:	26:	24:	26:	24:		23:	24:	26:				23:	24:	26:			458
	70th ARS	31:		30:	34:	34:	34:	31:		28:	32:	34:	34:	34:		22:	22:	22:	22:			72:	63:	63:									648
	TOTAL																															
	RB-47E	76:		65:	76:	74:	74:	65:		63:	78:	78:	76:	63:		62:	76:	76:	78:	76:		65:	76:	73:									1368

NOTE: 4 HOURS PER T SORTIE 8 HOURS PER Q SORTIE
5 HOURS PER P SORTIE 9 HOURS PER S SORTIE
6 HOURS PER R SORTIE 10 HOURS PER N SORTIE
7 HOURS PER K SORTIE 3 HOURS PER X SORTIE

TOTAL MONTHLY PROJECTED REQUIREMENTS

RB-47E 340 SORTIES 1452 FLYING HOURS
RC-97G 97 SORTIES 648 FLYING HOURS

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
1 APRIL 1956

ANNEX "D"

TO

OPERATIONS PLAN 403-56

AIRDROME DUTIES, OFFICER OF THE DAY & TOWER OFFICER

Squadrons will furnish three (3) officers on the dates indicated.

April

1	-	6th SRS	13	-	6th SRS
2	-	70th AREFS	14	-	26th SRS
3	-	61st SRS	16	-	61st SRS
4	-	6th SRS	17	-	70th AREFS
5	-	26th SRS	18	-	6th SRS
6	-	70th AREFS	19	-	26th SRS
7	-	61st SRS	20	-	70th AREFS
9	-	6th SRS	TOTALS		
10	-	26th SRS	6th SRS	-	5
11	-	61st SRS	26th SRS	-	4
12	-	70th AREFS	61st SRS	-	4
			70th AREFS	-	5

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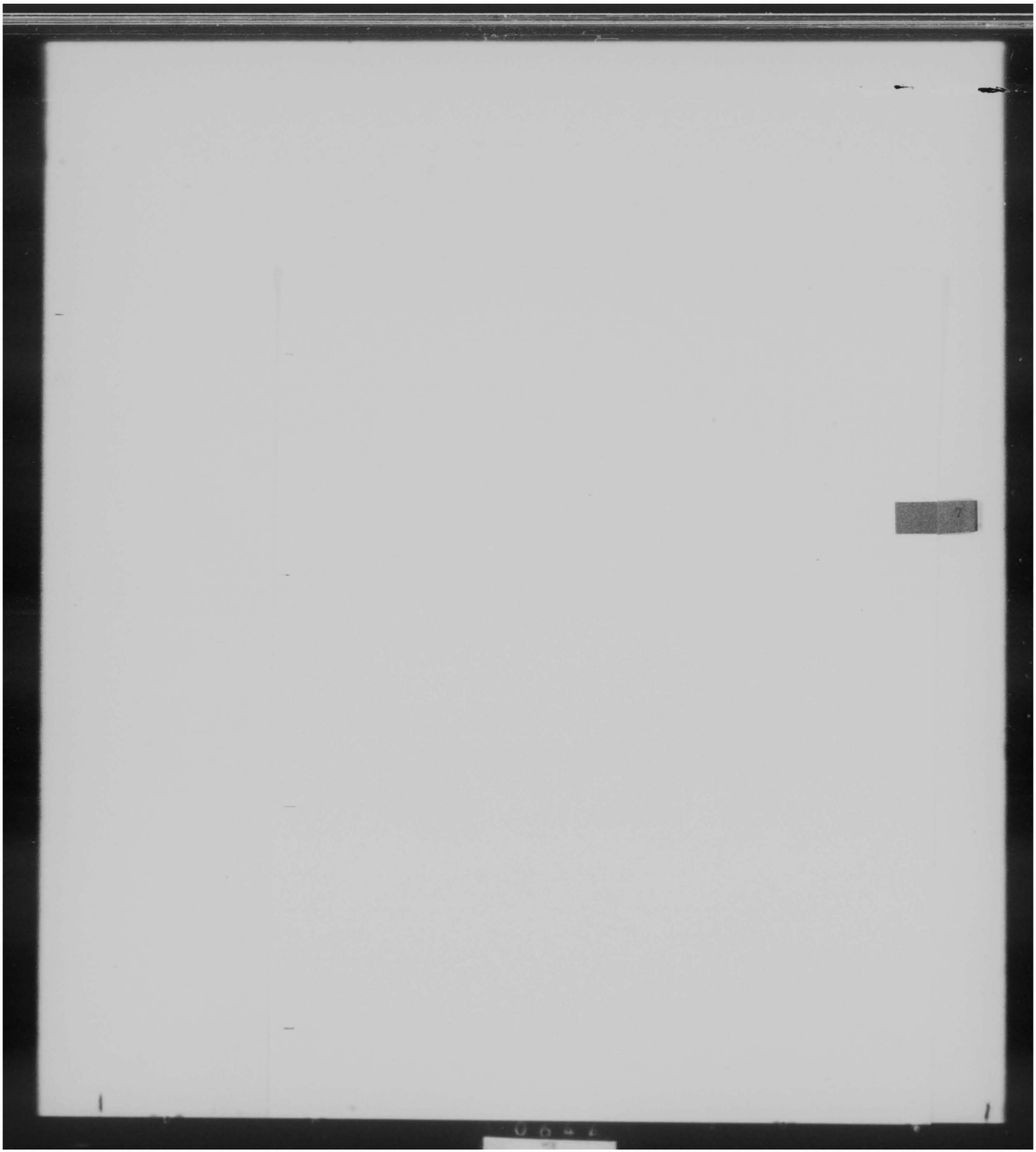

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (H) (SAC)
Little Rock Air Force Base
Jacksonville, Arkansas

DOCO DATE 30 APRIL 1956

SUBJECT: Recap of Flying Time for Month of APRIL 1956

TO: See Distribution

1. The following is a recap of flying time accomplished during the month of APRIL 1956:

		6TH SRS	26TH SRS	61ST SRS	TOTAL
a.	SORTIES:				
	(1) TOTAL SORTIES SCHEDULED:	83	84	83	250
	(2) TOTAL SORTIES CONFIRMED BY MAINTENANCE:	83	84	83	250
	(3) CANCELLED BY MAINTENANCE:	11	9	15	35
	(4) TOTAL SORTIES ACCEPTED BY FLIGHT CREW:	72	75	68	215
	(5) WEATHER CANCELLATIONS:	4	2	3	9
	(6) GROUND ABORTS:	6	7	10	23
	(7) CANCELLED OPERATIONS:	1	0	0	1
	(8) TOTAL SCHEDULED SORTIES FLOWN:	61	66	55	182
	(9) TEST FLIGHTS:	4	8	2	14
	(10) SORTIES FLOWN NOT SCHEDULED:	6	9	2	17
	TOTAL ALL SORTIES FLOWN:	71	83	59	213
b.	HOURS:				
	(1) TOTAL HOURS SCHEDULED	580:00	549:00	599:00	1688:00
	(2) HOURS CONFIRMED BY MAINTENANCE:	433:00	434:00	433:00	1300:00
	(3) TOTAL HOURS SCHEDULED FLOWN:	422:45	423:40	381:40	1228:05
	(4) HOURS FLOWN ON TURN AROUND MISSIONS:	30:25	33:55	10:40	75:00
	(5) TEST FLIGHTS:	8:10	16:40	6:05	30:55
	(6) FERRY FLIGHTS:	0	0	0	0
	TOTAL ALL HOURS FLOWN:	461:20	474:15	398:25	1334:00
c.	ABORTS:				
	(1) AIR ABORTS:	5	4	2	11
	(2) INCOMPLETE MISSIONS:	20	9	12	41
d.	TANKERS:				
	(1) TANKERS REQUESTED:	19	23	24	66
	(2) TANKERS CONFIRMED:	19	23	24	66

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Hq 70BW DOCO, Subject: Recap of Flying Time for Month of APRIL 1956

	6TH SRS	26TH SRS	61ST SRS	TOTAL
(3) TANKERS CANCELLED BY AIR REFUELING SQUADRON:	0	0	0	0
(4) TANKERS CANCELLED BY 70TH SRW:	0	0	0	0
(5) TANKER ABORTS OR CANCELLED:	0	2	0	2
(6) RECEIVER ABORTS OR CANCELLATIONS:	4	2	6	12
(7) WEATHER ABORTS	1	1	3	5
TOTAL EFFECTIVE TANKERS:	14	18	15	47

2. The following is a recap of flying time flown by the 70th Air Refueling Squadron during the month of APRIL 1956:

a. SORTIES:

(1) TOTAL SORTIES SCHEDULED:	101
(2) TOTAL SORTIES CONFIRMED BY MAINTENANCE:	101
(3) CANCELLED BY MAINTENANCE:	4
(4) TOTAL SORTIES ACCEPTED BY FLIGHT CREW:	97
(5) WEATHER CANCELLATIONS:	4
(6) OPERATIONS CANCELLATIONS:	0
(7) GROUND ABORTS:	0
(8) TOTAL SCHEDULED SORTIES FLOWN:	93
(9) TEST FLIGHTS:	5
(10) SORTIES FLOWN NOT SCHEDULED:	9
TOTAL ALL SORTIES FLOWN:	107

b. HOURS:

(1) TOTAL HOURS SCHEDULED:	655:00
(2) TOTAL HOURS CONFIRMED BY MAINTENANCE:	618:00
(3) TOTAL SCHEDULED HOURS FLOWN:	574:20
(4) HOURS FLOWN NOT SCHEDULED:	41:50
(5) FERRY FLIGHTS:	0
(6) TEST FLIGHTS:	7:20
(7) TOTAL HOURS FLOWN:	623:30

c. ABORTS:

(1) AIR ABORTS:	1
(2) INCOMPLETE MISSIONS:	4

Bernard V. Ogas
BERNARD V. OGAS
Colonel USAF
Director of Operations

DISTRIBUTION:

1 - Wing Comdr
1 - Dir of Ops
1 - Comptroller
2 - DOCO
2 - DOT
2 - Comdr, 6th SRS
2 - Comdr, 26th SRS
2 - Comdr, 61st SRS
2 - Comdr, 70th ARS
5 - Wg Historian

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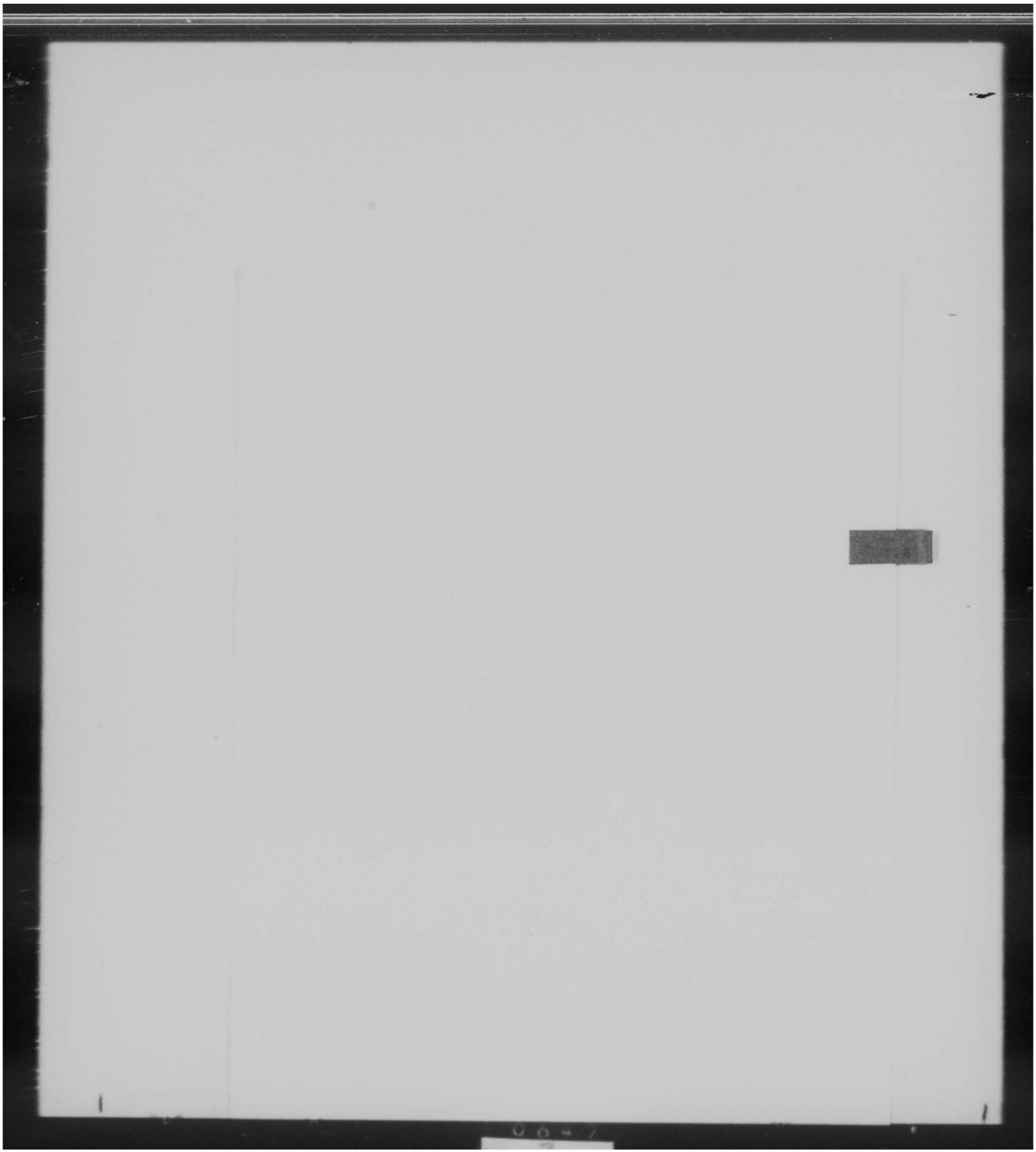

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SECRET

BT
/S E C R E T/FROM: DOTC 10133. SUBJECT: B-47 CREW POTENTIAL AND UP*GRADING. THIS MESSAGE IN TWO PARTS. PART 1. PERSONNEL RECORDS INDICATE THAT THERE IS A POTENTIAL OF FORMING AN ADDITIONAL 113 R/RB-47 CREWS, AND AN ADDITIONAL 36 KC-97 CREWS WITH SECOND AIR FORCE, FROM RESOURCES PRESENTLY ASSIGNED TO TACTICAL WINGS. THE FOLLOWING LIST REFLECTS ALPHA, THE V-1 REPORT FOR 1 APR 56; BRAVO PRESENT POTENTIAL, COCA, ESTIMATED POTENTIAL AS REPORTED BY UNIT; AND DELTA, THE SAC MINIMUM COMBAT READY GOAL BY 1 SEP 56.

UNIT	V-1			PRESENT	ESTIMATED	SAC MIN CR GOAL
	CR	NCR	TOTAL	POTENTIAL	POTENTIAL BY UNIT	1 SEP by
2BW	47	21	68	68	68	66
19BW	35	10	45	59	51	50
44BW	34	15	49	58	58	50
68BW	34	15	49	53	50	50
70SFW	6	40	46	49	NA	49
301BW	37	13	50	57	54	50
305BW	37	10	47	58	53	50
306BW	36	11	47	60	NO REPORT	50
308BW	41	8	49	66	65	66
321BW	33	6	39	58	51	50
384BW	4	35	39	41	NA	45

WHERE THERE IS A DISCREPANCY IN THE TOTAL NUMBER OF CREWS REPORTED AS FORMED, IN COMPARISON WITH PRESENT POTENTIAL; THE UNIT WILL SUBMIT COMMENTS JUSTIFYING THE REASON FOR HAVING FEWER CREWS FORMED THAT THE INDICATED POTENTIAL. THESE COMMENTS WILL BE SUBMITTED TO HEADQUARTERS SAC SECOND AIR FORCE ONLY, ATTN: DOTC. PART 2. SO THAT HEADQUARTERS SAC CAN MONITOR THE UP-GRADING PROGRAM IT WILL BE NECESSARY TO SUBMIT AN INITIAL REPORT, ATTN: DOTR, WITH AN INFO COPY TO HEADQUARTERS SECOND AIR FORCE, ATTN: DOTE; LISTING ALL NCR CREWS (INCLUDING CREWS IN) AND THE ESTIMATED DATE OF UP-GRADING TO CR STATUS FOR EACH CREW. THE INITIAL REPORT WILL DEPICT STATUS AS OF 1 APR 56 AND WILL BE SUBMITTED SO AS TO REACH HEADQUARTERS SAC NOT LATER THAN 26 APR 56. THIS STATUS OF THIS REPORT WILL BE KEPT CURRENT BY SUBMITTING ANY CHANGES BY ELECTRICAL MEANS AS SOON AS THEY BECOME EFFECTIVE. THE REASON FOR THE CHANGE WILL BE INCLUDED IN THE REPORT OF CHANGE. REQPORTS REQUIRED FOR THIS PROGRAM ARE EXEMPT FROM RCS IN ACCORDANCE WITH PARAGRAPH 7B(5) AIR FORCE REGULATION 174-1.
BT
19/2305Z APR RJWFKL

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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COMADIV 825 LITTLE ROCK AFB, JACKSONVILLE, ARK. PRIORITY SECRET PRIORITY

CIBC SAC, OFFUTT AFB, NEBR.

COMAF 2 BARKSDALE AFB, LA 2AF Msg DOTC 10133 dtd 19 Apr 56 SECRET

/S E C R E T/7ODOT_____. FOR DOTR. IN COMPLIANCE WITH PART 11 OF 2 AF MESSAGE DOTC 10133, SUBJECT: B-47 CREW POTENTIAL AND UPGRADING, DATED 19 APRIL 1956, FOLLOWING IS A LIST OF NON-COMBAT READY CREWS, INCLUDING IN CREWS, AND THE ESTIMATED DATE OF UPGRADING TO COMBAT READY STATUS FOR EACH CREW.

CREW NO.	AIRCRAFT COMMANDER	COMBAT READY
N-51	Krum	1 May 56
N-67	Hall	1 May 56
N-73	Nichols	1 May 56
N-74	Davison	1 May 56
N-38	Gregory	1 May 56
N-70	Blackwell	15 May 56
IN-76	Lewonowski	15 May 56
N-72	Hoppin	15 May 56
IN-06	Stallsmith	15 May 56
N-07	Ruschman	15 May 56
N-08	Carlisle	15 May 56
IN-09	Smith	15 May 56
IN-11	Erbe	15 May 56
IN-17	Johnson	15 May 56
N-50	Hackett	15 May 56
N-69	Buckley	15 May 56
N-68	Rogers	15 May 56
IN-12	Holt	1 Jun 56
IN-14	Kempe	1 Jun 56
IN-42	Cabaniss	1 Jun 56
IN-05	Newman	1 Jun 56
N-44	Thrash	1 Jun 56
IN-45	Arbutina	1 Jun 56
IN-46	Moke	1 Jun 56

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CREW NO	AIRCRAFT COMMANDER	COMBAT READY
IN-47	Goude	1 Jun 56
IN-66	Butler	1 Jun 56
IN-79	Funk	1 Jun 56
IN-83	Ohlsen	1 Jun 56
IN-82	Miller	1 Jul 56
N-10	Eggleston	1 Jul 56
IN-52	Butler	15 Jul 56
IN-43	Bauman	1 Sep 56

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2 2

WILLIAM B OGDEN, MAJ, USAF, WC TRNG OFF

70DOT/WBO/mfw/ 24 Apr 56/1145 3508

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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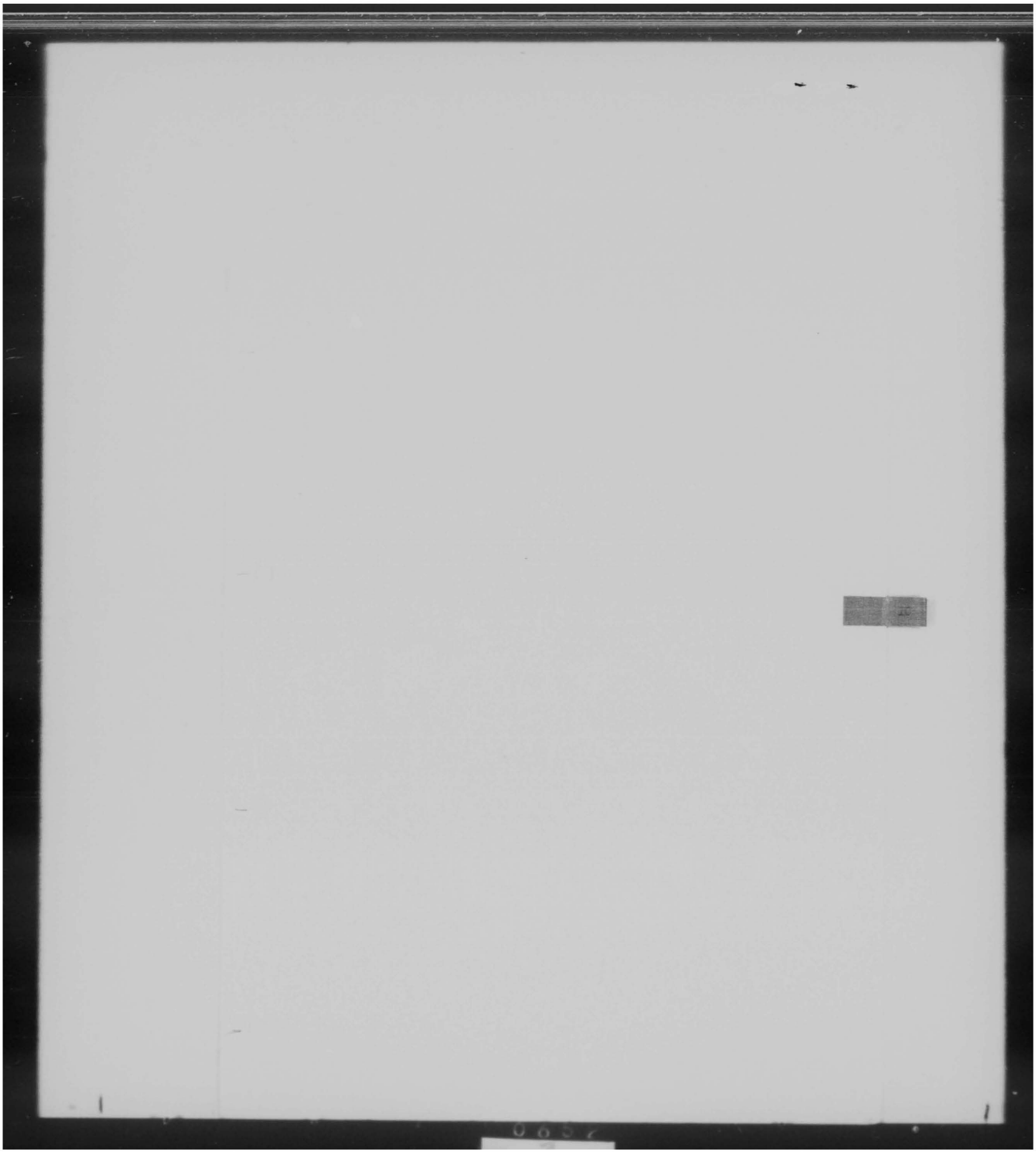

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COMADIV 825 LITTLE ROCK AFB, JACKSONVILLE, ARK.

PRIORITY PRIORITY

CINC SAC OFFUTT AFB, NEBR.

COMAF 2 BARKSDALE AFB, LA. 7ODOTL159 dtd 24 Apr 56 SECRET
2AF Msg DOTC 10133 dtd 19 Apr 56 SECRET

/C O N F I D E N T I A L/7ODOT_____. REFERENCE OUR MESSAGE 7ODOT 159 dated 24 APRIL 1956. IN COMPLIANCE WITH PART II OF 2 AF MESSAGE DOTC 10133, SUBJECT: B-47 CREW POTENTIAL AND UPGRADING, DATED 19 APRIL 1956, the FOLLOWING CHANGES IN THE UPGRADING SCHEDULE ARE SUBMITTED.

CREW NO.	AIRCRAFT COMMANDER	INITIAL COMBAT READY DATE	NEW COMBAT READY DATE
N-73	NICHOLS	1 May 56	15 May 56
N-07	RUSCHMAN	15 May 56	1 May 56
N-08	CARLISLE	15 May 56	1 May 56

RBS RELIABILITY OF N73 IS BELOW STANDARDS ESTABLISHED BY THE WING COMMANDER. COMBAT READY DATE POSTPONED A MINIMUM OF FIFTEEN (15) DAYS. CREWS NO7 AND NO8 UPGRADED TO COMBAT READY ON 1 MAY 56 SINCE THESE CREWS MET QUANTITATIVE AND QUALITATIVE REQUIREMENTS FOR UPGRADING. CREWS N-51, N-67, N-74 AND N-38 WERE UPGRADED ON 1 MAY 56 AS INITIALLY SCHEDULED.

WILLIAM B. OGDEN, MAJ, USAF, WG TRNG OFF

7ODOT/WBO/mfw/ 1 May 56 3508

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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COMADIV 825 LITTLE ROCK AFB, JACKSONVILLE, ARK. SECRET
PRIORITY

COMAF 2 BARKSDALE AFB, LA

2 AF Msg
DOTC 10133 dtd 19 Apr 56 SECRET

/S E C R E T/7ODOT_____. FOR DOTC. REFERENCE PART 1 OF YOUR MESSAGE DOTC 10133, SUBJECT: B-47 CREW POTENTIAL AND UPGRADING, DATED 19 April 1956. THE 70TH WING HAS FORTY-SIX (46) CREWS FORMED. THIS IS THREE (3) LESS THAN SECOND AIR FORCE'S INDICATED PRESENT POTENTIAL. THE 70th Wing HAS FOUR (4) AIRCRAFT COMMANDERS AND FOUR CO-PILOTS AWAITING QUOTAS FOR CCTS AT MC CONNEL AFC. TWO (2) ADDITIONAL CO-PILOTS ARE ATTENDING SCHOOL. TWO (2) OF THREE (3) OTHER CO-PILOTS THAT HAVE COMPLETED CCTS ARE BEING PLACED ON COMBAT CREWS TO REPLACE CO-PILOTS SCHEDULED FOR SEPARATION FROM THE AIR FORCE BETWEEN 1 MAY THROUGH 31 JULY 1956. THE OFFICERS AWAITING QUOTAS TO WICHITA HAVE NOT BEEN PLACED ON COMBAT CREWS BECAUSE THE WING HAS RECEIVED NO INDICATION AS TO WHE, IF EVER, THESE QUOTAS WOULD BE AVAILABLE. SEPARATE MESSAGES AND CORRESPONDENCE ON THIS MATTER HAVE BEEN FORWARDED PREVIOUSLY. SINCE THE COMBAT CREW STATUS OF COMBAT READY WINGS REMAINS FLUID DUE TO CREW MEMBER LOSSES FOR VARIED REASONS, IT HAS BEEN CONSIDERED INJUDICIOUS TO FORM CREWS WITH THESE UNQUALIFIED PERSONNEL WHEN FIRM SCHEDULING AND INPUT DATED COULD NOT BE FURNISHED. ALL QUALIFIED AIRCRAFT COMMANDER AND CO-PILOT CREW PERSONNEL ARE ON CREWS EXCEPTING FOUR (4) CO-PILOTS, THREE 93) OF WHICH ARE SCHEDULED FOR SEPARATION AND ONE (1) RECENT RETURNEE FROM WICHATA.

WILLIAM B. OGDEN, MAJ, USAF, WC TRNG OFF

7ODOT/WBO/mfw/ 24 Apr 56 0800 3508

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Captain, USAF
Adjutant

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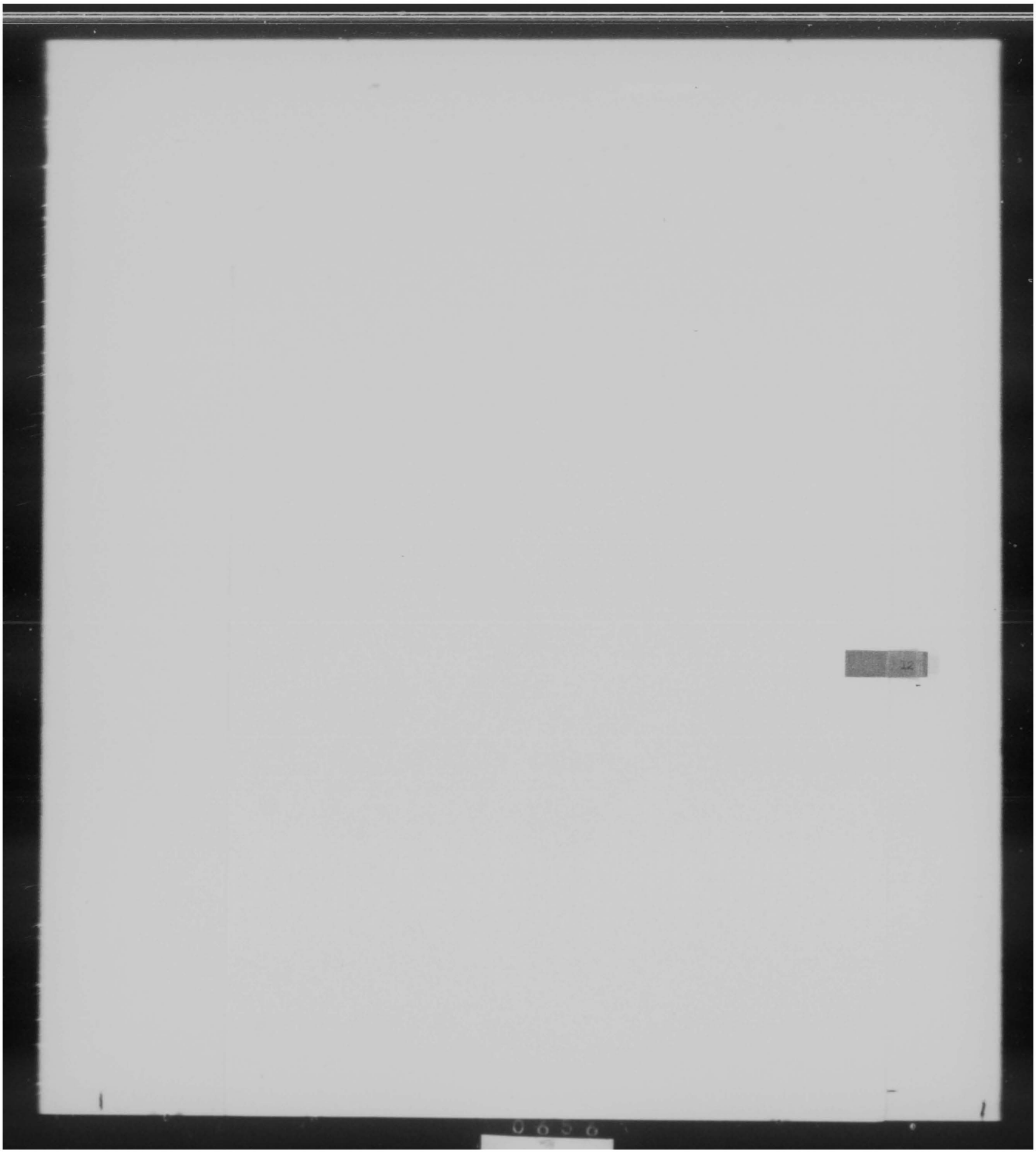

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING, MEDIUM
Little Rock Air Force Base
Jacksonville, Arkansas

WING PROGRESS ANALYSIS REPORT
For the month of April 1956

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I-N-T-R-O-D-U-C-T-I-O-N

1. This is the first monthly report highlighting the progress of the 70th Strategic Reconnaissance Wing.

2. Constructive Comments regarding this report are solicited; telephone extension 3523, Comptroller Directorate, 70th Strategic Reconnaissance Wing.

3. This report is intended to show a four months average of performance; however, the information covering this period was not available in all areas. A four months average gives a stable index against which to compare the current months performance.

Wayne M. Duncan

WAYNE M. DUNCAN
Major, USAF
Comptroller

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2. Analysis Highlights:

a. SAC Management Control System: This item will be included beginning with the first month the Wing trains under the provisions of SAC Reg 50-8. This analysis will be limited to the unclassified portion contained in SAC Tech Pamphlet 170-1.

b. Personnel Highlights:

(1) Officer manning has just about reached its peak at 98.8% body manned. Effective manning showed a slight decrease this month. This was primarily due to classification of several officers into fields where they are not fully qualified whereas in their previous AFSC's they were qualified.

(2) Airmen manning has been affected, primarily in the Maint Field, by some losses and a general realignment of maint skills.

(3) Airmen Direct Support Skills: The "32" and "42" fields continue to be handicapped by low skill level; however a vigorous OJT program can cure this.

(4) There were two (2) reported AWOL's in April, thereby continuing the 2 per month we experienced in February and March. There is only one satisfactory AWOL Rate — ZERO.

(5) OJT Program: The Wing experienced a 7% decrease in the participation in OJT from the March activity of 98.3%. This coupled with only fair to good test results indicates this program requires constant supervision.

(6) Reenlistment Rate: The current rate of 49.0 is excellent compared to our past performance; however it is still far below the USAF desired level.

(7) Courts Martials: During February, March and April there was 1 General and 5 Summary Courts, 50% of these in April.

(8) Article 15's: The 6th SPS is the only Squadron with no article 15's. Hq Sq and Tac Hospital fell out of this bracket in April. The number each month continues to be approximately 9 for the Wing.

c. Material Highlights:

(1) Aircraft Maintenance Performance: The Wing flew 182 sorties, the largest number for any month this calendar year. This was primarily due to the best flyable weather this wing has experienced at Little Rock. There was no significant change in ground abort as compared to March; however a decrease of 7 air aborts contributed to the successful completion of 1300 hours flying time.

(2) Non-Deliveries: The total non-deliveries decreased significantly.

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(3) In-Commission Rates: The continued drop in AOCP for the RB-47's has not been offset by a comparable rise in-commission rate. For the KC-97's the AOCP rate has dropped as well as the in-commission rate.

(4) Periodic Maintenance Squadron Performance: RB-47 dock time decreased slightly compared to March: however the KC-97 dock time continues to climb.

(5) RB-47 Engine Change Statistics: Foreign Object damage continues as the primary cause and strong emphasis must continue in order order to stop endangering lives and wasting Maintenance Manhours.

(6) U.R. Submission: The number submitted is on a downward trend--this should level off.

(7) Spillage: The number of spillage incidents requiring Fire Department action is on an upward trend.

(8) Fly-away Kits: The Recon Squadrons experienced no change from March. The 70th ARS continued to improve.

(9) Supply Inspection: The A&E Squadron supply problem should be resolved by the time this analysis is published.

(10) Wing UBE Status: No appreciable change noted.

(11) Reports of Survey: Six squadrons have not submitted reports of survey this calendar year.

(12) Air Force Service Store: Conservation continues as the by-word.

d. Safety:

(1) Ground Accidents: A marked increase in number of injuries for April, a new record for 1956. Automobiles continue as the primary source and no let-down in safety programs should be permitted as these injuries no one can afford. One ground accident involved an airman swinging a golf club--he twisted his knee costing 21 lost days and $630.00, this occurred in February.

(2) Five squadrons had no accidents in April; however the 384th BW and the 825th AB Group had a combined ground accident cost of $956 with no reportable private vehicle accidents for 60 days, as compared to our ground accident cost of $2027.00 and no reportable private vehicle accidents for 15 days.

e. Comptroller:

(1) Wing Direct Operational Costs: The decrease in total Wing costs is directly attributable to the austere appropriated fund picture--as during this period shortage of funds has retarded supplies and greatly reduced TDY.

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(2) Unit Fund Status: The 26th SRS and 70th ARS present only a fair fund condition.

(3) Blue Cross Blue Shield: Our present Group Plan was written on a trial basis and if the present participation percentage and delinquent status continues we may have a difficult time finding a company interested--the least we could expect would be a higher premium. This hospitalization program has proven highly beneficial and its necessity has been ably demonstrated. To continue to receive the benefits from this program each unit must continually stress its value and insure the participation of at least 75% of all eligible. (During the first contract year the company has waived the 75%; however there is no reason to believe our next contract will not include this provision as it is normally required of all groups).

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I PERSONNEL:

1. Manning:

a. Officers.

UNIT	AUTH	ASGD	EFFECTIVE MANNED	PERCENT EFFECTIVE
Hq Sq	50	56	35	70.0
6th SRS	76	60	45	59.2
26th SRS	76	65	49	64.5
61st SRS	76	62	46	60.5
70th ARS	68	113	67	98.5
70th FM	8	7	4	50.0
70th PM	3	4	3	100.0
70th A&E	12	10	8	66.7
70th RT	16	20	15	93.8
70th TH	27	10	10	37.0

	FEB	MAR	APR	AVG 3 MOS
AUTH:	414	414	412	413
ASGD:	386	398	407	397
EFFECT:	294	298	286	293
% EFF:	71.0	72.0	69.4	70.9

b. Airmen:

UNIT	AUTH	ASGD	EFFECTIVE MANNED	PERCENT EFFECTIVE
Hq Sq	128	136	94	73.4
6th SRS	96	77	75	78.1
26th SRS	96	72	63	65.6
61st SRS	96	69	63	65.6
70th ARS	190	232	165	86.8
70th FMS	409	403	303	74.1
70th PMS	106	100	85	80.2
70th A&E	354	325	247	69.8
70th RTS	104	94	83	79.8
70th TH	94	56	48	51.1

	FEB	MAR	APR	AVG 3 MOS
AUTH:	1688	1688	1673	1683
ASGD:	1570	1581	1564	1572
EFFECT:	1211	1288	1279	1259
% EFF:	74.5	76.3	76.4	74.8

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c. Manning Direct Support Skills (Airmen)

AFSC		AUTH	ASGD	APR EFF ASGD	RATE
30	Radio-Rad Sys	84	77	65	77.4
32	Arm Sys Maint	160	161	103	64.4
40	Intro Equip	66	66	59	89.4
42	Acft Acc.	134	124	73	54.5
43	Acft Eng Maint	571	639	479	83.9
	TOTAL	1015	1067	779	76.7

2. AWOL Experience:

UNIT	Number Going AWOL FEB	MAR	APR	Avg. Asgd Strength FEB	MAR	APR	Rate per 1000 FEB	MAR	APR	Avg. 3 MOS
Hq Sq	0	0	1	165	166	173	0	0	5.8	2.0
26th SRS	0	0	0	136	143	122	0	0	0	0
26th SPS	0	0	0	143	146	127	0	0	0	0
61st SRS	0	0	0	138	143	121	0	0	0	0
70th APS	1	0	0	327	340	287	3.0	0	0	1.0
70th FM	0	2	0	412	415	382	0	4.8	0	1.7
70th PM	0	0	1	114	125	99	0	0	10.1	3.0
70th A&E	0	0	0	329	330	304	0	0	0	0
70th RT	1	0	0	78	118	109	12.8	0	0	3.3
70th TH	0	0	0	38	54	62	0	0	0	0
TOTAL	2	2	2	1877	1980	1786	1.1	1.0	1.1	1.1

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3. OJT Program

UNIT	FEB ELIG	FEB IN TNG	FEB % RATE	MAR ELIG	MAR IN TNG	MAR % RATE	APR ELIG	APR IN TNG	APR % RATE
Hq Sq	19	17	89.5	13	13	100	30	24	80.0
6th SRS	11	10	90.9	6	6	100	5	5	100
26th SRS	22	22	100	17	17	100	17	17	100
61st SRS	17	17	100	17	17	100	18	18	100
70th ARS	53	49	92.5	51	49	96.1	98	73	74.5
70th FM	158	143	90.5	156	156	100	155	153	98.7
70th PM	39	37	94.9	34	34	100	28	27	96.4
70th A&E	117	115	98.3	63	58	92.1	84	78	92.9
70th RT	31	30	96.8	30	30	100	31	30	96.8
TOTAL	480	453	94.4	401	394	98.3	475	434	91.4

4. OJT Test Results

March

UNIT	QUALIFIED	BOARD CASES	UNQUALIFIED	%QUALIFIED
Hq Sq	0	0	0	--
6th SRS	1	2	3	16.7
26th SRS	5	2	6	38.5
61st SRS	5	0	4	55.6
70th ARS	27	5	13	60.0
70th FM	40	6	22	58.8
70th PM	11	4	4	57.9
70th A&E	2	0	5	28.6
70th RT	0	0	0	--
70th TH	1	0	2	33.3
TOTAL	92	19	59	54.1

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5. REENLISTMENT RATES:

UNIT	FEB DISC	FEB REENL	FEB %	MAR DISC	MAR REENL	MAR %	APR DISC	APR REENL	APR %	3 MOS AVG. DISC	3 MOS AVG. REENL	3 MOS AVG. %
Hq Sq	3	1	33.3	3	1	33.3	5	4	80.4	11	6	54.5
6th SPS	1	1	100	3	1	33.3	0	0	--	4	2	50.0
26th SRS	2	2	100	3	2	66.7	2	2	100	7	6	85.7
61st SPS	2	1	50.0	2	0	0.0	1	0	0.0	5	1	20.0
70th APS	7	4	57.1	4	3	75.0	1	0	0.0	12	7	58.3
70th FM	8	4	50.0	4	1	25.0	15	3	20.0	27	8	29.6
70th PM	2	1	50.0	1	1	100	2	1	50.0	5	3	60.0
70th A&E	9	5	55.5	3	2	66.7	5	3	60.0	17	10	58.8
70th RT	4	0	0.0	0	0	--	5	5	100	9	5	55.6
70th TH	0	0	--	1	0	0.0	0	0	--	1	0	0.0
TOTAL to	38	19	50.0	24	11	45.8	36	18	50.0	98	48	49.0

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6. COURTS MARTIAL EXPERIENCE: - Rate per 1000

UNIT	GENERAL FEB	MAR	APR	TOT	RATE	SPECIAL FEB	MAR	APR	TOT	RATE	SUMMARY FEB	MAR	APR	TOT	RATE	3 MOS EXPER. TOTAL	RATE
Hq Sq	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6th SRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26th SRS	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.4	1	2.4
61st SRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70th ARS	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.0	1	1.0
70th FM	0	0	1	1	.8	0	0	0	0	0	0	0	2	2	1.7	3	2.5
70th PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70th A&E	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1.0	1	1.0
70th RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70th TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
total TOTAL	0	0	1	1	.2	0	0	0	0	0	1	2	2	5	.9	6	1.1
RATE	0	0	.6	.2		0	0	0	0	0	.5	1.0	1.1	.9			

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7. ARTICLE 15's - Rate per 1000

UNIT	FEB NO.	FEB RATE	MAR NO.	MAR RATE	APR NO.	APR RATE	3 Months TOTAL & AVERAGE RATE	
Hq Sq	0	0	0	0	3	17.3	3	6.0
6th SRS	0	0	0	0	0	0	0	0
26th SRS	1	7.0	0	0	0	0	1	2.4
61st SRS	3	21.7	1	7.0	1	8.3	5	12.4
70th ARS	0	0	0	0	1	3.5	1	1.0
70th FM	5	12.1	2	4.8	2	5.2	9	7.4
70th FM	0	0	1	8.0	1	10.1	2	5.9
70th A&E	1	3.0	5	15.2	0	0	6	7.2
70th RT	1	12.8	0	0	0	0	1	3.3
70th TH	0	0	0	0	1	16.1	1	6.5
TOTAL	11	5.9	9	4.5	9	5.0	29	5.1

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II. MATERIAL

1. Aircraft Maintenance Performance:

a. Overall scheduling effectiveness considers only scheduled sorties flown.

	6th SPS				26th SRS				61st SRS				Wing Total			
	JAN	FEB	MAR	APR	JAN	FEB	MAR	APR	JAN	FEB	MAR	APR	JAN	FEB	MAR	APR
Schedules	73	92	80	83	78	92	92	84	78	92	92	83	229	276	264	250
Delivered	47	51	66	72	60	60	77	75	58	56	83	68	165	167	226	215
Grn Abts	2	3	6	6	9	5	6	7	5	6	10	10	16	14	22	23
Flown	43	46	47	61	49	53	60	66	53	46	65	55	145	145	172	182
Air Abts	9	6	11	5	6	3	2	4	8	2	5	2	23	11	18	11
Del less Abts	36	42	49	61	45	52	69	64	45	48	68	56	126	142	186	181

2. Non-Deliveries:

	6th SPS		26th SRS		61st SRS		WING TOTAL	
	MAR	APR	MAR	APR	MAR	APR	MAR	APR
Material Failures	8	3	2	7	6	6	16	16
Other	21	11	27	8	14	12	62	31
Non-Del Grnd Abts	0	3	2	0	9	7	11	10
Total Non-Del	29	17	31	15	29	25	99	57

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3. Late Take-Offs:

APRIL 56

	6th SRS	26th SRS	61st SRS	Total Tac Sq	70th ARS
Crew	3	3		6	
Radar Maint	3	1	3	7	
Radio	1	6		7	
Traffic	2	5	4	11	3
Weather	1	2	2	5	2
Acft Gen	7	10	6	23	1
Gunnery		1		1	
Camera Maint			1	1	
Prop					4
Total	17	28	16	61	10

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4. In Commission Rates

	RB-47				KC-97			
	JAN	FEB	MAR	APR	JAN	FEB	MAR	APR
Acft hrs on hand	34697	33049	35712	34619	16000	15108	16368	15840
Hrs in commission	24005	22161	26085	25012	13622	12548	13087	12825
In commission rate	69.8	67.1	73.0	72.2	85.1	83.1	80.0	81.0

5. AOCP Rate

Hours AOCP	2837	1692	761	280	937	838	250	363
AOCP Rate	8.4	5.1	2.1	.8	5.9	5.5	1.5	2.3

6. Periodic Maintenance Squadron Performance

Unit	JAN	FEB	MAR
6th SRS	12.6	13.0	12.7
26th SRS	7.0	15.7	11.1
61st SRS	9.0	9.5	0.0
Total RB-47	11.4	13.1	11.7
70th ARS (Total KC-97)	10.0	13.7	14.3

	APR		
Unit	Acft No.	In	Days in docks
6th SRS	245		10
26th SRS	801	25 Apr	
	304	17 Apr	
	816		19
61st SRS	250	23 Apr	
	253		13
	383	23 Apr	
	387	13 Apr	
	390		14
70th ARS	270		9
	277		7
	279	10 Apr	

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7. RB-47 Engine Change Statistics (Foreign Object Damage)

	FEB			MAR			APR		3 Month
	6th	26th	61st	6th	26th	61st	6th	26th	61st	Total
Foreign Object Damage	5			4		4	2	3	1	19
Unknown		1						1	1	3
Air oil seal failure			1		1	1				3
Defective oil pump				1						1
Excessive viberation					1					1
Hot start					1					1
Broken balance									1	1
Total	5	1	1	5	3	5	2	4	3	29

	FEB	MAR	APR	3 Month Total
Major Removals	5	9	7	21
Minor Removals	2	4	2	8
Engine Removal FOD	5	8	6	19
Average Time on Eng Removal	196	224	257	243
Acft Fly time Per Eng Change	176	90	148	129

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8. U. R. Submission:

Unit	FEB	MAR	APR	3 Month Total
Hq Sq	0	0	1	1
6th SRS	0	1	1	2
26th SRS	0	1	0	1
61st SRS	3	1	1	5
70th A&E	3	1	0	4
70th FM	1	1	2	4
70th ARS	1	2	0	3
70th PM	0	0	0	0
70th RT	1	0	0	1
Total	9	7	5	21

9. Spillage (fuel - lubricants) Requiring Fire Dept Action

Unit	FEB		MAR		APR	
	Spill	FD Act	Spill	FD Act	Spill	FD Act
6th SRS	20	2	67	2	10	1
26th SRS	60	2	25	1	25	2
61st SRS			70	2	90	3
70th ARS	20	1	15	1	3	1
Total	100	5	177	6	128	7

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10. Quality Control Inspection Discrepancies

	6th SRS		26th SRS		61st SRS		Total
	Mar	Apr	Mar	Apr	Mar	Apr	
Safety of Flight	1	3	2	10	5	3	24
Critical	0	1	2	7	3	4	17
Minor	102	148	141	257	206	74	928
Acft Insp	3	3	3	5	5	2	21
Avg Safety of Flight	.33	1.0	.67	2.0	1.0	1.5	1.14
Avg Critical	0	.33	.67	1.4	.6	2.0	.81
Avg Minor	34.0	49.3	47.0	51.4	41.2	37.0	44.2

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11. Maintenance Man Hour Utilization

	MAINT CONTROL	6 SRS	26 SRS	61 SRS	70 ARS	70 A&E	70 PMS	70 FMS	70 WING	WING CUM (FEB-MAR-APR)
% Avail Direct	0.0	71.7	59.8	63.0	64.0	37.5	75.1	40.0	47.0	48.6
% Avail Indirect Productive	99.0	27.5	38.7	34.5	35.0	56.3	22.0	55.7	49.2	
% Avail Indirect Non-Productive	1.0	0.8	1.5	2.5	1.0	6.2	2.9	4.3	3.8	
% Asgd Abs	14.3	25.7	29.4	24.9	35.4	31.2	32.1	29.2	30.7	26.7
Overtime	4.2	5.1	8.5	6.1	4.6	5.4	2.5	6.9	5.7	5.3

12. Man Hours Per Flying Hour

RB-47	14.7	10.4	13.6	--	10.3	4.5	8.8	37.3	40.9
KC-97	--	--	--	13.1	1.7	6.3	4.6	25.7	29.2

Generally speaking the % asgd absent and overtime conform to SAC Standards; however, the 26th SRS and 70 FMS have high overtime rates as well as high absent rates. The 26th SRS had the least number of man-hours assigned, yet produced the most flying hours.

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III. SUPPLY

1. Average Aircraft Available:

	JAN		FEB		MAR		APR	
	RB-47	KC-97	RB-47	KC-97	RB-47	KC-97	RB-47	KC-97
Processed	48	22	48	22	48	22	48	22
Available	42	19	31	14	36	18	36	17
% Available	87.5	86.4	64.6	63.6	75.0	81.8	75.0	77.2

2. Fly away kits percent complete;

	6th SRS	26th SRS	61st SRS	70th ARS
JAN	90.7	92.0	90.4	0.0
FEB	94.9	93.5	94.1	77.1
MAR	96.9	95.7	95.1	83.0
APR	96.9	95.7	95.1	90.1

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3. Supply Inspection IAW SAC Reg 67-32:

Unit	Date Last Inspection	Scheduled for next	SAC Minimum Score	Actual Score	Rating
Hq Sq	9 Feb	11 May	376	365	Good
6th SRS	16 Jan	16 May	435	436	Excellent
26th SRS	17 Jan	17 May	435	447	Excellent
61st SRS	28 Feb	28 May	435	445	Excellent
A&E	20 Mar	20 Jun	433	318	Unsatisfactory
PM	23 Mar	20 May	436	447	Excellent
FM	27 Jan	27 May	430	478	Excellent
ARS	25 Jan	25 May	443	497	Excellent
RT	24 Apr	24 Jul	415	467	Excellent
Tac Hosp	6 Feb	6 May	282	308	Excellent

4. Wing UEE Status:

Unit	Auth UME/USE	On Hand UME/USE	Percentage UME/USE
Hq Sq	6588/2420	5928/2123	90.0/87.7
6th SRS	21449/1724	18621/1586	86.8/92.0
26th SRS	21672/1715	19100/1363	88.1/79.5
61st SRS	21562/1782	18865/1644	87.5/92.3
ARS	35238/3646	29672/2831	84.2/79.0
FM	61304/6256	46827/5734	76.4/91.2
PM	17944/1747	12439/1493	69.3/85.5
A&E	40747/4675	30823/4206	75.6/90.0
RT	6101/1636	5405/1430	88.6/87.4
Tac Hosp	4594/NA	3338/NA	72.7/NA
Wg Total	237199/25630	191018/22460	80.5/87.6

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5. Reports of Survey:

Unit	JAN No.	JAN Cost	FEB No.	FEB Cost	MAR No.	MAR Cost	APR No.	APR Cost	4 Month Total No.	4 Month Total Cost
Hq Sq	0		0		0		0		0	
6th SRS	3	83.60	0		1	21.00	1	769.16	5	878.76
26th SRS	0		0		0		1	340.79	1	340.79
61st SRS	0		0		0		0		0	
A&E	0		0		0		0		0	
FM	2	67.16	0		0		2	24.98	4	92.14
ARS	1	3.90	1	150.00	0		1	3.90	3	157.80
PM	0		0		0		0		0	
RT	0		0		0		0		0	
Tac Hosp	0		0		0		0		0	
Total	6	159.66	1	150.00	1	21.00	5	1138.83	13	1469.49

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6. Air Force Service Store:

a. Following is status of Air Force Service Store account as of 19 April 56:

Unit	UAL No.	Credit Auth	Expended	% Expended	Balance
Hq Sq	002	2000.00	531.30	26.6	1468.70
6th SRS	003	1200.00	76.88	6.4	1123.12
26th SRS	004	1200.00	190.29	15.9	1009.71
61st SRS	005	1200.00	72.93	6.1	1127.07
70th ARS	029	1500.00	302.72	20.2	1197.28
70th A&E	006	3940.00	495.11	12.6	3444.89
70th FM	008-030	14000.00	2739.22	19.6	11260.78
70th FM	007	1300.00	114.05	8.8	1185.95
70th RT	018	3300.00	493.88	15.0	2806.12
Total Wing		29640.00	5016.38	16.9	24623.62

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IV. OPERATIONS

1. Flying Hours as Percent of Required: SAC F-1

		JAN	FEB	MAR	APR
Hours Required:	RB-47	1339	1347	1441	1662
	KC-97	476	737	654	615
	Total	1815	2084	2095	2277
Hours Flown:	RB-47	1034	1233	1134	1334
	KC-97	*523	*811	572	*624
	Total	1560	1970	1706	1949
Percent Hours Flown:		86.0	94.5	81.4	85.6

* Computation of percent is based on actual hours flown not to exceed the stated required hours by type aircraft.

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1. Ground Accident

	JAN	FEB	MAR	APR
MILITARY INJURIES	6	3	3	
MANHOURS EXPOSURE	57598	54433	37417	
CIVILIAN INJURIES	0	0	0	
MANHOURS EXPOSURE	2016	2080	528	
GOVT ACCIDENTS	0	1	1	
VEHICLE MILES OPERATED	17930	25377	15682	
TOTAL COST OF ACCIDENTS	3670	2441	449	
AVERAGE STRENGTH	1870	1890	1210	
INJURIES IN PRIVATE AUTO	5	1	2	
MILITARY NON-DISABLING INJURIES	10	8	4	
CIVILIAN NON-DISABLING INJURIES	0	0	0	
MILITARY INJURY RATE	10.4	5.5	8.0	
CIVILIAN INJURY RATE	0.0	0.0	0.0	
VEHICLE ACCIDENT RATE	0.0	3.9	6.4	
GROUND SAFETY RATE (INDEX)	10.4	9.4	14.4	
ACCIDENT COST PER CAP	1.96	1.29	.37	

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2. Accident Experience: April 1956

UNIT	LOST TIME INJ. & FATL. PVT MTR VEH - ALL OTHER NO.	COST	NO.	COST	US PROPERTY DAMAGE ACDT NO.	COST	TOTAL ACCIDENTS NO.	COST	AVERAGE TOTAL ASGD STR	PER CAP INJ&FAT $ COST	PER CAP PROPERTY $ COST	DAYS LOST
Hq Sq	1	$420	0	0	0	0	1	420	173	2.43	0	14
6th SRS	0	0	0	0	0	0	0	0	122	0	0	0
26th SRS	1	210	1	360	0	0	2	570	127	4.49	0	19
61st SRS	0	0	0	0	0	0	0	0	121	0	0	0
70th FMS	0	0	1	30	0	0	1	30	382	.09	0	1
70th BMS	0	0	0	0	0	0	0	0	99	0	0	0
70th A&E	1	450	1	300	0	0	2	750	304	2.47	0	25
70th ARS	0	0	1	120	0	0	1	120	287	.42	0	4
70th RTS	0	0	0	0	0	0	0	0	109	0	0	0
70th TH	0	0	*1	630	0	0	1	630	62	10.16	0	21
Total	3	1080	5	1440	0	0	8	2520	1786	1.41	0	84

* February Accident

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V. COMPTROLLER

1. Wing Direct Operational Costs:

	JAN	FEB	MAR	APR
Military Personnel	548,319	522,660	555,337	548,599
Civilian Personnel	4,375.53	4,178.49	3,897.76	3,970.92
Supplies	57,222.34	82,194.87	80,492.98	58,807.13
Contr Services	0	0	0	802.45
Fuel	225,901.39	285,498.86	285,698.58	285,385.55
TDY	4,012.95	14,818.03	13,546.20	4,044.82
Wing Total	839,831.21	909,350.25	938,972.52	901,609.87

Includes 70th ARS

2. Unit Fund Status: April

	Month Expenditures	EOM Balance	Apr Avg Fund Per Cap.
Hq Sq	$ 23.00	234.70	1.22
6th SRS	0.0	183.70	1.34
26th SRS	142.80	78.25	.57
61st SRS	0.0	125.15	.96
A&E	121.00	407.20	1.22
FM	0.0	340.97	.83
PM	173.84	129.55	1.25
ARS	45.90	148.55	.43
RT	89.40	115.95	1.02

70th Tac Hosp computed with 4225th USAF Dispensary. No figures avail.

3. Blue Cross Membership: As of 15 April

Unit	No. Eligible	No. Members	No. Cancellation	No. Delinquents
Hq Sq	127	53	3	13
6th SRS	87	57	10	13
26th SRS	87	50	6	10
61st SRS	92	46	0	9
A&E	120	66	2	21
FM	147	41	25	13
PM	54	37	3	7
ARS	183	111	0	38
RT	45	21	0	1
Tac Hosp	*	*	*	*
Wing Total	942	482	49	125

* Not Available

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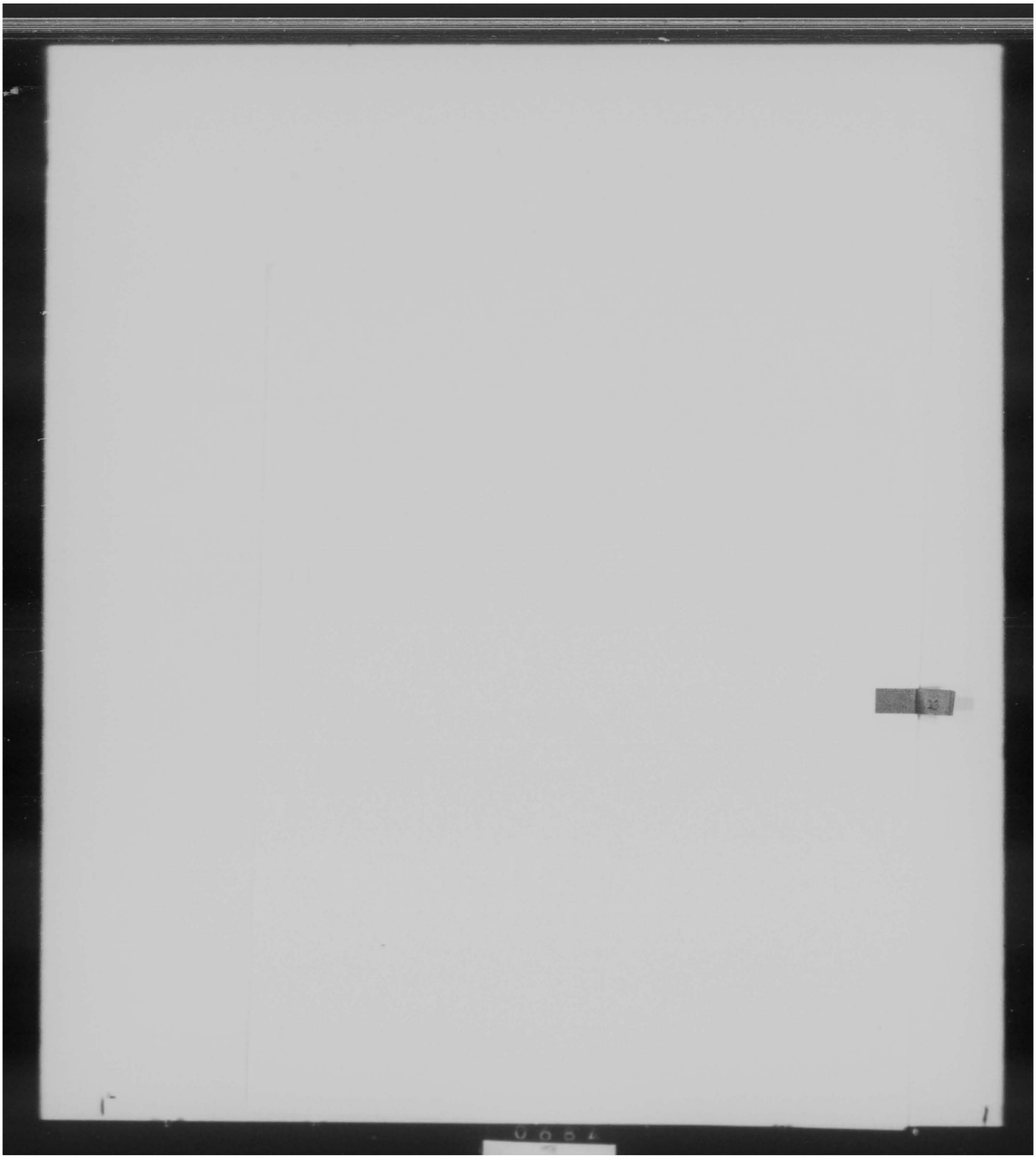

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

70TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS ORDER 414-56

OPERATION MARK TWAIN

70-810

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

OPERATIONS ORDER 414-56

OPERATION MARK TWAIN

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

OPERATIONS ORDER NUMBER 414-56

SECRET
Auth: Comdr 70SRW
NAME: [illegible]
DATE: 10 Apr 56

OPERATION MARK TWAIN (UNCLASSIFIED)

MAP REFERENCES: JN-29, 30, 44 and 45.

TASK ORGANIZATIONS:

6th Strategic Reconnaissance Squadron	Lt Col Westbrook
26th Strategic Reconnaissance Squadron	Lt Col Blumenstock
61st Strategic Reconnaissance Squadron	Lt Col Smith
70th Air Refueling Squadron	Lt Col Broaddus
70th A&E Squadron	Major Bunce
70th Field Maintenance Squadron	Major Iamb
70th Periodic Maintenance Squadron	Major Florick
70th Reconnaissance Technical Squadron	Major Brown

1. GENERAL: This wing will conduct unit mission training on 17, 18 and 19 Apr 56. This order provides for training in cell tactics, bomb runs, navigation, gunnery, day and night photo reconnaissance, photo interpretation and combat reporting.

   a. Intelligence: See Annex "A".

   b. Friendly Forces: 825th Air Base Group will provide necessary support functions.

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c. Assumptions:

(1) RB-47 crews will assume that instrument conditions exist during the formating and cell portions of this mission.

(2) KC-97 crews will assume that instrument conditions exist during the climb and orbit portions of this mission.

(3) All crews will assume that low visibility conditions exist during the air refueling portion of this mission.

(4) For the purpose of this exercise the area east of a line from 2500N/3515W to 3600N/3515W to 4200N/7800W is assumed to be enemy territory.

2. MISSION: To strike simulated enemy targets as outlined in Annex "B" to this order.

3. TASKS FOR SUBORDINATE UNITS:

a. The 6th, 26th and 61st Strat Recon Sqs will:

(1) Launch 4 RB-47's, each, on 17 and 19 Apr 56 to fly the night route as outlined in Annex "B" to this order.

(2) Launch 4 RB-47's, each, on 18 Apr 56 to fly the day route as outlined in Annex "B" to this order.

b. The 70th Air Refueling Squadron will launch three cells of five KC-97's on 18 Apr 56 to off-load 40,000 pounds of JP-4 fuel as outlined in Annex "B" to this order.

c. The 70th A&E Sq will provide armament and electronic support as required and transport camera film to the 70th Recon Tech Sq immediately after aircraft return to this base.

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d. The 70th Field Maintenance Squadron will provide normal field maintenance support for this mission.

e. The 70th Periodic Maint Sq will provide normal periodic maintenance support for this mission.

f. The 70th Recon Tech Sq will provide complete photo processing and photo interpretation support to include submission of the R-51 report to the Wing Command Post.

x. General Instructions:

(1) Cells will be flown in accordance with the applicable SAC Tactical Doctrine.

(2) Safety of flight will take precedence over any other requirements outlined in this order.

(3) Bombs, ammunition, chaff and cameras will be loaded on aircraft at least three hours prior to scheduled take-off time.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative:

(1) The title of this order, OPERATION MARK TWAIN, Annex "D", and TABS 1 through 10 of Annex "B" are UNCLASSIFIED.

(2) Annex "B" (excepting TABS) and TAB 1 to Annex "D" are classified CONFIDENTIAL.

(3) The basic order, Annex "A" and Annex "C" are classified SECRET.

(4) Pen or pencil amendments to this order are authorized.

(5) This order will be returned to this headquarters by 27 Apr 56.

b. Logistical: Normal.

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5. COMMAND, COMMAND POST AND COMMUNICATIONS:

a. Command: Normal.

b. Command Post: 70th Strat Recon Wg Control Room, "VENICE CONTROL".

c. Communications: See Annex "C".

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Annex A - Intelligence

Annex B - Air Operations

TAB I - Night Route

TAB II - Day Route (Common)

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DISTRIBUTION:

825th ADiv	2 cys
825th ABGp	4 cy
384th Bomb Wing	1 cy (Info)
Comdr 70th SRW	1 cy
6th SRS	15 cys
26th SRS	15 cys
61st SRS	15 cys
70th AREFS	18 cys
70th A&E Sq	2 cys
70th FM Sq	2 cys
70th PM Sq	1 cy
70th RTS	2 cys
DO 70SRW	17 cys
(DO - 2 cys)	
(DOA- 1 cy Record)	
(DOP- 4 cys)	
(DOC- 1 cy)	
(DOI- 1 cy)	
(DOS- 2 cys)	
(DOI- 2 cys)	
(DOCO 2 cys)	
(DOTO 2 cys)	
DM	4 cys
DS	1 cy
CR	1 cy
Wing Historian	5 cys

OFFICIAL:
/s/ Wm. A. Moore
for:
BERNARD V. OGAS
Colonel, USAF
Director of Operations

70SRW OPORD 414-56
10 Apr 56

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS
10 April 1956

ANNEX "A"

TO

OPERATIONS ORDER 414-56

INTELLIGENCE

I. INTELLIGENCE SUMMARY

A. General Situation

1. The current world situation requires that the 70th Strategic Reconnaissance Wing maintain a constant state of proficiency and readiness in order to accomplish any assignments required by higher headquarters.

2. The Soviets, in preparing their forces for a future world conflict, have developed a powerful and well-integrated air defense system. This air defense system presents a defensive capability against SAC bombing operations. The EADF (USAF) will simulate an aggressive, well-directed enemy fighter force and will attempt to make interceptions, simulating rocket and gun attacks.

3. Exercise "Mark Twain" has been designed to afford the 70th Strategic Reconnaissance Wing training in the execution of its EWP assignments.

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4. Main Line of Resistance: For the purpose of this exercise, a firm MLR will be simulated from 2500N - 8515W to 3630N - 8515W to 4200N - 7800W and beyond. All territory east of this line will be considered enemy territory.

B. Enemy Orders of Battle

1. Air Order of Battle:

a. Although aerial superiority has been established, it has been reported that some enemy aircraft were observed within friendly territory. It is unlikely that these patrols will be able to operate with any degree of effectiveness on the dates scheduled for this operation. However, possible intercepts by unfriendly aircraft should be anticipated in this area and a constant state of alertness should prevail. It is suspected that many enemy aircraft are equipped with AI radar, which could be of assistance to them in making intercepts outside of their Early Warning and GCI range.

b. Enemy aircraft are known to be operating from the following airfields:

BASE	NUMBER	TYPE
McGuire A/F, N.J.	50	F86D
Suffolk A/F, N.Y.	49	F86D
Stewart A/F, N.Y.	51	F86D
Dover A/F, Del.	25	F94C

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BASE	NUMBER	TYPE
Langley A/F, Va.	25	F94C
Andrews A/F, Md.	25	F86D
Newcastle Co. A/F, Del.	50	F94C
Niagara Falls, N.Y.	25	F86D
Otis A/F, Mass.	26	F89D
Otis A/F, Mass.	23	F94C
Westover A/F, Mass.	27	F86D
Hanscom Field, Mass.	25	F86D
McGhee Tyson A/F, Tenn.	51	F86D
Greater Pittsburgh A/F, Pa.	25	F86D
Charleston A/F, S.C.	21	F86D
Ethan Allen A/F, Verm.	27	F86D

2. Radar Order of Battle

a. The enemy early warning net is anticipated to be 200 nautical miles along coastal areas and 180 NM in inland areas. Ground controlled interception range is considered to be 120 NM under normal conditions. GCI radars are also utilized to fulfill the function of early warning.

b. Radar locations and type of equipment are as follows:

SITE	FUNCTION
Lockport AFS, N.Y.	EW/GCI
Highlands AFS, N.J.	EW/GCI
Claysburg AFS, Pa.	EW/GCI

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SECRET

SITE	FUNCTION
Quantico, Va.	EW/GCI
Palermo AFS, N.J.	EW/GCI
Saratoga Springs AFS, N.Y.	EW/GCI
Watertown AFS, N.Y.	EW/GCI
Montauk AFS, N.Y.	EW/GCI
MacDill AFB, Fla.	EW
Ft. Fisher, N.C.	EW
North Charleston, N.C.	EW
Hunter AFB, Ga.	EW
Lake City AFS, Tenn.	EW/GCI
Benton AFS, Pa.	EW/GCI

3. Anti-aircraft and Guided Missile Locations
   Omitted.

II. INTELLIGENCE REQUIREMENTS

A. Essential Elements of Information

1. Did any fighters appear to be AI equipped?
2. Were there VHF transmissions from controllers during period of fighter attacks?
3. Was there any jamming encountered along the route? Length and duration of jamming?
4. Upon commencing the attack, did the enemy fighters release their wing tanks?
5. Did fighters show any evidence of afterburners?

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B. Means of Obtaining Information

Immediately upon landing, combat crews will be transported to the 70th AREFS briefing room for debriefing by Wing Intelligence personnel.

C. Means of Reporting Information

In all cases where collected essential elements of information are not transmitted by instructions contained in SAC Manual 55-8 and existing regulations, the information should be forwarded on AF Form 112, as directed in USAF Intelligence Collection Instructions.

D. Fighter/Radar Reaction Forecast

Fighter/Radar Reaction Forecast will be prepared by Wing Intelligence on Cornell A/F in accordance with 2AF Fighter/Radar Reaction Guide, dated 15 January 1956.

III. INTELLIGENCE ACTIVITIES

A. Targets and Target Materials

See Annex "B"

B. Reports and Distribution

See Annex "D"

C. Survival Intelligence

1. Equipment

a. Sustenance Kits, type A-1, E-1, or E-2, when available, will be issued to combat crew members by squadron Personal Equipment Officer prior to each simulated combat mission.

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b. URC/4 Radio will be distributed on the basis of one (1) per crew member when available.

c. Simulated Blood Chits

(1) Simulated blood chits will be issued by Wing Intelligence prior to take-off.

(2) The blood chit should be displayed only when positive of the identity of the person who offers assistance. The number should be written down for the "contact". NEVER give the blood chit to anyone.

(3) The blood chit will be turned in at debriefing.

d. Combat Crew Member Personal Data Card

It is emphasized that correct answers to questions contained on your personal data cards are essential to your safety during contact with the underground or when seeking air pick-up.

2. Forced Landings

Forced landing procedures will be as outlined in SAC Reg 200-8 and SAC Manual 200-1.

3. Evasion

a. Within twenty-five (25) nautical miles of the front lines, if rescue operations are not in action, leave the immediate area of your landing, select a high vantage point if possible, rest for a period of

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twenty-four (24) hours and contact Air Sea Rescue through the use of the URC/4 Survival Radio.

b. More than twenty-five (25) nautical miles in enemy territory, it would be advisable to evade to a Refuge Area and (1) contact Air Rescue or (2) seek assistance from organized resistance organizations in that order of priority.

c. Refuge Areas

The area around the southern tip of Florida, the Okeefeenokee Swamp in southern Georgia, the southern end of the Blue Ridge Mountains in Virginia to South Carolina, the Smoky Mountains in West Virginia, the Finger Lakes region in New York state, and the hilly area in northern Vermont and New Hampshire are recommended for survival purposes due to low population density, wild game available, abundant water, and a general lack of enemy security forces.

4. Guide for Conduct in the Event of Capture

Your actions should be in strict accordance with the new Code of Conduct.

5. Personal Items

Leave all personal items such as wallets, photographs, letters, etc. in your quarters prior to take-off.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

ANNEX "B"

TO

OPERATIONS ORDER 414-56

AIR OPERATIONS

This annex establishes the operational procedures and tactics for operation MARK TWAIN and is divided into the following major sections:

SECTION I	-	General Information
SECTION II	-	RB-47 Night Flights
SECTION III	-	RB-47 Day Flights
SECTION IV	-	KC-97 Day Flights

1. GENERAL: Three waves of 12 RB-47s each will be launched on the 17, 18 and 19 Apr 56.

   a. The waves of the 17 and 19 Apr will be night bomber stream non-refueling type.

   b. The wave of the 18 Apr 56 will be three cells of 4 aircraft each with day refueling, utilizing three cells of 5 KC-97s each.

   c. Enemy Territory will be that portion of the ZI that lies east of a line from 2500N/8515W to 3600N/8515W to 4200N/7800W.

   d. The H-Hour Control Line is a line extending from 2500N/8622W to 4200N/8622W.

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SECTION II

RB-47 NIGHT FLIGHTS

1. LOAD REQUIREMENTS:

a. 85,000 pound fuel load.

b. Two photoflash bombs.

c. 700 rounds 20mm ammunition.

d. Test load of chaff.

e. Radar film (2 magazines of class N film).

f. Night Photography film (class N).

2. AIRCRAFT SCHEDULE:

a. 17 Apr 56 (12 A/C at 10 minute intervals).

6th SRS	Take-off	1820L (0020Z/18 Apr)
6th SRS	Take-off	1830L
6th SRS	Take-off	1840L
6th SRS	Take-off	1850L
61st SRS	Take-off	1900L
61st SRS	Take-off	1910L
61st SRS	Take-off	1920L
61st SRS	Take-off	1930L
26th SRS	Take-off	1940L
26th SRS	Take-off	1950L
26th SRS	Take-off	2000L
26th SRS	Take-off	2010L

Annex B
703RW OPORD 414-56
10 Apr 56

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b. 19 Apr 56 (12 A/C at 10 minute intervals).

26th SRS	Take-off	1820L (0020Z/20 Apr)
26th SRS	Take-off	1830L
26th SRS	Take-off	1840L
26th SRS	Take-off	1850L
6th SRS	Take-off	1900L
6th SRS	Take-off	1910L
6th SRS	Take-off	1920L
6th SRS	Take-off	1930L
61st SRS	Take-off	1940L
61st SRS	Take-off	1950L
61st SRS	Take-off	2000L
61st SRS	Take-off	2010L

c. Above take-off times are for planning purposes only and will be adjusted on latest metro to make the HHCP time good.

d. No ground spares are scheduled.

3. One common route will be flown by all aircraft as shown in TAB 1 this annex.

4. MISSION REQUIREMENTS:

a. Celestial grid leg from Coffeyville, Kansas to Erwin, N.C.

b. Radar IP-TGT run (IP Brunswick, Ga to TGT Jacksonville NAS).

c. Radar IP-TGT run (IP Georgetown, S.C. to TGT Charleston, S.C.).

d. Actual Photoflash at Avon Park (TGT Delta).

e. Night Celestial navigation leg from Naples, Fla to Hot Springs, Ark.

f. Fire gunnery while flying thru Sarosota Gunnery Range.

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g. Test chaff dispensers during flight across Gulf.

5. PHOTO REQUIREMENTS:

a. Radar route photography will be taken while over simulated enemy territory with the following exceptions:

(1) At the termination of the grid leg photography will be accomplished as required by SAC Reg 51-11.

(2) Radar IP-TGT photography will be accomplished on Charleston and Jacksonville NAS runs.

(3) Radar strike photography will be taken on target "D" Avon Park Bomb Range. NOTE: In the event O-15 camera operation interferes with the photo-flash run the observer may turn off the camera until run has been completed.

b. Evaluation Target - Target "D" of Avon Park is the evaluation target. Photo-flash photography must be accomplished successfully for the sortie to be considered effective.

6. MANDATORY AIR ABORTS:

a. The following malfunctions will require a cancellation of mission and refile of flight plan to Little Rock AFB, a 2nd AF Base, or a SAC Base in that order.

(1) K-system inoperative.

(2) Loss of one or more engines.

(3) Any other items that will compromise safety of flight.

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7. MINIMUM FUEL:

a. No aircraft will depart the coast of Florida with less than 30,000 lbs of fuel aboard. Alternates for this condition are MacDill AFB, Pinecastle AFB and Homestead AFB.

b. Any aircraft arriving abeam of New Orleans, La with less than 16,000 lbs fuel aboard will cancell remainder of mission and proceed direct to Lake Charles AFB or Barksdale AFB depending on winds, and/or terminal weather (contact tower as soon as possible).

8. FLIGHT TIMING:

a. Take-off times will be adjusted to make good the HHCP (3730N/8622W) time.

(1) Planned HHCP time for first aircraft of each night flight is 1955 Local (0155Z) with each succeeding aircraft at 10 minute intervals.

b. Timing and spacing of each aircraft must be accomplished between Jacksonville, Fla and Avon Park Range IP.

(1) Planned arrival time for first aircraft at Avon Park IP (2644N/8044W) is 2230L (0430Z).

(2) Each succeeding aircraft will monitor the Avon Park Range UHF frequency at least 20 minutes prior to arrival at IP to obtain time of aircraft preceeding him and make adjustments in turn from Boca Raton AF to PIP (2617N/8027W) to obtain correct spacing between aircraft.

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SECTION III

RB-47 DAY FLIGHTS

1. LOAD REQUIREMENTS:

a. 85,000 pounds fuel load.

b. Test load of chaff.

c. Radar film (2 magazines class "M" film).

d. All day camera, except forward oblique loaded with 200 feet of Class "L" film.

2. AIRCRAFT SCHEDULE:

a. 18 Apr 56 (12 A/C in 3 cells).

(1) Red Cell:

61st SRS	Take-off	0530L	(1130Z)
61st SRS	Take-off	0531L	
61st SRS	Take-off	0532L	
61st SRS	Take-off	0533L	

(2) White Cell:

26th SRS	Take-off	0630L	(1230Z)
26th SRS	Take-off	0631L	
26th SRS	Take-off	0632L	
26th SRS	Take-off	0633L	

(3) Blue Cell:

6th SRS	Take-off	0730L	(1330Z)
6th SRS	Take-off	0731L	
6th SRS	Take-off	0732L	
6th SRS	Take-off	0733L	

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b. The above take-off times are for planning purposes only and will be adjusted on latest metro to make good the HHCP (Maxwell AFB, Ala) time.

c. No ground spares are scheduled.

3. TAKE-OFF, CLIMB AND FORMATE:

a. The take-off procedure as directed by the 825th Air Division will be used, that is, one aircraft at a time at the end of the runway in take-off position.

b. Two minutes after start of take-off each aircraft will start a 20 degree banked turn to a magnetic heading of 282 degrees.

c. Climb speeds will be 310 KIAS for all aircraft to formating level off altitude.

d. Following speeds and altitudes will apply during formating leg:

Lead Aircraft	20,000 MSL	240 KIAS
No 2 Aircraft	20,500 MSL	250 KIAS
No 3 Aircraft	21,000 MSL	265 KIAS
No 4 Aircraft	21,500 MSL	280 KIAS

e. The climb to altitude in cell will be as prescribed in SAC Manual 55-5, Tactical Doctrine - Jet Bombardment.

4. CRUISE PROCEDURES:

a. Base altitude will be 32,500 MSL (altitude for cell leader).

b. Normal trail cell tactics will be flown from level-off to refueling.

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5. REFUELING PROCEDURES:

a. Base refueling altitude 15,000 MSL (29.92).

b. Onload 40,000 lbs JP-4.

c. One spare tanker per cell.

d. Rendezvous Point - 3407N/9508W.

e. Refueling Track - 096 degrees.

f. Cell refueling tactics as specified in SAC Manual 55-10 (Tactical Doctrine-Air Refueling) will apply.

Exception:

Receiver cell leader and tanker cell leader will be only aircraft with APN 12/76 "ON", all other receivers and tanker will be on "STANDBY", unless called to turn it "ON" by the respective cell leader.

g. APN-11/12/76 will be as shown in appendix one, Annex C, this order.

6. CELL BREAK-UP PROCEDURE:

a. Cell tactics will be flown during climb from refueling and up to break-up point at Winona, Miss.

b. The following dog-leg routes are established to separate the three cells of 4 aircraft into a bomber stream of 12 aircraft with a 15 minute separation.

(1) Each Cell Leader flies AIFA Route (Tab 3)

(2) No 2 Cell A/C flies BRAVO Route (Tab 4)

(3) No 3 Cell A/C flies CCCA Route (Tab 5)

(4) No 4 cell A/C flies DELTA Route (Tab 6)

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c. Accurate time control from end of refueling to HHCP (Maxwell AFB) is essential as the arrival of aircraft in evenly spread 15 minute intervals is mandatory over Atlanta and Charlotte RBS.

(1) For planning and clearance purposes the dog-leg routes are shown to a geographical fix.

(2) Procedure turns will be made at the apex of each dog leg and the major time adjustment will be made there to effect proper separation at the HHCP.

d. HHCP (Maxwell AFB) time for first aircraft in stream is 1445Z (0845L) with each succeeding aircraft HHCP time being 15 minutes later.

7. All 12 aircraft will fly a common strike and withdrawal route from HHCP to Little Rock, as shown in tabs 3, 4, 5, and 6, this annex.

8. MISSION REQUIREMENTS:

a. Accomplish route cell flight from take-off to refueling.

b. Cell refueling onloading 40,000 lbs fuel and remaining in contact with tanker for a minimum of 15 minutes.

c. Two RBS Bomb runs (Atlanta, Ga and Charlotte, N.C.) see Section V this annex.

d. Target and route photography as specified in par 9 below (Photo-Requirements).

e. Max MACH tactics between Winston-Salem, N.C. and 4035N/7723W.

f. Simulated defense of aircraft against all fighter attacks.

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g. Test drop of chaff between Ithaca, NY and New Castle, Penn.

h. Day celestial leg between New Castle, Penn and Joplin, Mo.

i. Strike report on HF of over 1500 NM distance.

9. PHOTO REQUIREMENTS:

a. Radar route photography will be taken continously while over enemy territory with the following exceptions:

(1) Radar strike photography on the RBS run at Atlanta and Charlotte and on the HSFF run on Cornell Airport, NY (Ithaca, NY).

(2) Radar IP-TGT photography on targets of Chambersburg and Hawley. NOTE: In the event C-15 camera operation interferes with the RBS or simulated photo-flash runs the observer may turn off the camera until the run has been completed.

b. Tri-met route survielance photography will be taken continously from Winston-Salem, N.C. to Glen Falls, NY. Charting strip specifications must be met between the IP and target on the Hambersburg and Hawley runs. NOTE: Observers will monitor Tri-met film consumption to insure sufficient film is available to complete the HJFF run.

c. Large scale photography must be taken of the Chambersburg and Hawley targets. Targets of opportunity will be covered with the large scale cameras.

d. Chambersburg is the evaluation target and must be photographically acceptable with radar and large scale cameras if the sortie is to be considered effective.

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10. Since flying safety is the primary consideration in any training flight, any situation which compromises safety of flight will be cause for mandatory abort.

SECTION IV

KC-97 FLIGHTS

1. All tankers will be loaded with 40,000 lbs JP-4.

2. Aircraft Schedule:

   a. 18 Apr 56 (3 cells of 5 aircraft each).

      (1) Red Cell:

         a. Leader take-off at 1105Z (0505L)

         b. Remaining 4 aircraft at one minute intervals.

      (2) White Cell:

         a. Leader take-off at 1205Z (0605L).

         b. Remaining 4 aircraft at one minute intervals.

      (3) Blue Cell:

         a. Leader take-off at 1305Z (0705L).

         b. Remaining 4 aircraft at one minute intervals.

   b. These are planned take-off times and will be adjusted on latest metro to make good each cell rendezvous time.

3. All aircraft will fly the common tanker route as shown in Tab 7 this annex.

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4. Rendezvous and refueling information:

   a. RonD Point coordinates 3407N/9508W.

   b. Refueling Track - 096 degrees.

   c. Base refueling altitude - 15,000 MSL (29.92).

   d. APN-11/12/76 setting as shown in appendix one, Annex "C", this order.

   e. Rendezvous Times:

      (1) Red Cell - 1332Z (0732 Local).

      (2) White Cell - 1432Z.

      (3) Blue Cell - 1532Z.

      (4) These are planned rendezvous times and since the receiver force must make an HHCP time good the rendezvous point time will be adjusted as necessary to make the receiver HHCP time good.

5. Cell refueling tactics as specified in SAC Manual 55-10 (Tactical Doctrine Air Refueling) will apply.

   Exception:

   Receiver cell leader and tanker cell leader will be only aircraft with APN 12/7t "ON", all other receivers and tankers will be on "STANDBY", unless called to turn set "ON" by the respective leader.

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SECTION V

TARGET INFORMATION

1. NIGHT FLIGHTS (All sorties)

TGT NO	NAME	TYPE PHOTOGRAPHY
101	Charleston, S.C.	Radar IP-TGT
102	Jacksonville NAS	Radar IP-TGT
103	Tgt "D" Avon Park (Eval Tgt	Radar Strike Photo Photo-flash

2. DAY FLIGHTS (All sorties)

TGT NO	NAME	TYPE PHOTOGRAPHY
204	Tgt "L" Atlanta, Ga	Radar Strike Photo
205	Tgt "E" Charlotte, N.C.	Radar Strike Photo
206	Chambersburg, Penn(Eval Rgt)	Radar IP-Tgt, Tri-met, Large Scale.
207	Hawley, Penn	Radar IP-Tgt, Tri-met Large Scale.
208	Cornell AP, NY	Radar Strike Photo

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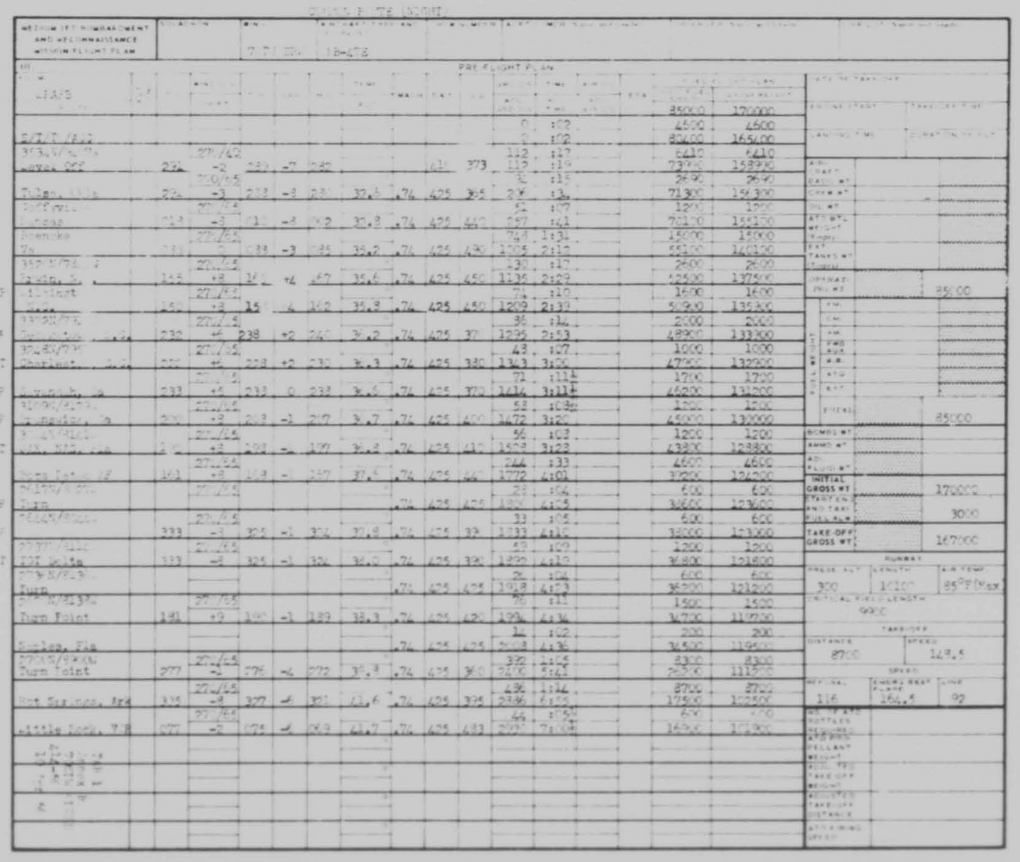

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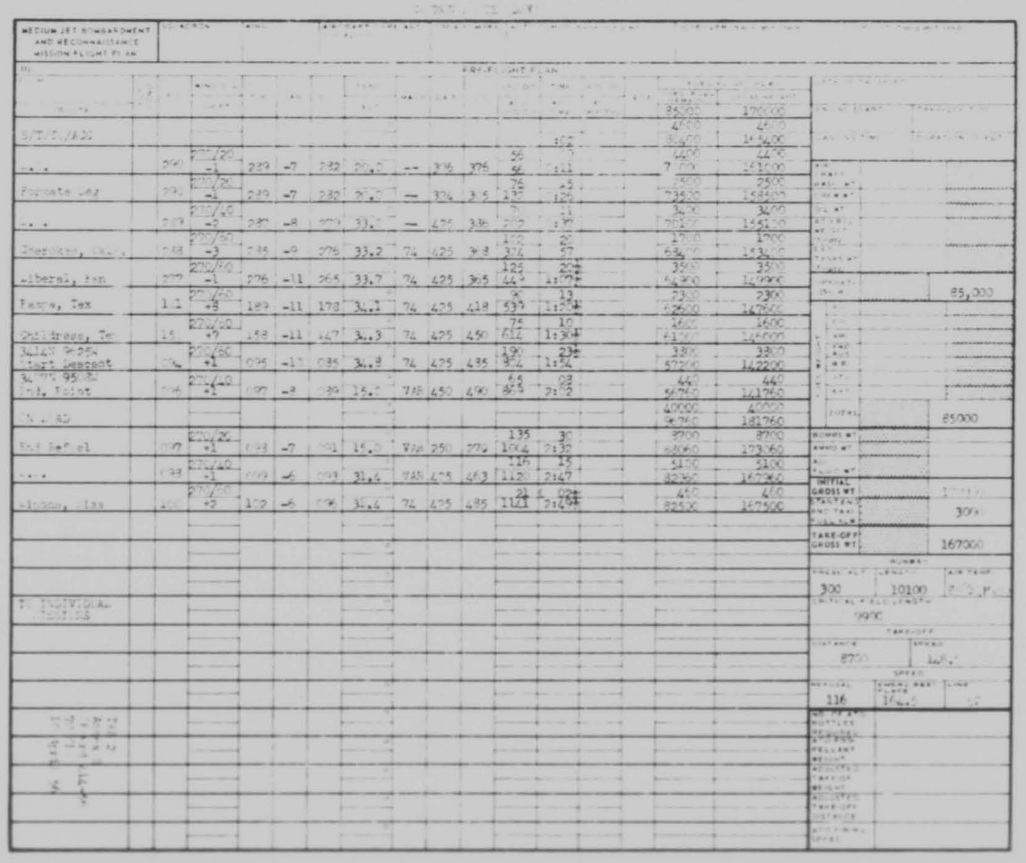

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AIFA ROUTE (DAY)

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 70TH SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E

III. PRE-FLIGHT PLAN

IFAPB / ROUTE	DIST	T.C.	WIND DIR / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	ACC. INCR.	TIME / ACC. TIME	AIR LOSS / ACC. AIR LOSS	FUEL	FUEL REMAIN	GROSS WEIGHT
3329N/8943W Vinona, Miss							Optimum				11.1	2:49½			82500	167500
Meridian, Miss	144		270/60 +7	150	-5	145	Optimum	.74	425	457	84 / 1226	:11 / 3:07½			2100 / 80400	2100 / 165400
HHCF Maxwell AFB	088		270/60 0	088	-4	084	Optimum	.74	[illegible]	489	119 / 1345	:15 / 3:15½			1800 / 78600	1800 / 163600
3251N/8512W Lanet, Ala	064		270/60 -3	061	-3	058	Optimum	.74	425	478	65 / 1410	:08 / 3:23½			1500 / 75100	1500 / 161100
Atlanta, Ga	036		270/60 -6	030	-2	028	Optimum	.74	425	457	65 / 1475	:08½ / 3:32			1500 / 73600	1500 / 159600
3351N/8[illegible]W Atlanta, AS	036		270/60 -6	030	-1	029	Optimum	.74	425	457	10 / 1485	:01½ / 3:33½			200 / 73400	200 / 159400
3339N/8[illegible]W Clark Hi[illegible] Dam	097		270/60 +1	098	0	098	Optimum	.74	425	483	108 / 1593	:13½ / 3:47			2500 / 71900	2500 / 156900
Newberry, S.C.	037		270/60 -6	031	0	031	Optimum	.74	425	458	47 / 1640	:06 / 3:53			1000 / 70900	1000 / 155900
Charlotte, N.C.	033		270/60 -6	027	+1	028	Optimum	.74	425	454	68 / 1708	:09 / 4:02			1600 / 69300	1600 / 154300
3604N/8012W Winston Salem	033		270/60 -6	027	+2	029	Optimum	.74	425	454	60 / 1768	:08 / 4:10			1400 / 67900	1400 / 152900
Level Off ,81W	029		270/60 -7	022	+4	026	Optimum	.74	425	452	75 / 1843	:10 / 4:20			1800 / 66100	1800 / 151100
Waynesboro Va	028		270/60 -6	022	+4	026	Optimum +3000	.81	467	494	60 / 1903	:10½ / 4:27½			1800 / 64300	1800 / 149300
3910N/7810W Front Royal, Pa	026		270/60 -6	020	+5	025	Optimum +3000	.81	467	492	74 / 1977	:09 / 4:36½			2100 / 62200	2100 / 147200
3957N/7738W Chambersburg Pa	027		270/60 -6	021	+6	027	Optimum +3000	.81	467	494	52 / 2029	:06 / 4:42½			1400 / 60800	1400 / 145800
4035N/7723W	015		270/60 -7	008	+7	015	Optimum +3000	.81	467	480	40 / 2069	:05 / 4:47½			1200 / 59600	1200 / 144600
4103N/7615W Berwick, Pa	062		270/60 -3	059	+8	067	Optimum	.74	425	517	63 / 2132	:07½ / 4:55			1200 / 58400	1200 / 143400
4129N/7510W	060		270/60 -3	057	+10	067	Optimum	.74	425	517	55 / 2187	:06½ / 5:01½			1000 / 57400	1000 / 142400
4317N/7334W Glen Falls	032		270/60 -7	025	+12	037	Optimum	.74	425	453	129 / 2316	:17 / 5:18½			2800 / 54600	2800 / 139600
4331N/7355W Turn			270/60				Optimum	.74	425	425	30 / 2346	:04 / 5:22½			600 / 54000	600 / 139000
Utica, NY	243		270/60 +3	246	+13	259	Optimum	.74	425	372	62 / 2408	:10 / 5:32½			1500 / 52500	1500 / 137500
4299N/7629W Ithaca AF, NY	236		270/60 +4	240	+11	251	Optimum	.74	425	375	67 / 2475	:11 / 5:43½			1700 / 50800	1700 / 135800
New Castle, Pa	243		270/60 +3	246	+7	253	Optimum	.74	425	372	194 / 2669	:30½ / 6:14			4500 / 46300	4500 / 131300
Moberly, Mo	260		270/60 +1	261	-1	260	Optimum	.74	425	367	568 / 3237	1:33 / 7:47			14200 / 32100	14200 / 117100
Joplin, Mo	215		270/60 +7	222	-7	215	Optimum	.74	425	389	168 / 3405	:26 / 8:13			2000 / 30100	2000 / 115100
Muskogee, Okla	204		270/60 +7	211	-8	203	Optimum	.74	425	398	149 / 3554	:22½ / 8:35½			2800 / 27300	2800 / 112300
Little Rock TOT	095		270/60 +1	096	-7	089	Optimum	.74	425	485	178 / 3732	:22 / 8:57½			2600 / 24700	2600 / 109700

DATE OF TAKEOFF

ENGINE START | TAKE-OFF TIME

TAXIING TIME | DURATION OF FLT

A/C CRAFT
RADIO WT
CREW WT
OIL WT
CYL BY-PASS WEIGHT
EXT. TANKS WT
FUSELAGE

OPERATING WT

FWD
CTR
AFT
FWD AUX.
R.R.
ATO
EXT.
TOTAL

BOMB WT
AMMO WT
ADD. FLUID WT
INITIAL GROSS WT
START & TAXI FUEL
TAKE-OFF GROSS WT

RUNWAY
PRESS. ALT | LENGTH | AIR TEMP.
CRITICAL FIELD LENGTH
TAKE-OFF
DISTANCE | SPEED
SPEED
REFUSAL | EMERG REST PLANE | LINE

NO. OF AFD BOTTLES REQUIRED
AFD WT
PELLANT WEIGHT

TAB 3
Annex B
70SFW OPORD
472-56
10 Apr 56

ACCEPTED TAKE-OFF DISTANCE
ATO FIRING SPEED

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SPAVC ROUTE (DAY)

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN — 70TH SRW RB-47E

PREFLIGHT PLAN

DRAFB														
33293N/89.3W Hirona, Miss										1141	2:147	82500	167500	
		277/60								187	:25	4700	4700	
Mobile, Ala	124	+7	161	-6	156	Optimum	.74	425	442	1328	3:144	77800	162800	
[illegible]		277/60								134	:174	3200	3200	
[illegible] AFB	060	-5	034	-6	030	Optimum	.74	425	462	1462	3:32	74600	159650	
32513N/85.2W Lanet, Ala	064	270/60 -3	061	-3	058	Optimum	.74	425	478	65 1527	:08 3:40	1500 77100	1500 158100	
		270/60								65	:084	1500	1500	
Atlanta, Ga	036	-6	030	-2	028	Optimum	.74	425	457	1592	3:484	71600	156600	
33513N/84.4W Atlanta, NAS	036	270/60 -6	030	-1	029	Optimum	.74	425	457	10 1602	:014 3:50	200 71400	200 156400	
33393N/82.2W Clark Hill L[illegible]	097	270/60 +1	098	0	098	Optimum	.74	425	483	108 1710	:134 4:034	2300 69100	2300 154100	
		270/60								47	:106	1100	1100	
Newberry, S.C.	037	-6	031	0	031	Optimum	.74	425	458	1757	4:094	68000	153200	
		270/60								68	:09	1600	1600	
Charlotte, N.C.	033	-6	027	+1	028	Optimum	.74	425	456	1825	4:184	66400	151600	
36043N/80.2W Winston Salem	033	270/60 -6	027	+2	029	Optimum	.74	425	454	60 1885	:08 4:264	1400 65000	1400 150000	
		270/60								75	:10	1600	1600	
Level Off .81M	029	-7	022	+4	026	Optimum	.74	425	452	1960	4:364	63400	148400	
Waynesboro Pa	028	270/60 -6	022	+4	026	Optimum +3000	.81	467	494	60 2020	:074 4:44	1700 61700	1700 146700	
39.08N/78.0W Front Royal, Pa	026	270/60 -6	020	+5	025	Optimum +3000	.81	467	492	74 2094	:09 4:53	2100 59600	2100 144600	
39.57N/77.8W Chambersburg Pa	027	270/60 -6	021	+6	027	Optimum +3000	.81	467	494	52 2146	:06 4:59	1400 58200	1400 143200	
40.05N/77.2W	015	270/60 -7	008	+7	015	Optimum +3000	.81	467	480	40 2186	:05 5:04	1200 57000	1200 142000	
41.03N/76.1W Berwick, Pa	062	270/60 -3	059	+8	067	Optimum	.74	425	517	63 2249	:074 5:114	1100 55900	1100 140900	
41.29N/75.0W	060	270/60 -3	057	+10	067	Optimum	.74	425	517	55 2304	:064 5:18	1100 54800	1100 139800	
43.17N/73.4W Glen Falls	032	270/60 -7	025	+12	037	Optimum	.74	425	453	129 2433	:17 5:35	2600 52200	2600 137200	
43.18N/75.2W Utica		270/60				Optimum	.74	425	425	30 2463	:04 5:39	700 51500	700 136500	
		270/60								62	:10	1500	1500	
Utica, NY	243	+3	246	+13	259	Optimum	.74	425	372	2525	5:49	50000	135000	
42.29N/76.2W Ithaca AP, NY	236	270/60 +4	240	+11	251	Optimum	.74	425	375	67 2592	:11 6:00	1500 48500	1500 133500	
		270/60								194	:304	4500	4500	
New Castle, Pa	243	+3	246	+7	253	Optimum	.74	425	372	2786	6:304	44000	129000	
		270/60								568	1:33	12600	12600	
Moberly, Mo	260	+1	261	-1	260	Optimum	.74	425	367	3354	8:034	31400	116400	
Joplin, Mo	215	270/60 +7	222	-7	215	Optimum	.74	425	389	168 3522	:26 8:294	3300 28100	3300 113100	
		270/60								142	:224	2700	2700	
McAlester, Okla	204	+7	211	-8	203	Optimum	.74	425	398	3664	8:52	25400	110400	
		270/60								178	:28	3700	2700	
Little Rock VOR	095	+1	096	-7	089	Optimum	.74	425	485	3842	9:14	22700	107700	

TAB A
APPEX B
70SRW OPORD
21C-58
10 Apr 58

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CODA ROUTE (DAY)

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 70TH SPW | AIRCRAFT TYPE AND (SERIAL NO.): RB-47E | CREW NUMBER | A/C COMDR (Name and Grade) | OBSERVER (Name and Grade) | DATE (Time and Date)

III. PRE-FLIGHT PLAN

FROM / ROUTE	C/D CODE	T.C.	WIND D / V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	GRD DIS. / ACC GRD DIS.	TIME / ACC TIME	AIR DIS. / ACC AIR DIS.	ETA	FUEL FLIGHT PLAN: USED FUEL REMAIN	GROSS WEIGHT
LRAFB															82500	167500
3329N/8943W Vicona, Miss											1141	2:49½				
			270/60								182	:27			5100	5100
3031N/9028W Hammond, La		191	+8	199	-6	193	Optimum	.74	425	409	1323	3:16½			77400	162400
MHCF			270/60								242	:37½			5400	5400
Maxwell AFB		061	-4	057	-5	052	Optimum	.74	425	475	1565	3:47			72000	157000
3251N/8512W Tanet Ala			270/60								65	:08			1400	1400
		064	-3	061	-3	058	Optimum	.74	425	478	1630	3:55			70600	155600
			270/60								65	:08½			1500	1500
Atlanta, Ga		036	-6	030	-2	028	Optimum	.74	425	457	1695	4:03½			69100	154100
3351N/8418W Atlanta, GS			270/60								10	:01½			200	200
		036	-6	030	-1	029	Optimum	.74	425	457	1705	4:05			68900	153900
3339N/8212W Clark Hill Dam			270/60								108	:13½			2400	2400
		097	+1	098	0	098	Optimum	.74	425	483	1813	4:18½			66500	151500
			270/60								47	:06			1100	1100
Newberry, S.C.		037	-6	031	0	031	Optimum	.74	425	458	1860	4:24½			65400	150400
			270/60								68	:09			1400	1400
Charlotte, N.C.		033	-6	027	+1	028	Optimum	.74	425	454	1928	4:33½			64000	149000
3611N/8012W Winston Salem			270/60								60	:08			1300	1300
		033	-6	027	+2	029	Optimum	.74	425	454	1988	4:41½			62700	147700
			270/60								75	:10			1600	1600
Level Off .81M		029	-7	022	+4	026	Optimum	.74	425	452	2063	4:51½			61100	146100
			270/60				Optimum				60	:07½			1700	1700
Waynesboro, Va		028	-6	022	+4	026	+3000	.81	467	494	2123	4:59			59400	144400
3910N/7810W Front Royal, Pa			270/60				Optimum				74	:09			2400	2400
		026	-6	020	+5	025	+3000	.81	467	492	2197	5:08			57000	142000
3957N/7738W Chambersburg Pa			270/60				Optimum				52	:06			1400	1400
		027	-6	021	+6	027	+3000	.81	467	494	2249	5:14			55600	140600
4035N/7723W			270/60				Optimum				40	:05			1100	1100
		015	-7	008	+7	015	+3000	.81	467	480	2289	5:19			54500	139500
4103N/7615W Berwick, Pa			270/60								63	:07½			1100	1100
		062	-3	059	+8	067	Optimum	.74	425	517	2352	5:26½			53400	138400
			270/60								55	:06½			1000	1000
4129N/7510W		060	-3	057	+10	067	Optimum	.74	425	517	2407	5:33			52400	137400
4317N/7334W Glen Falls			270/60								129	:17			2700	2700
		032	-7	025	+12	037	Optimum	.74	425	453	2536	5:50			49700	134700
4331N/7355W Turn											35	:04			600	600
							Optimum	.74	425	425	2566	5:54			49100	134100
			270/60								62	:10			1500	1500
Utica, NY		243	+3	246	+13	259	Optimum	.74	425	372	2628	6:04			47600	132600
4229N/7627W Ithaca AF, NY			270/60								67	:11			1600	1600
		236	+4	240	+11	251	Optimum	.74	425	375	2695	6:15			46000	131000
			270/60								194	:30½			4300	4300
New Castle, Pa		243	+3	246	+7	253	Optimum	.74	425	372	2886	6:45½			41700	126700
			270/60								468	1:13			12300	12300
Moberly, Mo		260	+1	261	-1	260	Optimum	.74	425	367	3457	8:18½			29400	113400
			270/60								168	:26			3300	3300
Joplin, Mo		215	+7	222	-7	215	Optimum	.74	425	389	3624	8:44½			26100	111100
			270/60								149	2:23½			2600	2600
McAlester, Okla		204	+7	211	-8	203	Optimum	.74	425	398	3773	9:09			23400	108400
											178	1:22			2600	2600
Little Rock VOR		091	+1	096	-7	089	Optimum	.74	425	485	3952	9:29			20800	105800

FUEL FLIGHT PLAN: BOMBS WT; AMMO WT; ADD; FLUID WT; INITIAL GROSS WT; FUEL AND OIL; TAKE-OFF GROSS WT

DATE OF TAKE-OFF: ENTIRE START; TAKE-OFF TIME; LANDING TIME; DURATION OF FLT

A/C: MAKE; BASIC WT; CREW WT; OIL WT; A/C WT; WEIGHT; FUEL; TANKS WT; FUEL; EQUIPMENT WT

FUEL: TYPE; GAL; WT; A/C; A/C; A/C; A/C; TOTAL

RUNWAY: PRESS. ALT; LENGTH; AIR TEMP; CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE; SPEED

SPEED: NAVIGATION; ENGINE RPM / FLAPS; LINE

AIR TO AIR: BOTTLES; CHARGES; PROPELLANT WEIGHT; AIR TO AIR; TAKE-OFF WEIGHT

ADDITIONAL TAKE-OFF DISTANCE: TAB 5; ANNEX B TO SAC OPORD 61-56

ADDITIONAL TAKE-OFF SPEED: 10 Apr 56

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DELTA ROUTE (DAY)

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 70TH SRW | AIRCRAFT TYPE AND (SERIAL NO.): FB-47E | CREW NUMBER: | ACFT COMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

III.

PRE-FLIGHT PLAN

FROM: LRAFB

ROUTE	L/D	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: FREQ. FUEL REMAIN.	GROSS WEIGHT
3329N/8943W																
Winona, Miss											1141	2:49			82500	167500
			270/60								236	:36			6600	6600
New Iberia, La		208	+7	215	-6	209	Optimum	.74	425	396	1377	3:25			75900	160900
BHCP			270/60								320	:40			7200	7200
Maxwell AFB		063	-3	060	-5	055	Optimum	.74	425	477	1697	4:05			68700	153700
			270/60								65	:08			1300	1300
3251N/8512W											1762	4:13			67400	152400
Tanet Ala		064	-3	061	-3	058	Optimum	.74	425	478						
			270/60								65	:08			1500	1500
Atlanta, Ga		036	-6	030	-2	028	Optimum	.74	425	457	1827	4:22			65900	150900
3351N/8418W			270/60								10	:01			300	300
Atlanta NAS		036	-6	030	-1	029	Optimum	.74	425	457	1837	4:23			65600	150600
3339N/8212W			270/60								108	:13			2200	2200
Clark Hill Dam		097	+1	098	0	098	Optimum	.74	425	483	1945	4:37			63400	148400
			270/60								47	:06			1000	1000
Newberry, S.C.		037	-6	031	0	031	Optimum	.74	425	458	1992	4:43			62400	147400
			270/60								68	:09			1500	1500
Charlotte, N.C.		033	-6	027	+1	028	Optimum	.74	425	454	2060	4:52			60900	145900
3604N/8013W			270/60								60	:08			1300	1300
Winston Salem		033	-6	027	+2	029	Optimum	.74	425	454	2120	5:00			59600	144600
			270/60								75	:10			1600	1600
Level Off .81M		029	-7	022	+4	026	Optimum	.74	425	452	2195	5:10			58000	143000
			270/60				Optimum				60	:07			1700	1700
Waynesboro, Va		028	-6	022	+4	026	+3000	.81	467	494	2255	5:17			56300	141300
3910N/7810W			270/60				Optimum				74	:09			2000	2000
Front Royal, Pa		026	-6	020	+5	025	+3000	.81	467	492	2329	5:26			54300	139300
3957N/7738W			270/60				Optimum				52	:06			1400	1400
Chambersburg Pa		027	-6	021	+6	027	+3000	.81	467	494	2381	5:32			52900	137900
4035N/7723W			270/60				Optimum				40	:05			1100	1100
		015	-7	008	+7	015	+3000	.81	467	480	2421	5:37			51800	136800
			270/60								63	:07			1300	1300
4103N/7615W											2484	5:45			50500	135500
Berwick, Pa		062	-3	059	+8	067	Optimum	.74	425	517						
			270/60								55	:06			800	800
4129N/7510W		060	-3	057	+10	067	Optimum	.74	425	517	2539	5:51			49200	134200
4317N/7334W			270/60								129	:17			2700	2700
Glen Falls		032	-7	025	+12	037	Optimum	.74	425	453	2668	6:08			47000	132000
4331N/7355W																
Thurm							Optimum	.74	425	425	30	:04			500	500
			270/60								2698	6:12			46500	131500
Utica, NY		243	+3	246	+13	259	Optimum	.74	425	572	62	:10			1500	1500
4229N/7627W			270/60								2760	6:22			45000	130000
Ithaca AP, NY		236	+4	240	+11	251	Optimum	.74	425	575	67	:11			1500	1500
			270/60								2827	6:33			43500	128500
New Castle, Pa		243	+3	246	+7	253	Optimum	.74	425	572	194	:30			4300	4300
			270/60								3021	7:04			39200	124200
Moberly, Mo		260	+1	261	-1	260	Optimum	.74	425	567	568	1:33			12100	12100
			270/60								3589	8:37			27100	112100
Joplin, Mo		215	+7	222	-7	215	Optimum	.74	425	549	168	:26			3100	3100
			270/60								3757	9:03			24000	109000
McAlester, Okla		214	+7	211	-8	203	Optimum	.74	425	528	149	:22			2600	2600
			270/60								3906	9:25			21400	106400
Little Rock WOR		195	+1	196	-7	189	Optimum	.74	425	485	178	:25			2600	2600
											4084	9:50			18800	103800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR CRAFT BASIC WT		
CREW WT		
OIL WT		
ARM SYS WEIGHT (Empty)		
EXT TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD		
CTR		
AFT		
FWD AUX		
R.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		
START, END AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

REFUSAL | ENGINE BEST FLARE | LIFT

NO. OF ATO BOTTLES	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	TAB 6
ATO FIRING SPEED	Annex B to USAFE OPORD 414-56

27 AUG 56

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AF Form 93
Approved 1 June 48

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS WT. AT T. O. LB GAL. TAKEN AT T. O.

ALTERNATE

TIME TO ALTERNATE — HRS. M

FUEL REQUIRED TO ALT. — GAL

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST/SLOW _____ Rate sec/hr _____ GAIN/LOSS _____

AT _____ GCT (DATE) _____

Departure _____ Destination _____

OFFICIAL _____ (NAVIGATOR)

NAME _____ (RANK) _____

ALT. SETT. _____ DEP. _____ DEST. _____

FLIGHT PLAN

FROM—

TO—

		TRUE COURSE	DRIFT	WIND USED D	WIND USED V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C ALT	IAS TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Little Rock AFB																
Conway Dam																
35-04½N, 93-25W	Level off	275					-6½		10M				:15			
35-02N, 96-56½W	Shawnee, Okla.	275					-7		17M	199	169	50½	:18	:33		
34-13N, 96-19W	Orbit Point	156					-8		17M	235	205	174	:51	1:24		
REFUELING ORBIT		276					-9		17M	235	245	73	:18	1:42		
34-13N, 96-19W		096									199½					
34-07N, 95-08W	Rendezvous Point	096					-9		17M	229	259		:30	2:12		
33-50½N, 92-[illegible]W	End Refueling	096					-8½		17M	229	259	60	:14	2:26		
34-39½N, 91-30W	Stuttgart Lake	043					-7½		17M	255	284½	135	:28½	2:54½		
34-39½N, 92-11W	Little Rock VOR	269					-6½		17M	213	235	68	:17½	3:12		
Little Rock AFB	Let down & land	007					-6½		10M	216	218	14½	:11	3:23		
							-6½		10M	216	218	14½	:47	4:10		

TOTAL TOTAL FUEL RESERVE

TAB 7
Annex B
Ops Ord 414-56
70SRW
10 April 56

0718

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ENGINEER'S FLIGHT PLAN

DATE OF MISSION: NIA
TYPE(S) OF MISSION: "OR"

WING: 70th SR Wing (M)
SQUADRON: 70th ARS
AIRCRAFT — TYPE-MODEL-SERIES: RC-97-G
AIRCRAFT — COMPLETE SERIAL NO.: NIA
FIRST ENGINEER (Name and Grade):
SECOND ENGINEER (Name and Grade):

1. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	86,000
b. OIL, ENG (On Ldg)	1,000
c. OIL, JET	
d. CREW	1,200
e. AMMO (50%)	
f. CARGO	
g. MISC	35
h. FUEL RESERVE	12,835
i. MIN LANDING WT	103,670
j. OFF-LOAD FUEL	40,000
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	230
o. FUEL EXPENDABLE	19,165
p. TAKE-OFF GROSS WT	163,065

2. FUEL DATA

a. DENSITY (Lbs): per Gal
b. TOTAL LOAD (Lbs): 32000
c. REQUIRED (Lbs): 19165
d. RESERVE (Lbs): 12835
e. ON-LOAD (Lbs):

3. TAKE-OFF DATA

See T.O. Data Card

4. REMARKS

Standard NACA configurations used throughout planning.

A CONDITION / ∆T °C	B H_p / OAT / $\sqrt{\theta}$	C BHP / RPM / ENG F/F	D TOTAL FUEL FLOW	NO WIND PLAN E ∆ TIME / TOTAL	F ∆ FUEL USED / TOTAL USED	G GROSS WEIGHT	H EAS / V_T (K) / GS	I AIR DIST / TOTAL	WIND PLAN J ∆ TIME / TOTAL	K ∆ FUEL USED / TOTAL USED	L GND DIST / TOTAL
1. RTTO	311	3500	*720#15H			163065	-	-		+	
	+15°C	2700	*25 PPH	:30	+ -	- 1485	-				
	1,000	-	*30 PPMTO	:03	1485	161580	-	-			
2. CL #1	11126	2650	*7500	:33	+ 4125	- 4125	168	-		+	
	-7°C	2550	' -				199				
	1,185	-	*7500	:36	5610	157455	-	110			
3. CR #1	17000	2020	R 4640	1:03	+ 4865	- 4865	180	248		+	
	-19°C	2330	'				235				
	1,305	1160	T 4640	1:39	10475	152590	-	358			
4. ORBIT	17000	1970	R 4440	:30	+ 2220	- 2220	178	116		+	
	-19°C	2325	' -				232				
	1,305	1110	T 4440	2:09	12695	150370		474			
5. RDZ	17000	1930	R 4260	:15	+ 1065	- 1065	175	58		+	
	-19°C	2310	' -				229				
	1,305	1065	T 4260	2:24	13760	149305	-	532			
6. RE-FUEL	17000	2175	R 5200	:32	+ 2775	- 2775	195	137		+	
	-19°C	2390	' -				255				
	1,305	1325	T 5200	2:56	16535	146530	-	669			
7. OFF LOAD	-	-	R -	-	+ -	- 40000	-	-		+	
	-	-	' -				-				
	-	-	T -	2:56	16535	106530	-	669			
8. CR #2	17000	1320	R 2320	:29	+ 1120	- 1120	163	102		+	
	-19°C	1900	' -				213				
	1,305	580	T 2320	3:25	17655	105410	-	771			
9. DES	9400	1000	R 1800	:32	+ 960	- 960	187	150		+	
	-4°C	1900	' -				216				
	1,15	450	T 1800	3:57	18615	104450	-	921			
10. LD	1500	-	R 1800	:15	+ 450	- 450	-	-		+	
	+12°C	2350	' -				-				
	1,02	-	T 1800	4:12	19065	104000	-	921			
11. TAXI out Eng	311	-	R 600	:10	+ 100	- 100	-	-		+	
	+15°C	1000	' -				-				
	1,000	-	T 600	4:22	19165	103900	-	921			
12.			R		+	-				+	
			'								
			T						TAB B		
13.			R		+	-			Annex "B		
			'						CFe Ord 414-56		
			T						70SR/		
14.			R		+	-			10 April 56		
			'								
			T								

SAC FORM 316 (15 MAY 54) REPLACES SAC FORM 80-14, 1 AUG 51.

Air Force - SAC, Offutt O-1218(541)

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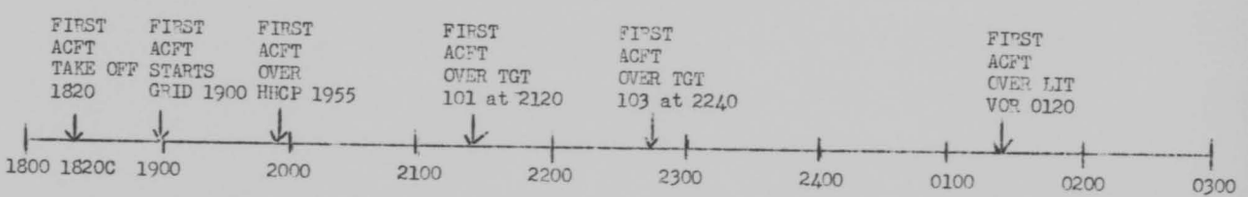
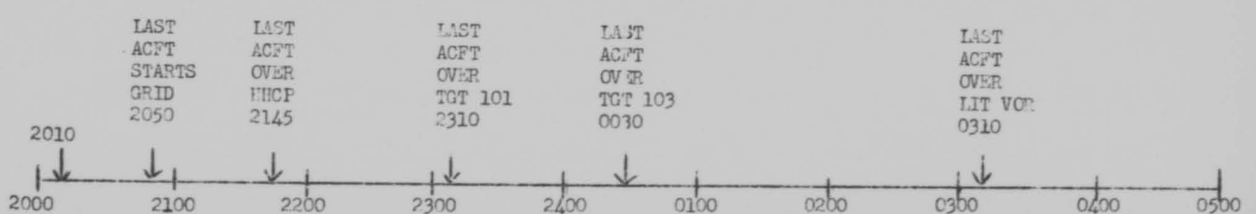
NIGHT STREAM
TIME SCHEDULE



INDIVIDUAL ACFT ARRIVE AT HHCP WITH 10 MIN SEPARATION
ALL TIMES CENTRAL



TAB 9
Annex B
70SEW OPORD
414-56
10 Apr 56

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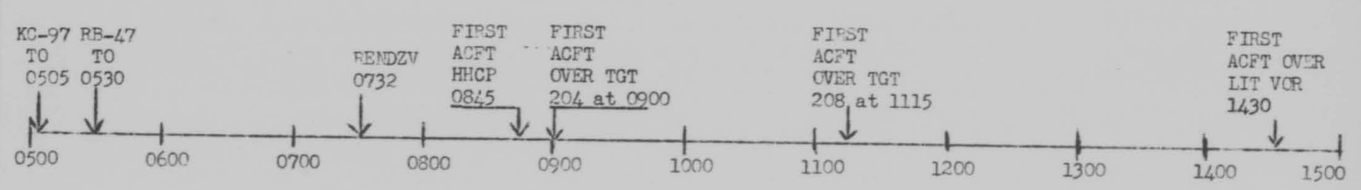
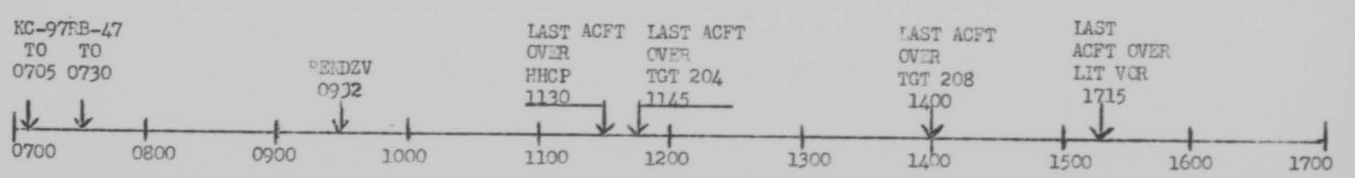
DAY CELL-TO-STREAM
TIME SCHEDUE



ALL TIME ARE CENTRAL
INDIVIDUAL ACFT ARRIVE AT RHCP WITH 15 MIN SEPARATION.
WHITE CELL TIMES ARE RED CELL TIMES PLUS ONE HOUR.
BLUE CELL TIMES ARE RED CELL TIMES PLUS TWO HOURS.



TAB 10
Annex B
70SRW OPORD
414-56
10 Apr 56

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SECRET

HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

ANNEX "C"

TO

OPERATION'S ORDER 414-56

COMMUNICATIONS

1. GENERAL:

a. All communications during this mission will be governed by SAC COMMUNICATIONS ELECTRONICS INSTRUCTIONS, Current US Radio Facility Charts, Current US Supplementary Flight Information Documents, and Allied Communications Publications 125(A)-1 (USAF Supplement, Air-ground radio-telephone procedures).

b. No recall word has been designated.

2. EMERGENCY PROCEDURES:

a. Should an emergency be declared, give Mayday call first on the last frequency contacted. Should this fail, switch to UHF guard channel (243.0 mcs). If bailout is imminent, turn on the emergency keyer and IFF to emergency. During an emergency, Venice call sign will be dropped and AF jet together with the last five (5) numbers of true tail number will be used. Aircraft may communicate on any frequency with any station, air or ground, in case of emergency; however, consideration should be given to the character of the emergency, safety of crew, location of aircraft, and other relative factors.

Annex C
70SRW OPORD 414-56
10 Apr 56

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b. On all aircraft, the operation selector switch of the UHF will be placed on the "Both" position during the entire mission.

3. RECOGNITION, IDENTIFICATION AND IFF:

a. Fighter interceptions will be accomplished with ADC on the day mission. Identification and recognition will be accomplished using AFSAL 5104. Authentication instructions, together with the authentication table, are given on pages 2 and 3 of AFSAL 5104. Frequencies to be used during interception are 351.0 mcs and 364.2 mcs.

b. Radio silence is not required on this mission but it is absolutely necessary that communications discipline be maintained at all times and particularly during the strike reporting period.

c. During the cell portion of this mission, all aircraft except the cell leader will turn the master control to STANDBY and the Mode II switch to the UP position. The cell leader will have the master control in "NORMAL" position and Mode II switch in the UP position. During the stream portion of the mission, all aircraft will place the master control in NORMAL position and Mode II switch in UP position.

4. FREQUENCIES:

a. HF: HF communications will be used only during the strike reporting portion of this mission. Optimum frequencies for submitting the strike report will be found in Appendix I and any changes necessary will be given at the pre-mission

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briefing. However, in the event that HF backup for air refueling operations is necessary, appropriate frequency will be found in Appendix I of this Annex.

b. VHF: In order to decrease interference in air to air communications, tanker aircraft will set appropriate frequencies in Channel E (Primary) and Channel F (Secondary).

c. UHF: During cell portion of this mission, RB-47 aircraft will insert interplane frequencies in channels 11 and 12. Channel 12 will be primary intercell frequency and channel 11 will be secondary. RB-47 and KC-97 air refueling interplane communications will be conducted on Channel 9 (Primary) and Channel 10 (Secondary). All frequencies, together with their usage, will be found in Appendix I of this annex and the communications flimsy.

5. CALL SIGNS:

a. Wing Control Room	Venice Control
1st Cell RB-47 Lead Aircraft	Venice Red Leader
2nd Cell RB-47 Lead Aircraft	Venice White Leader
3rd Cell RB-47 Lead Aircraft	Venice Blue Leader
1st KC-97 Lead Aircraft	Namesake Red Leader
2nd KC-97 Lead Aircraft	Namesake White Leader
3rd KC-97 Lead Aircraft	Namesake Blue Leader

b. Intercell call signs will consist of the call word of the cell followed by the numerical designation of the aircraft position within the cell. For example, aircraft in the

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SAFETY FILM

number three position would be Venice Red three or Venice Blue three. Call signs for tanker aircraft will follow the same pattern.

c. Ground station call signs will be as listed in the radio facility charts for the US.

6. REPORTING PROCEDURES:

a. Strike reports will be submitted as soon as possible after leaving the last target. For the northern route, strike reports will be submitted to Carswell (primary) or MacDill (secondary). For the southern route, strike reports will be submitted to Loring (Primary) or Carswell (secondary). Frequencies for all three of these ground stations will be found in Appendix I of this Annex.

b. Position reports will be transmitted on UHF only. Position reports during the formation part of the mission will be transmitted only by the lead aircraft. In the event the lead aircraft is unable to submit position reports, lead aircraft will designate the aircraft responsible for submitting such reports. Whenever possible, position reports will be transmitted directly to the ARTC Center. During the air refueling operations, position reports will be transmitted by the tanker leader for the entire formation. All position reports will be in accordance with the applicable facility charts.

7. ECM:

a. The ECM portion of this mission will be utilized to conduct an operational flight check of the AN/APS-54 Radar Receiver

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and the AN/ALE-1 Chaff Dispenser.

(1) Maximum utilization of the AN/APS-54 will be made during that portion of the mission conducted in the designated "Enemy Territory".

(a) Priority will be given to intercepting and recording of signals from fighters equipped with AI radar.

(b) During those portions of the mission where fighters are not expected, interception and recording of signals from ground radar will be made to the maximum extent feasible.

NOTE: Detailed instructions will be given at specialized briefing. General instructions and necessary forms will be included in the Communications flimsy.

(2) Each bin of the AN/ALE-1 Chaff Dispenser will be loaded with one-half carton RR-6A/U Chaff. Loading will be accomplished by personnel of the Armament and Electronics Squadron.

(a) Dispensing of chaff will be accomplished ONLY in areas designated in the Communications flimsy.

NOTE: INDISCRIMINATE USE OF CHAFF HAS CAUSED SERIOUS DAMAGE TO COMMUNICATIONS AND POWER FACILITIES IN NUMEROUS INCIDENTS. DO NOT DISPENSE CHAFF EXCEPT IN DESIGNATED AREAS.

(b) Dispensing rates and duration of drops will be as outlined in the Communications flimsy.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

APPENDIX I

TO

ANNEX "C"

OPERATIONS ORDER 414-56

1. Frequencies:

a. HF

FREQUENCY	CHANNEL	USAGE
5710.5 kcs	5	Air refueling backup
6738.0 kcs	12	Carswell Strike Report Loring Strike Report MacDill Strike Report
11228.0	16	Carswell Strike Report Loring Strike Report MacDill Strike Report
15016.0	19	Carswell Strike Report Loring Strike Report MacDill Strike Report

b. VHF

138.42 mcs	E	Primary Tanker Interplane
148.86	F	Secondary Tanker Interplane

c. UHF

256.0 mcs	9	Primary air refueling interplane
266.2 mcs	10	Secondary air refueling interplane

Appendix I
Annex C
70SRW OPORD 414-56
10 Apr 56

CONFIDENTIAL

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FREQUENCY	CHANNEL	USAGE
311.0 mcs		Backup air refueling or intercell
327.4 mcs	11	Secondary RB-47 Interplane
352.6 mcs	12	Primary RB-47 Interplane
351.0 mcs		Fighter Bomber Common primary
364.2 mcs		Fighter Bomber Common secondary

2. APN-11 Setting

   a. 1-2-1

3. APN-12/76 Settings

   a. 8T-6R Tanker

   b. 6T-8R Receiver

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

ANNEX "D"

TO

OPERATIONS ORDER 414-56

REPORTS

1. GENERAL: Reporting procedures will be simulated during this operation for training purposes. Required reports will NOT be delivered to the Base Communications Center but will be delivered to the Officer In Charge of the Wing Control Room who will maintain a time log of their receipt to simulate normal procedures. All messages will be prepared as required by the applicable reporting manual but will be marked in red "NOT TO BE TRANSMITTED". The Wing Intelligence Officer will provide the necessary personnel to Current Operations to accomplish the reporting required by this order.

2. REQUIRED REPORTS: Reference SAC Manuals 55-8R, Confidential, and 55-8T, Confidential. The following reports will be submitted and will be given the same precedence as simulated combat mission reports.

a. R-2, Pre-mission report.

b. R-9, Telephone Departure Report (To be made only on the day mission from the Control Room to Commander, 70th Air Refueling Squadron).

c. R-10, Departure Report.

d. R-11, Strike Report (To be submitted by aircraft commander. See TAB I to this annex for details on coding and sample format. See Annex "C" for communications details).

e. R-15, Landing Report.

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f. P-25, Intelligence Summary Report. (To be prepared and submitted entirely by Intelligence Section).

g. P-51, Immediate Photo Intelligence Report. (To be prepared and submitted by the 70th Recon Tech Sq).

h. T-2, Pre-mission Report.

i. T-10, Departure Report.

j. T-11, Air Refueling Report. (To be submitted by Tanker Flight Commander, via air/ground radio to the Control Room).

k. T-15, Landing Report.

3. In addition to normal T-11 reports, each tanker A/C will submit the following information on the refueling portion of the mission to the Intelligence Debriefing Officer.

a. Tanker number and receiver number.

b. Time of initial contact.

c. Number of contacts and length of time each is maintained.

d. Disconnects and reason for each.

e. Amount of fuel transferred and total time required for transfer.

Consolidation of these reports will be submitted by the Intelligence Debriefing Officer to the OIC of the Control Room.

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HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base
Jacksonville, Arkansas
10 April 1956

TAB I

TO

ANNEX "D"

TO

OPERATIONS ORDER 414-56

REPORTS

1. STRIKE REPORT: R-11 is the aircraft commander's estimate of photographic success over all targets and will be transmitted as soon as practicable after departure from last target. The report is Unclassified. Contents, format and brevity code are as follows:

a. Aircraft tactical call sign. Aircraft serial number will not be transmitted.

b. Venice Control will be the only addressee.

c. Time of photographing last target.

d. Success estimate for each target.

CODE	MEANING	
	Radar	Visual
Alfa	Complete	Complete
Bravo	Complete	Partial
Coca	Complete	None
Delta	Partial	Complete

TAB I
Annex "D"
70SRW OPORD 414-56
10 Apr 56

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CODE	MEANING	
	Radar	Visual
Echo	Partial	Partial
Foxtrot	Partial	None
Golf	None	Complete
Hotel	None	Partial
India	None	None

2. EXAMPLE: (Voice Transmission)

Aircraft commander says: "Carswell radio - this is Venice 34, over."

Carswell answers: "Venice 34 - this is Carswell radio - go ahead."

Aircraft commander says: "Venice 34 - ZIPPO - Relay to Venice Control - 206A-Alfa - 207C-Coca - 208D-Delta - 181845 Zul over."

Carswell replies: "Venice 34 - Coca, out."

Explanation of example: This aircraft commander has reported results as follows:

TARGET LOCATION	SUCCESS	
	Radar	Visual
206 - Chambersburg, Va.	Complete	Complete
207 - Hawley, Pa.	Complete	None
208 - Cornell Apt, N.Y.	Partial	Complete

Time of photographing last target was 18 day of the month at 1845Z time.

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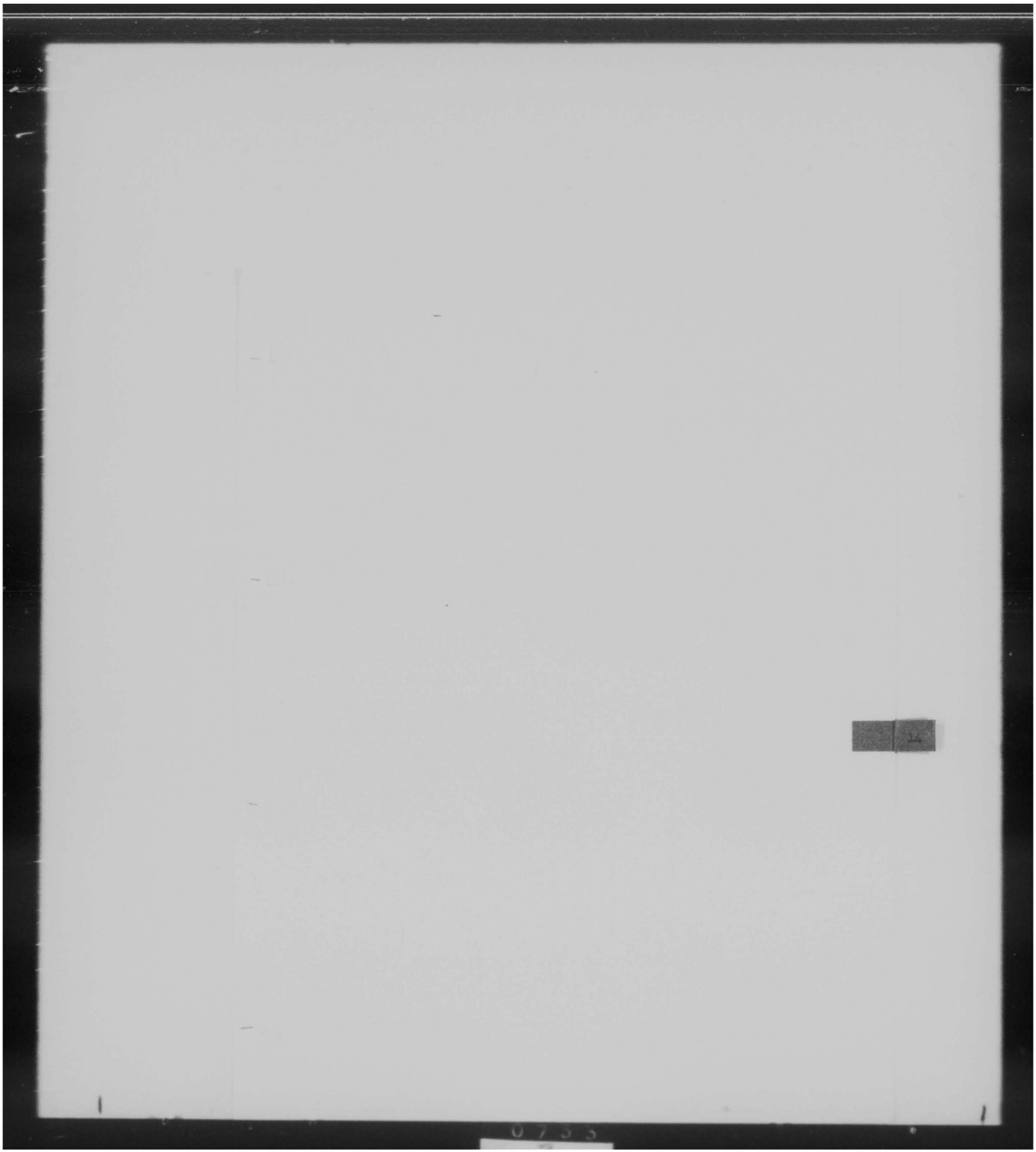

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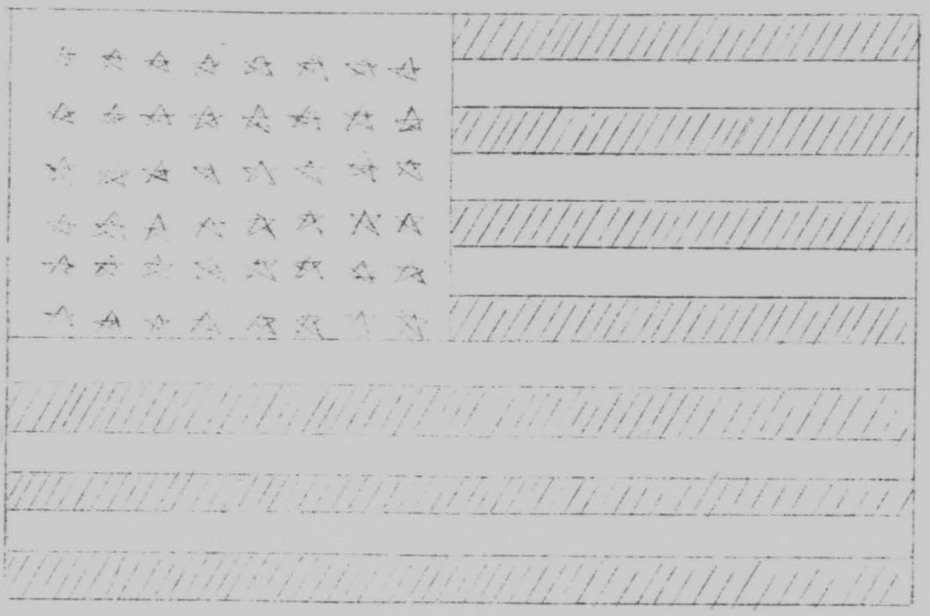

"MARTIAN"

[illegible]

UTOPIA

[illegible]

AMERICAN

I am an American and I don't speak your language. I need food, shelter and assistance. I will not harm you, I bear no malice toward your people. If you will help me, my government will reward you.

SLOVOBIA

Canbia aida ea ith oda y casa. Cney a u.

DEMADE

Dereo recubo congo rumbo. Sá elpo ill ceva inero. No urt un.

SIMULATED

N-987-22

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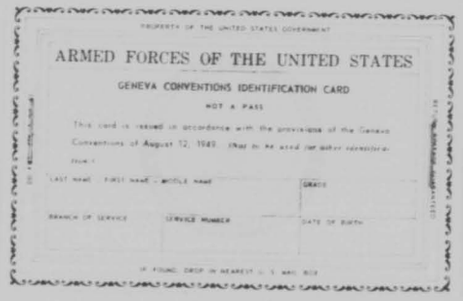

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ARMED FORCES OF THE UNITED STATES

GENEVA CONVENTIONS IDENTIFICATION CARD

NOT A PASS

This card is issued in accordance with the provisions of the Geneva Conventions of August 12, 1949. (May not be used for other international purposes)

LAST NAME - FIRST NAME - MIDDLE NAME

GRADE

BRANCH OF SERVICE

SERVICE NUMBER

DATE OF BIRTH

IF FOUND, DROP IN NEAREST U. S. MAIL BOX

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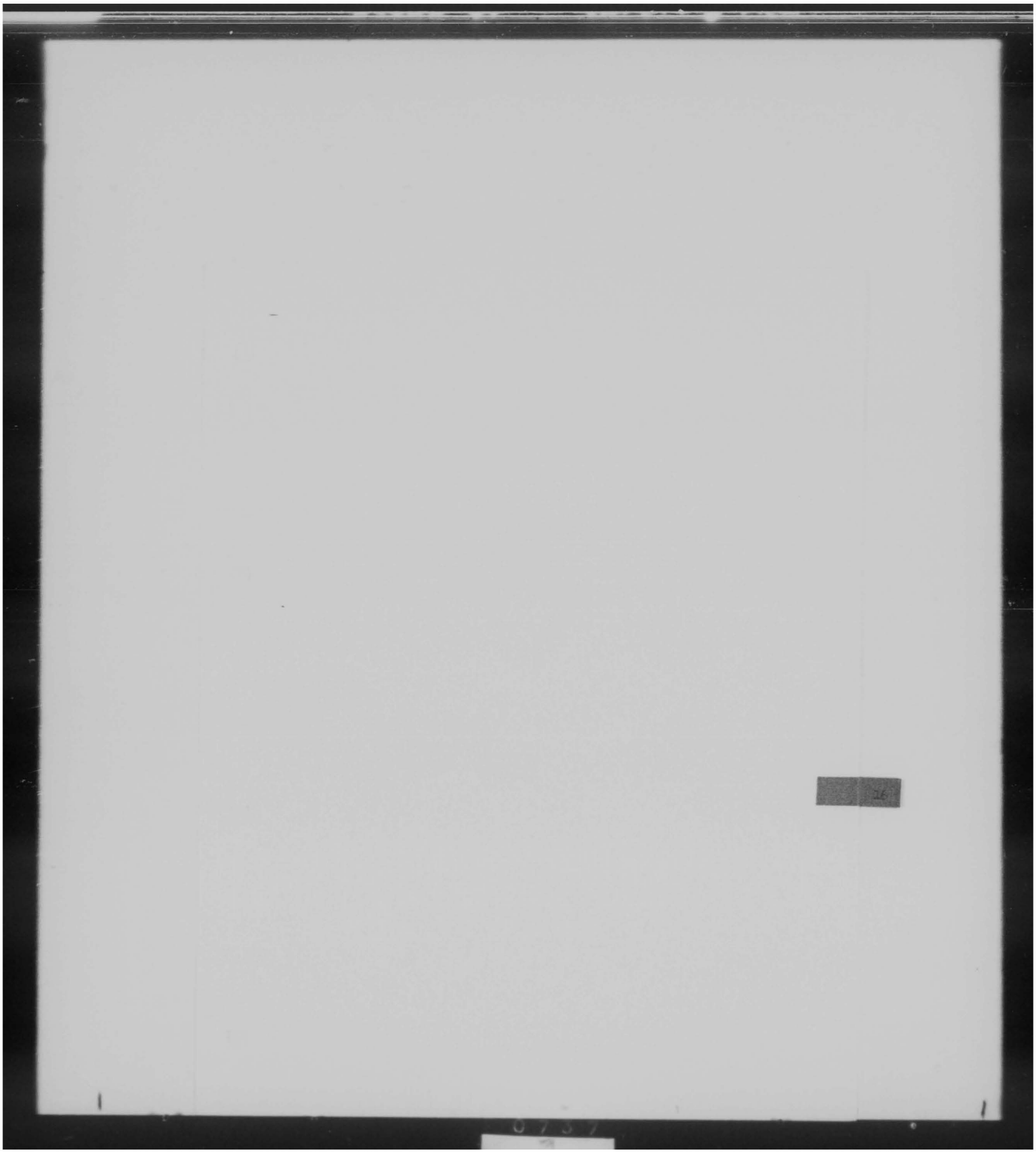

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ATTENTION COMBAT CREWS

YOUR

INTELLIGENCE
READING
ROOM

NOW OPEN

FOR THE LATEST IN SURVIVAL INFORMATION
AND INTELLIGENCE

STOP IN AT ROOM 311 3RD FLOOR
BLDG. 714 ÷ 70TH WING INTELL DIV
(RECCE TECH BLDG.)

OPEN ALL DAY INCLUDING NOON HOUR

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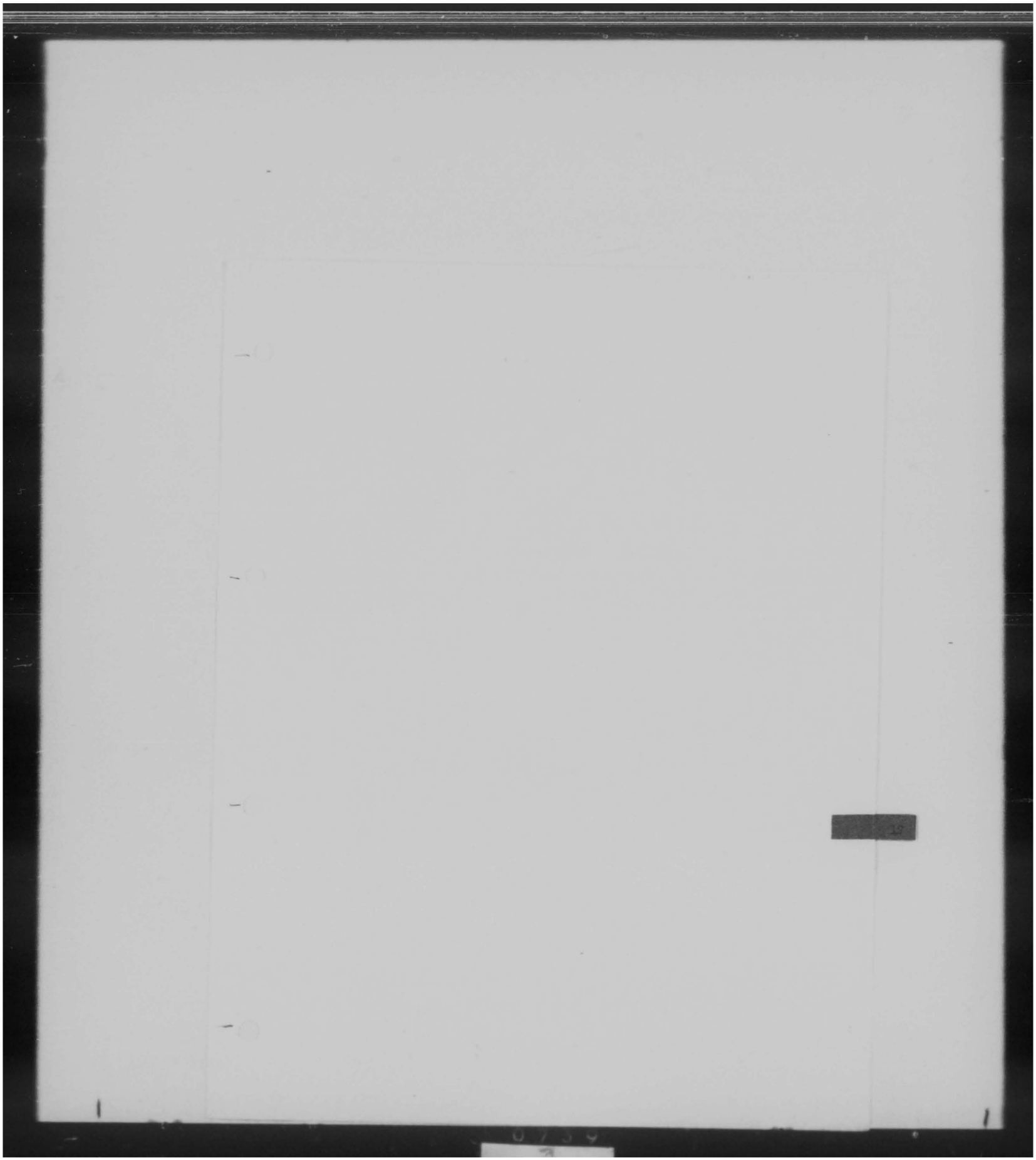

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70 DOS

SUBJECT: Standardization Activities Report, RCS: 2AF T-3
RB-47 Standardization Section

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with paragraph 8, Second Air Force Supplement 1 to SAC Regulation 51-4, dated 18 January 1956, Standardization Activities Report (RCS: 2AF T-3) is herewith submitted as inclosure 1. Initial 70th Strategic Reconnaissance Wing Operations Memorandum RB-47-18 dated 9 April 1956 is attached in duplicate as inclosure 2.

2. During the month of April the Standardization Section flew one hundred eight (108) hours IVO time and one hundred twenty seven (127) hours IP time.

3. Seven (7) training sorties were flown by crews of this section totaling fifty six (56) hours. Two of these were wing missions and two accomplished a 51-4 and 60-7 recheck for crew R-01, newly assigned to the Standardization Section.

4. Discrepancies:

a. The results of the incomplete check for crew IN-05 have been posted because of A/C and pilot had been on student status prior to completion of mission 11.

b. The standardization check for crew IN-17 took in excess of fifteen days because the Observer failed mission 1 and was placed on student status for a minimum of fifteen days for the retraining purposed.

c. The annual 51-4 standardization check for Colonel Hughes was accomplished in March 1956 but not reflected in the last report because of administrative error.

d. Major Keema has been scheduled for a 51-4 check several times but in each instance the mission was cancelled.

e. The results of the incomplete check for crew IN-42 have been posted because this check also constitutes the initial 51-19 check for Lt. Bell.

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f. The standardization check for crew IN-45 took in excess of fifteen days because the Observer failed mission 1 and was placed on student status for retraining.

g. The standardization check for crew IN-76 was discontinued because of a Phase 1 failure. This has been reaccomplished but mission 1 has been cancelled twice because of maintenance.

h. In computing the recapitulation of the number of individuals qualified in accordance with SAC Regulation 51-19 versus the number of individuals who possess a current standardization check, it has been assumed that the pre-solo proficiency check prescribed in your message DOS 3347 dated 19 April 1956 constitutes qualification in accordance with SAC Regulation 51-19. Conversely, it has been assumed that the above check does not meet the requirements of a standardization check. As a result it appears from the recapitulation that seventeen (17) officers qualified in accordance with SAC Regulation 51-19 are delinquent under SAC Regulation 51-4. Of this number, fourteen (14) have not completed the requirements of SAC Regulation 50-43 and as a result are not qualified to receive a standardization check. Two (2) are on student status because of mission failures and one is overdue.

5. The following standardization checks are programed for the month of May:

a.	Crew R-04	Complete check
b.	Crew IN-05	Mission 1 (Phase 1 and Mission 11 completed first to remove crew from student status)
c.	Crew IN-09	Phase 1 and Mission 1 of Phase 11 complete. Mission 11 to be completed after advanced survival. (Scheduled in April but cancelled due to maintenance)
d.	Crew IN-14	Mission 1 recheck
e.	Crew R-33	Complete check
f.	Crew IN-42	Complete check
g.	Crew IN-46	Complete check
h.	Crew IN-47	Complete check.
i.	Crew IN-76	Phase 11.
j.	Crew L-81	Complete check
k.	Staff: Lt Col Westbrook, Lt Col Smith and Major Keema.	

6. Eight (8) complete crew checks were administered, on three of which one crew member failed. Six flight rechecks were accomplished, five of which were successfully passed. Five additional checks are in the process of completion.

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Hq 825th ADIV, LRAFB, Ark, 70DOS, Subject: Standardization Activities Report
RCS: 2AF T-3

7. Six individual checks were administered and successfully completed. One of these six was acutally completed in March as listed in paragraph 4c above.

8. Recapitulation of staff and extra personnel.

a.	Assigned	40
b.	Qualified under 51-19	30
c.	Current under 51-4	26
d.	Checks administered	6
e.	Checks failed	0

FOR THE COMMANDER:

2 incl
1. 2AF T-3 (dup)
2. 70th Wg Ops. Memo. RB-47-18 (dup)

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

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SHEET 1 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

6TH S.R SQUADRON — PERIOD 1SEP55 TO 30APR56 — POSTED AS OF 30APR56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 53

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 49

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

| | | |

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SHEET 2 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

26TH SR SQUADRON — PERIOD 1 SEP 55 TO 30 APR 56 — POSTED AS OF 30 APR 56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 57

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 50

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

R COX, J.O. A/C
3 RUGG P
3 DURRETT O

— DUE 18 MAY 56 —

R DVORAK A/C
3 NEAL P
6 CHRISTENSON O

— DUE 23 AUG 56 —

R DISTLER A/C
3 HALGREN P
7 OSWALT O

— DUE 7 AUG 56 —

N GREGORY A/C
3 CROCKER P
8 PAXSON O

— DUE 10 SEP 56 —

R WEINDORF A/C
3 DELVECCHIO P
9 GIRARD O

— DUE 21 AUG 56 —

EXTRA OR STAFF

STAFF BLUMENSTOCK A/C
STAFF HAYSLIP A/C
STAFF ELLIS O
EX MATTHEWS A/C
EX HUGES P
EX OGAS A/C
EX FOXX O
EX KEEMA O
EX BARNEY O
MILLER, T.C. O
TALTON P
HENRY, R.S. P

1 CABANISS A/C
N 4 BELL P
2 MURPHY O

1 BAUMANN A/C
N 4 HARRISON P
3 PORTER O

1 THRASH A/C
N 4 WILSON P
4 FLEENOR O

— DUE 12 OCT 56 —

1 ARBUTINA A/C
N 4 SHEPARD P
5 KIRBY O

— DUE 5 OCT 56 —

1 MOKE A/C
N 4 HAMILTON P
6 BOATLER O

1 BUTLER A/C
N 5 McDERMOTT P
2 HARDING O

1 GOUDE A/C
N 4 CONNER P
7 MONSON O

1 HACKETT A/C
N 5 SELLECK P
0 THOMPSON O

— DUE 11 OCT 56 —

N KRUM A/C
5 COX, F.E. P
1 DUBISHAR O

— DUE 23 AUG 56 —

L AUERBACH 1/P
3 LIEN P
4 RICE 1/O

— DUE 30 SEP 56 —

L ARLINGTON 1/P
4 WILKINSON P
8 UMOFF 1/O

CURRENT EXCHANGE UNTIL RELIEVED OR CANCELLED BY HIGHER HQS

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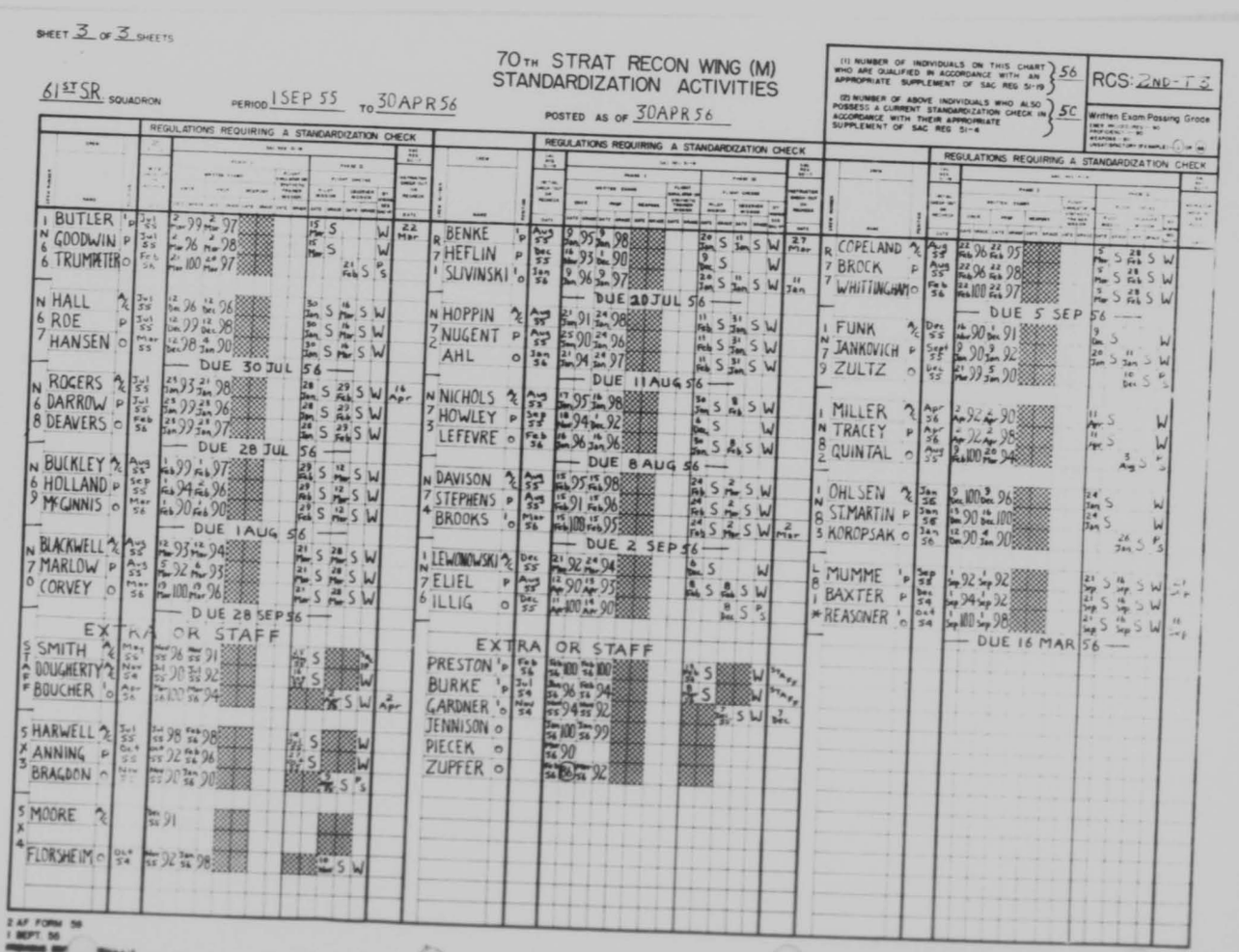

SHEET 3 OF 3 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

61ST SR SQUADRON — PERIOD 1 SEP 55 TO 30 APR 56 — POSTED AS OF 30 APR 56

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19 } 56

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4 } 50

RCS: 2ND-T3

Written Exam Passing Grade

REGULATIONS REQUIRING A STANDARDIZATION CHECK

1 BUTLER 1P
N GOODWIN P
6 TRUMPETER O
N HALL A/C
6 ROE P
7 HANSEN O
N ROGERS A/C
6 DARROW P
8 DEAVERS O
N BUCKLEY A/C
6 HOLLAND P
9 MCGINNIS O
N BLACKWELL A/C
7 MARLOW P
0 CORVEY O

DUE 30 JUL 56
DUE 28 JUL 56
DUE 1 AUG 56
DUE 28 SEP 56

EXTRA OR STAFF
S SMITH A/C
T DOUGHERTY A/C
F BOUCHER 1O
5 HARWELL A/C
X ANNING P
3 BRAGDON
5 MOORE A/C
X
4 FLORSHEIM O

R BENKE 1P
7 HEFLIN P
1 SLIVINSKI 1O
N HOPPIN A/C
7 NUGENT P
2 AHL O
N NICHOLS A/C
7 HOWLEY P
3 LEFEVRE O
N DAVISON A/C
7 STEPHENS P
4 BROOKS 1O
1 LEWONOWSKI A/C
N
7 ELIEL P
6 ILLIG O

DUE 20 JUL 56
DUE 11 AUG 56
DUE 8 AUG 56
DUE 2 SEP 56

EXTRA OR STAFF
PRESTON 1P
BURKE 1P
GARDNER 1O
JENNISON O
PIECEK O
ZUPFER O

R COPELAND A/C
7 BROCK P
7 WHITTINGHAM O
1 FUNK A/C
N JANKOVICH P
9 ZULTZ O
1 MILLER A/C
N TRACEY P
8 QUINTAL O
1 OHLSEN A/C
N ST MARTIN P
3 KOROPSAK O
L MUMME 1P
8 BAXTER P
1 *REASONER 1O

DUE 5 SEP 56
DUE 16 MAR 56

2 AF FORM 50
1 SEPT 56

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70 DOS

SUBJECT: Standardization Activities Report, RCS: 2AF T-3

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In accordance with paragraph 6, Second Air Force Regulation 51-4 as amended this Standardization Activities Report (RCS: 2AF-T-3) is herewith submitted.

2. This standardization section published Operations Memorandum #KC-97-11 on 25 April 1956. And, as another special activity this Standardization section produced and administered a special examination on SAC Technical Pamphlet 62-4 dated 20 April 1956. This section logged approximately 70 hours IP time; 85 hours IN time; 95 hours IET time; 70 hours IBO time.

3. This section flew two training and/or proficiency missions for the month of April.

4. The following is a tabulation of Standardization checks as administered during the month of April.

Crew check started	1
Crew checks completed	1
Individual checks started	4
Individual checks completed	14
Individual checks failed	4

5. Six crews are scheduled for Standardization checks during the month of May.

6. There are four staff personnel assigned to this unit. Two staff members are qualified under SAC Regulation 51-4 and 51-19. No member of the staff was administered a check during the month of April.

FOR THE COMMANDER:

Incl
1. Two copies sheet #1.
2. Two copies sheet #2.
3. Two copies Operations Memorandum KC-97-11.
4. Two copies examination on Technical Pamphlet 62-4.

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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SHEET 1 OF 2 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 66

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 66

RCS: 2nd-73

Written Exam Passing Grade

70th WRTS SQUADRON PERIOD 1 Sept. TO 30 April POSTED AS OF 30 April

REGULATIONS REQUIRING A STANDARDIZATION CHECK

REGULATIONS REQUIRING A STANDARDIZATION CHECK

REGULATIONS REQUIRING A STANDARDIZATION CHECK

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SHEET 1 OF 1 SHEETS

70TH STRAT RECON WING (M)
STANDARDIZATION ACTIVITIES

(1) NUMBER OF INDIVIDUALS ON THIS CHART WHO ARE QUALIFIED IN ACCORDANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-19: 52

(2) NUMBER OF ABOVE INDIVIDUALS WHO ALSO POSSESS A CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4: 52

RCS: 2nd T3

Written Exam Passing Grade

70th RTEFS SQUADRON PERIOD 1 Sept TO 31 April POSTED AS OF 30 April 56

REGULATIONS REQUIRING A STANDARDIZATION CHECK

REGULATIONS REQUIRING A STANDARDIZATION CHECK

REGULATIONS REQUIRING A STANDARDIZATION CHECK

Due 9 Nov 56

Due 21 August 56

Due 11 August 56

Due 19 Jan 56

Due 13 July 56

Due 15 July 56

Due 26 Sept 56

Due 1 Sept 56

Staff

Extra

2 AF
1 SEP 55
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OPERATIONS MEMORANDUM) HEADQUARTERS 70TH STRATEGIC RECONNAISSANCE WING (M)
Little Rock Air Force Base, Jacksonville, Ark.
NUMBER KC-97-11) 25 April 1956

TAXIING KC-97 AIRCRAFT

1. This memorandum is applicable to all combat crew, staff crew and ground crew members concerned with ground operation of the 70th Strategic Reconnaissance Wing KC-97 aircraft.

2. The following minimum crew requirements by position and title are established for taxiing KC-97 aircraft of this command at any airfield:

a. Qualified aircraft commander in left seat, ET or crew chief at panel position, any KC-97 qualified aircrew member or crew chief at scanner position.

b. Student pilot in left seat, instructor pilot in right seat, ET or crew chief at panel position, any KC-97 qualified aircrew member or crew chief at scanner position.

3. Interphone communication will be established between occupant of left seat and all other occupied positions before engine start commences.

BY ORDER OF THE COMMANDER:

[redacted]
BERNARD V OGAS
Colonel, USAF
Director of Operations

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Nebraska

COA

27 April 1956

SUBJECT: SAC Management Control Statement - Non-Operationally Ready Wings - March 1956. (UNCL)

TO: See Distribution

1. Highlights

a. All non-ready wings improved their position in relation to their programmed* positions during the month of March. (CONFIDENTIAL)

b. Predominant low scoring areas affecting the non-ready wings are: Airmen MIRS, Ground Safety, and Accumulative Flying Hours. (CONF)

c. Readiness dates for the non-ready wings as shown below appear attainable at this time with the possible exception of the 384th.

70th SR Wing - 1 Jul 56
100th MB Wing - 1 Dec 56
307th MB Wing - 1 Apr 56
341st MB Wing - 1 Oct 56
379th MB Wing - 1 Oct 56
380th MB Wing - 1 Oct 56
384th MB Wing - 1 Sep 56

(CONFIDENTIAL)

d. Reports on time category has been added for the first time to the Non-Ready Wing Management Control System Statement for March. (See paragraph 2.h.) (UNCLASSIFIED)

2. Discussion:

a. The 70th SR Wing as of 30 March 1956 had six combat ready crews assigned and 40 non-combat ready crews assigned. All crews have completed SAC Reg 50-19 training and SAC Reg 50-43 training is on schedule. A delay of approximately 120 days in supply action on completion of the wings UME has been caused by cancellation of requisitions by AMC. However, it is anticipated the wing will attain combat readiness as scheduled - 1 July 1956. (SECRET)

b. The buildup of the 100th MB Wing is proceeding satisfactorily. No major facility deficiencies exist at Portsmouth which will delay attainment of combat readiness. However, housing will continue to be a major problem for personnel assigned the wing until scheduled Capehart housing is completed, (estimated Sep 57). The 100th MB Wing should attain readiness as currently programmed - 1 December 1956. (SECRET)

c. The 307th MB Wing earned 65.4% of maximum score in March which was .9% higher than in February. The area of particularly low scores was personnel wherein a relatively low percentage of score was earned in all personnel items. The 307th had produced 30 combat ready crews as of 30 Mar and had 18 non-combat ready crews assigned. The wing should attain readiness as scheduled - 1 April 1956. (SECRET)

d. The 341st MB Wing improved its position in relation to its programmed* position in all major areas except the Personnel and General Items areas. Categories contributing to the lower scores earned were Officer and Airmen MIRS, No. of Crews Assigned, Ground Safety, and Reports on Time. The slippage in these categories was offset by gains in others and the wing improved its overall position slightly. A review of facility deficiencies at Abilene indicates that no deficiencies exist which will cause more than minor operational problems to the 341st

* SAC Tech Pamphlets 170-2 and 170-2A.

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Wing. The steady progress of this wing plus the absence of hampering facility deficiencies indicates the readiness date of 1 Oct 56 should be attained. (SECRET)

e. The 379th MB Wing, in the 3d month of the non-ready period, improved its position in relation to the program* 29.4 percentage points. Of primary interest at this time is the rapid buildup in the equipment (UAL), and aircraft and electronic spares categories. As of 30 Mar the wing had four combat ready and 28 non-combat ready crews assigned, and aircraft input is scheduled to begin in April. A slippage of 30 days in facility construction at Homestead is not expected to delay attainment of readiness by the 379th by 1 Oct 56 as presently scheduled. (SECRET)

f. The 380th MB Wing, now in the seventh month of the non-ready period, improved its overall position in relation to the programmed position by eleven percentage points. Categories earning low scores in the 380th were Airmen MIRS, AWOL Rate, Reenlistment Rate, Number of Crews Assigned, Ground Safety, and Cumulative Flying Hours. As of 30 March the wing had three combat ready crews, 35 non-combat ready crews, and 30 B-47 aircraft assigned. Slippage in facility construction at Plattsburg, forcing the initial training of the 380th to be conducted at Pinecastle, has been the major retarding factor in the development of this wing. If no further slippage in construction occurs, Plattsburg should be able to receive the 380th by 30 Jun 56. The readiness date for the 380th has been established as 1 Oct 56 and should be met. (SECRET)

g. The 384th MB Wing, in the sixth month of the non-ready period, improved its overall position in relation to the program* by 8.8 percentage points. Low scoring categories during March were Airmen MIRS, Reenlistment Rate, Ground Safety, and Cumulative Flying Hours. The progress of this wing has been retarded by problems within the crew training program, shortage of essential equipment items, and inadequate base facilities and support. The wing had 30 B-47 aircraft, four combat ready crews, and 35 non-combat ready crews assigned on 30 Mar 56. Attainment of readiness by 1 Sep 56, as now scheduled, will depend on the elimination of problems currently known and expeditious solution of problems which may arise in the near future. (SECRET)

h. Initial scores on the Reports on Time Category are based on March 1956 reports used in the SAC Management Control System for Non-Operationally Ready Wings. Percentages shown on the statement are proportions of reports submitted direct to Headquarters SAC which were received on time. Comparable scores for numbered air force headquarters, based on reports consolidated for submission to Headquarters SAC, were substantially lower. Percentages of reports received on time, by numbered air force, were as follows:

	Unit Reports	Numbered AF Reports	Total
2d Air Force	92%	83%	89%
8th Air Force	87%	67%	81%
15th Air Force	67%	50%	58%
Total	85%	67%	79%

Specific reporting problem areas will be discussed in a command letter forwarded at a later date.

(UNCLASSIFIED)

BY ORDER OF THE COMMANDER IN CHIEF:

John L Sutton

JOHN L. SUTTON
Colonel, USAF
Chief, Management Analysis
Division, D/Comptroller

1 Incl
SAC MCS - Mar 56

* SAC Tech Pamphlets 170-2 and 170-2A.

Inclosure 1

SAC MANAGEMENT CONTROL SYSTEM - NON-OPERATIONALLY READY WINGS - MARCH 1956

	70th MSRW Item Wt.	70th MSRW % Score	100th MBW Item Wt.	100th MBW % Score	307th MBW Item Wt.	307th MBW % Score	341st MBW Item Wt.	341st MBW % Score	379th MBW Item Wt.	379th MBW % Score	380th MBW Item Wt.	380th MBW % Score	384th MBW Item Wt.	384th MBW % Score
A. PERSONNEL														
1. Manning in Required Specialties														
a. Officers	30	40	30	10	30	30	30	20	30	30	30	70	30	50
b. Airmen														
Direct Support	150	50	150	10	150	10	150	10	150	10	150	10	150	10
Indirect Support	25	10	25	10	25	10	25	10	25	10	25	10	25	10
2. AWOL Rate per 1000	30	100	30	90	30	50	30	100	30	100	30	70	30	100
3. Reenlistment Rate	40	50	40	100	40	30	40	100	40	100	40	40	40	50
4. MTD Utilization	NA	-	20	98	20	54	20	100	20	100	20	100	NA	-
5. No. of Crews Assigned	50	70	NA	-	50	0	50	70	50	100	50	0	50	50
TOTAL	325	54	295	36	345	19	345	43	345	48	345	28	325	33
B. MATERIEL														
1. Flying Hrs Delvd as % of Reqd	60	79	X	-	60	93	60	72	X	-	60	100	60	91
6. Combat Equipped Aircraft	50	20	X	-	50	80	50	100	X	-	50	90	50	100
7. Materiel Status	140	96	110	84	140	100	110	78	110	86	110	95	60	90
TOTAL	250	77	110	84	250	94	220	81	110	86	220	95	170	94
C. GENERAL ITEMS														
1. Cost per Flying Hour	105	97	X	-	105	97	105	90	X	-	150	82	150	87
2. Flying Safety	50	100	NA	-	50	100	50	100	NA	-	50	100	50	100
4. Readiness Index	120	0	X	-	120	0	120	0	X	-	120	0	120	0
5. Ground Safety	25	70	25	25	25	30	25	45	25	100	25	40	25	25
6. Reports on Time	40	100	40	100	40	83	40	67	40	100	40	83	40	80
TOTAL	340	62	65	71	340	57	340	54	65	100	385	56	365	57
D. OPERATIONS														
1. Combat Ready Crews	150	0	X	-	150	85	150	100	X	-	150	100	150	100
2. Flying Hour Utilization														
a. Training Produced	50	72	X	-	50	79	X	-	X	-	50	100	X	-
b. Cost of Tng Produced	35	79	X	-	35	67	X	-	X	-	50	100	X	-
3. Number of Acft Assigned	75	100	X	-	75	91	75	37	X	-	75	67	75	67
4. Cumulative Flying Hour	150	100	X	-	150	100	150	0	X	-	150	30	150	30
TOTAL	460	63	X	-	460	91	375	47	X	-	475	73	375	65
GRAND TOTAL	1375	63.2	470	52.1	1395	65.4	1280	53.6	520	62.5	1285	66.9	1255	58.2
Grand Total Including 25% Reduction		47.4				49.1								
Month of Activation/Conversion	12th		3d		16th		5th		3d		7th		6th	

NA-No Measured Activity
X-No Requirement

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25 cys - 2d AF
10 cys ea - 70, 100, 307, 341, 379, 380, 384 Wings

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CONFIDENTIAL

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Nebraska

COA

27 April 1956

SUBJECT: SAC Management Control Statement, Bombardment, Reconnaissance, and Fighter Wings - March 1956

TO. See Distribution

1. Highlights of Problem Areas

a. Officer Manning improves in B/RB-47 wings but drops slightly in B/RB-36 wings. (UNCLASSIFIED)

b. Airman Manning improves in the indirect support skills, remains about the same for direct support. (UNCLASSIFIED)

c. Reports from numbered air forces average 56% on time compared with 63% for reports received from wings. (UNCLASSIFIED)

d. Accomplishment of training minimums remains high for B/RB-47, improves for B/RB-36 and fighter wings. (CONFIDENTIAL)

e. B/RB-36 units show poorer proficiency in ECM and electronic reconnaissance but improve in gunnery proficiency. (CONFIDENTIAL)

f. B/RB-47 wings continue to decline in scores for combat ready crews. (CONFIDENTIAL)

2. General

a. Officer Manning in required specialties shows considerable improvement among B/RB-47 units, while B/RB-36 units experienced some regression. Compared to the previous quarter, B/RB-47 units improved from 80% MIRS to 84%. Heavy bomb units dropped from 91% to 89%, due mostly to the change in requirements among units with RB-36 aircraft. Despite poorer body manning among fighter wings, no change was reported in the average MIRS percentage, 80%. The 407th SFW, scored for the first time this quarter, had 88% compared with only 79% for the average of the other 5 wings. (UNCLASSIFIED)

b. Airman Manning in the direct support skills remained substantially the same as the previous quarter, except for F-84 wings which decreased from an average MIRS percentage of 75% to 73%. The indirect support skills improved significantly after a steady decline each quarter of 1955. While body manning is improving in the wings, loss of skilled personnel and replacement with low skill level airmen has hampered higher MIRS percentages. (UNCLASSIFIED)

c. Manhour Utilization, Aircraft Maintenance. The primary purpose of the manhour accounting system was to enable commanders and maintenance supervisors to increase production of reliable aircraft and of trained maintenance personnel. The direct time portion of the score for this item shows how much production management has been able to get from the direct time used by each squadron. At the time the standards were published, almost a year ago, only about one of each eight wings were meeting these standards--at this time, only about one of six B-47 wings and one of five B/RB-36 wings is not. KC-97's production equals the standard. Some wings still have the tendency to use every available manhour possible for direct time thinking that this is "good" practice. For example, one heavy wing with scores in the 25% of the wings with lowest scores this quarter performed 8 dock inspections using approximately 31,000 direct manhours in one month; 4 inspections using approximately 31,000 manhours in another month; and 7 inspections using 31,000 manhours another month of the quarter. The docks produced all the inspections required with acceptable reliability but other wings, using standard or fewer manhours, produced required inspections and in addition, produced personnel training, increased combat capability, and enjoyed higher morale. (UNCLASSIFIED)

The 5th wing showed an increase in direct time because of reduction in flying hours and large increases in overtime resulting from being on a 7-day week. The 72d, while having older aircraft and greater corrosion problems than other wings, appeared to improve in March when large increases in training and decreases in direct time required per flying hour were reported. (UNCLASSIFIED)

B-47 wings with low direct time scores had a higher than average requirement for direct time because of a shortage of skilled and an excess of unskilled mechanics. Only the 55th and 98th of the lowest 25% failed to meet direct time standards. (UNCLASSIFIED)

Fighter standards were tighter and these wings were scored for the first time this quarter. (UNCLASSIFIED)

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Air Force-SAC, Offutt O-118704

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COA (27 Apr 56)
Subj: SAC Mgt Cont Stmt, Bomb, Recon and Fighter Wings, March 1956

Time expended not chargeable to aircraft model gave the most problems for wings with all types and models of aircraft. Revised standards and new methods of scoring will correct this area for the next quarter and remove any advantage which may accrue because of failing to report aircraft model. (UNCLASSIFIED)

Productive Indirect codes 10 - packing and crating, and 11 - mobility, appear to cause problems because of sudden increases with TDY movements and exercise of mobility plan. (UNCLASSIFIED)

Code 1 - Clerical, has shown increases concurrently with increased interest in production of management information. Revised standards are providing adjustment for these areas. All of the wings with low scores have indicated that some action has been taken to utilize more time for training and March data shows increases. (UNCLASSIFIED)

Non-productive time is the greatest problem for all wings with low scores, however the increases in training mentioned above are accompanied by decreases in non-productive time as well as direct time. Standards now provide for only 7 minutes per man per day. This item is revised upward in new standards, effective for the May - July quarter. (UNCLASSIFIED)

d. USCM. Several wings are not scored because this headquarters waived scoring for some wings that participated in special operations. The USCM first flown by the 44th and the 68th was waived from scoring but quantity credit was given. These two wings later participated in Operation Big Wind in March. The 44th scored 100% and the 68th scored 83.1% in this operation. These scores reflect only the performance of bombardment crews. If this USCM score had been considered in computing total score, the 44th would have been in the top quarter. (CONFIDENTIAL)

e. Reports on Time. Initial scores are based on March 1956 reports used in the SAC Management Control System (operationally ready wings only). Percentages shown on the statement are proportions of reports submitted direct to Headquarters SAC which were received on time. Comparable scores for numbered air force headquarters, based on reports consolidated for submission to Headquarters SAC, are lower for the 8th AF and 15th AF. Percentages of reports on time, by numbered air force, were as follows:

	Unit Reports	Numbered Air Force Reports	Total
2 AF	53	83	54
8 AF	68	50	67
15 AF	70	33	68
TOTAL	63	56	62

Specific problem areas will be discussed in a command letter forwarded at a later date. (UNCLASSIFIED)

f. Training Minimums. General improvement was shown in the accomplishment of 30-8 training minimums by B/RB-36 wings. Five wings (28, 72, 92, 95, and 99) made substantial gains over the previous quarter. Only the 42d, now in the process of conversion, dropped appreciably below last quarter. Items with the greatest deficiencies continued to be Bombing, Gunnery, and Miscellaneous, although improvement was reported for all three. Accomplishment of the Air Weapons training missions, reported as a deficiency last quarter, was high in all wings except the 42d. Four of the five fighter wings rated both quarters also showed substantial improvement with the 508th jumping from last place for the quarter ending 30 November 1955 to first place this quarter. Only the 506th dropped below last quarter. The greatest deficiency occurred in special weapons training for lead crews. Accomplishments of B/RB-47 wings remained relatively high with 17 of the 23 wings reporting better than 90%. Three of the wings in the lowest quarter (96, 97, and 509) were not rated last time. Two wings in the lowest quarter last period (9 and 40) made substantial gains. (CONFIDENTIAL)

g. Proficiency. B/RB-36 proficiency slipped substantially from last quarter in ECM and electronic recon (both D/F and Intercept). Average reliability in these three categories is the lowest for all items of training. Gunnery proficiency, which had the lowest average reliability last quarter, improved from 60% to 76%. Reliability in the B/RB-47 wings remained relatively high with all items averaging better than 85%, except Gunnery and Night Photoflash Photography. Reliability in the latter dropped from 87% last quarter to 76%. Reliability of fighter units in conventional fighter weapons remained low, but they showed improvement in LABS bombing. (CONFIDENTIAL)

h. Combat Ready Crews. The number of combat ready crews in scored B/RB-47 wings continued the decline that started a year ago. Ten of the 23 scored reported less than 35 combat ready crews compared with two out of 20 at the end of last quarter. Only 2 wings (303 and 320) reported more than 40. Thirteen units regressed from last quarter, 4 increased their number of combat ready crews and 3 held their own. Four of the B/RB-36 wings reported an increase, 5 regressed and one held its own. Six wings now report 28 or more combat ready crews compared with 8 reporting 28 or more at the end of last quarter. Five of the 6 fighter wings earned the minimum score, indicating 35 or less combat ready pilots. (CONFIDENTIAL)

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COA (27 Apr 56)
Subj: SAC Mgt Cont Stmt, Bomb, Recon and Fighter Wings, March 1956

1. Wing Cost Per Flying Hour. Of eleven wings in the lower quarter this scoring period, three, the 305th, 92, and 99th wings, are repeaters from last period. Seven of the low scoring wings are from the 15th Air Force, 3 are in the 2d Air Force, and 1 is from the 8th Air Force. (UNCLASSIFIED)

Following table lists the wings in the lower quarter of "Cost per Flying Hour". It is provided for assistance in isolating areas where cost problems exist.

% of Maximum Score Earned by Cost Category

Wings	Personnel		Avn. POL		"Other Supplies"		Contractual Svcs and Other	
	B/RB-47	KC-97	B/RB-47	KC-97	B/RB-47	KC-97	B/RB-47	KC-97
305 MBW	80%	65%	60%	20%	40%	20%	100%	30%
376 MBW	60	80	20	20	100	20	100	100
91 SRW	80	90	20	80	20	20	100	100
303 MBW	60	-	60	-	20	-	100	-
320 MBW	60	90	20	90	60	20	100	20
509 MBW	80	100	60	60	80	20	20	20
	B/RB-36		B/RB-36		B/RB-36		B/RB-36	
92 MBW	80		20		20		100	
5 MBW	65		40		20		20	
99 MBW	90		20		20		20	
	F-84	KB-29	F-84	KB-29	F-84	KB-29	F-84	KB-29
506 SFW	60	-	90	-	60	-	20	-
407 SFW	100	100	60	20	20	60	90	20

(UNCLASSIFIED)

Analysis of Aviation POL Costs. An analysis of Aviation POL costs for the period 1 December 1955 through 31 March 1956 reveals wide variance in costs as follows by type aircraft.

B/RB-47 From $106 to $266 per flying hour; Std. cost $197
*(946 to 2375 gals/hr.) (Std. 1822 gals per hr)

KC-97 From $ 56 to $224 per flying hour; Std. cost $135
*(266 to 1067 gals/hr.)(Std. 630 gals per hr)

B/RB-36 From $157 to $266 per flying hour; Std. cost $273
*(748 to 1267 gals/hr.) (Std 1287 gals per hr)

F-84 From $ 42 to $ 57 per flying hour; Std. cost $54
*(375 to 509 gals/hr.) (Std. 491 gals per hr)

KB-29 From $ 74 to $ 97 per flying hour; Std. cost $101
*(352 to 462 gals/hr.) (Std. 472 gals per hr)

*Based on current prices.

(UNCLASSIFIED)

Current standards were based on data from the USAF Peacetime Planning Factors Manual. After two or more scoring periods aviation POL standards will be revised to provide "SAC" standards. (UNCLASSIFIED)

It is quite evident that the aviation POL costs as reported on monthly expense reports (1-SAC-C11) is incorrect, as it is not logical to assume for example, that a B-47 can be flown at a cost of $106 per hour for Aviation POL, or that a KC-97 can be flown for as little as $56 per hour. (UNCLASSIFIED)

From the information available it is obvious that a more concerted effort must be made to see that aviation POL is being properly recorded and/or reported. (UNCLASSIFIED)

Following are tables showing by type aircraft the wing standing by cost of aviation POL per flying hour. Costs to compile these data were taken from available monthly expense reports, 1-SAC-C11, and computed using 110 flying hours. (UNCLASSIFIED)

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COA (27 Apr 56)
Subj: SAC Mgt Cont Stmt, Bomb, Recon and Fighter Wings, March 1956

Aviation Fual & Oil Cost Data
December 1955 thru March 1956
By Type Aircraft & Wing

B/RB-47 Std CPFH ($197)		EC-97 Std CPFH ($135)		B/RB-36 Std CPFH ($273)		F/RF-84 Std CPFH ($ 54)		KB-29 Std CPFH ($101)	
Wing	CPFH	Wing	CPFH	Wing	CPFH	Wing	CPFH	Wing	CPFH
305	$266	306 ARS	$224	72	*$266	71	*$ 57	508 ARS	*$ 97
341	233	310	204	95	245	31	* 53	506	89
43	* 200	321	188	28	244	12	49	27	86
384	* 200	509	184	6	238	27	47	407	74
91	* 198	380	172	11	236	508	47		
22	* 197	96	167	7	229	506	44		
306	* 191	44	156	5	212	407	43		
308	* 189	98	146	92	203				
96	* 186	97	* 144	99	187				
44	185	307	* 143	42	157				
70	185	320	* 132						
98	185	26	* 131						
321	184	341	* 131						
9	180	11	* 128						
55	180	22	* 128						
26	178	384	* 127						
68	178	43	125						
340	177	90	122						
310	176	55	120						
90	174	91	120						
97	168	2	118						
509	166	100	117						
303	165	93	116						
19	165	40	114						
2	165	301	113						
307	159	70	112						
380	157	9	110						
40	148	340	99						
320	143	376	97						
376	142	68	88						
301	106	71	86						
		308	84						
		305	81						
		42	56						

*Units most near "Standard".

These data were computed by Hq SAC and are not the official data used in SAC Management Control Statement, except for those particular wings that were scored by this headquarters. (UNCLASSIFIED)

3. Wing Comments.

a. B/RB-36. The 72d, 95th, and 99th showed substantial improvement, the latter two being in the bottom quarter for the previous period. The 28th remains in the bottom quarter although it advanced from 64% for the previous period to 68%. This is the last quarter the 42d will be scored until scoring is resumed with B-52 aircraft. (CONFIDENTIAL)

b. B/RB-47. The 340th and the 98th, in the bottom quarter, were also in the bottom quarter the last period. The 96th, 97th, and 509th, also in the bottom quarter, are scored for the first time this period. The 9th, 40th, and 310th who were in the bottom quarter last period improved and are out of the bottom quarter this period. (CONFIDENTIAL)

c. F-84F. Greatest improvement is shown by the 31st which advanced to 64% compared with 50% last period. This is the first quarter for scoring the 407th. (CONFIDENTIAL)

4. Changes to Wing Management Control System. Quite a few changes are being made in the methods of scoring and items to be scored in the Wing Management Control System, effective with the training quarter beginning 1 May 1956. (UNCLASSIFIED)

Items being deleted from the Management Control System for combat ready wings are Mobile Training Detachment Utilization, Tech Order Compliance, Cost of Training Produced from Flying Hour Utilization, BWP Mission Examination, Combat Ready Crews, and Physical Conditioning. (UNCLASSIFIED)

New items to be added to the Management Control System include Reports on Time, Scoring of USCM Sabotage in the General Section seperately from USCM, Upgrading of Non-Combat Ready Crews

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which also includes points for average number of combat ready crews assigned, Non-Combat Ready Crew Flying Time, and Percentage of crews successfully completing evaluations. Probation Status will now be based on all Combat Ready and higher type crews. (UNCLASSIFIED)

Revisions of the applicable SAC Technical Pamphlets will be distributed to the field approximately the latter half of May 1956. (UNCLASSIFIED)

BY ORDER OF THE COMMANDER IN CHIEF:

JOHN L. SUTTON
Colonel, USAF
Chief, Management Analysis Division
Directorate of Comptroller

1 Incl
SAC Mgt Cont Stmt
Bomb, Recon, Fighter Wings,
March 1956

DISTRIBUTION:
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SAC MANAGEMENT CONTROL STATEMENT
B/RB-36 & F-84 WINGS MARCH 1956

	B/RB-36												F-84							
	Item Weight	Top Quarter B/RB-36	2d AF		8th AF	15th AF							Item Weight	Top Quarter F-84	2d AF					15th AF
			19 AD		45 AD	44 AD	47 AD		57 AD		810 AD				40 AD		42 AD			
			7	11	72	42	5	6	92	99	95	98			31	508	12	27	506	407
			PERCENT OF MAXIMUM SCORE OBTAINED												PERCENT OF MAXIMUM SCORE OBTAINED					
A. PERSONNEL																				
1. Manning in Required Specialties																				
a. Officers	30	90	60	60	90	NA	60	70	90	90	70	60	30	60	90	60	80	90	90	70
b. Airmen																				
Direct Support Skills	150	60	30	30	50	NA	10	10	60	10	10	10	150	20	30	10	10	10	70	10
Indirect Support Skills	25	30	10	30	60	NA	30	10	10	10	10	10	25	10	10	10	10	10	10	10
2. AWOL Rate per 1000	30	100	100	100	100	100	100	100	100	100	100	80	30	100	100	100	100	100	100	100
3. Reenlistment Rate	60	60	60	30	NA	70	70	30	60	30	60	30	60	30	60	70	70	30	30	10
4. Mobile Training Det Utilization	70	71.9	71.9	62.3	82.3	44.1	NA	41.7	NA	NA	58.5	60.2	70	100	NA	NA	100	100	100	89.5
TOTAL	295	69.3	62.6	62.4	64.1	52.0	28.5	30.1	49.3	27.1	32.6	25.2	295	35.1	37.3	34.5	37.4	30.0	35.1	30.6
B. MATERIEL																				
1. Flying Hours Delivered as % of Required	60	100	100	100	99	77	87	90	97	100	85	80	60	91	76	91	95	86	68	56
2. Manhour Utilization, Acft Maint	200	92	89	91	84	NA	82	85	84	96	87	92	200	71	71	75	68	67	81	58
TOTAL	260	91.5	91.5	93.1	87.5	77.0	83.2	86.2	87.0	96.9	86.5	89.2	260	76.9	72.2	78.7	71.9	71.4	62.6	56.0
C. GENERAL ITEMS																				
1. Cost per Flying Hour	150	82	75	87	76	55	47	82	53	43	82	75	150	95	95	95	84	77	66	66
2. Safety																				
a. Flying	50	100	100	100	100	100	100	10	100	100	50	50	50	80	5	100	60	80	30	40
b. Ground	25	80	70	80	80	80	66	75	80	85	10	100	25	75	75	100	30	70	50	60
4. SRCM Effectiveness Excl Sabotage SRCM Effectiveness Incl Acft Sabotage Lone Flyaway Kit Sabotage Net SRCM Score	250	100	99.0 88.4 88.4	100	95.5 92.3 92.3	NA	NA	84.4 89.1 87.1	88.2 88 88 88.2	100 88 88 100	NA NA NA	NA NA NA	I		NA NA NA	NA NA NA	NA NA NA	NA NA NA	NA NA NA	NA NA NA
5. Reports on Time	40	83	83	83	83	60	67	83	50	83	50	83	40	83	83	71	57	57	67	86
TOTAL	515	84.3	84.3	93.9	87.0	66.6	58.9	77.4	75.7	81.3	54.2	73.8	265	74.3	74.3	97.8	70.3	73.9	57.3	63.5
D. OPERATIONS	720	87.6	90.1	86.9	87.6	72.2	77.0	81.0	83.9	68.6	88.3	73.5	820	67.0	67.0	68.6	59.4	74.8	62.5	47.9
GRAND TOTAL % OF MAXIMUM	1790	80.7	80.7	87.4	84.0	67.1	66.1	77.3	76.6	70.1	77.2	67.5	1460	63.8	63.8	61.9	57.8	65.9	56.6	46.7

NOTES: 1. The scores which are underlined indicate those which are in the bottom quarter for B/RB-36 wings and for F-84 wings.

2. NA - No Measured Activity.

3. NR - No Report.

4. Total Item Weight for the 7th, 11th, and 92d is 1770; for 72d is 1750; for 99th is 1625; for 95th and 98th is 1540; for 5th is 1520; for 42d is 1085; for 57th is 1620; for 506th is 1395; for 12th is 1570; for 31st is 1515; for 508th is 1510; for 407th is 1370.

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SAC MANAGEMENT CONTROL STATEMENT
B/RB-36 & F-84 WINGS MARCH 1956

B/RB-36

	Item Weight B-36	Item Weight RB-36	Item Weight 99th only	Top Quarter B/RB 36	2d AF 19 AD 7	2d AF 19 AD 11	8th AF 72	8th AF 45 AD 47	15th AF 93 AD 5	15th AF 47 AD 6	15th AF 57 AD 92	15th AF 57 AD 99	15th AF 73 AD 45	15th AF 73 AD 58
					PERCENT OF MAXIMUM SCORE OBTAINED									
D. OPERATIONS SECTION														
1. Training Minimums														
a. Bomb/Recon	200	200	200	97.2	100	100	96.0	91.2	70.1	9.8	96.9	71.5	97.2	73.0
2. Flying Hour Utilization														
a. Trng Produced per Fly Hr	50	50	50 *	50	43	54	76	43	80	34	74	68	87	86
b. Cost of Trng Produced	50	50	50	63	51	60	50	49	62	37	83	47	89	74
3. Wing Proficiency														
a. HSO Radar Bombing	50	30	25	94	94	95	98	84	79	92	97	84	96	96
b. HSO Visual Bombing	35	20	15	100	100	100	95	97	93	100	98	92	98	96
c. Night Celestial Navigation	25	20	15	99	99	100	98	100	99	86	96	98	96	93
d. ECM	45	35	15	68	73	68	61	40	47	66	85	56	61	47
e. Flight Engineering	20	15	10	99	100	97	99	100	99	93	95	98	93	99
f. Gunnery	25	25	20	87	97	93	53	45	79	93	84	75	93	84
g. Electronic Recon Intercept	1	15	10	58	X	X	58	X	68	X	X	49	X	46
h. Electronic Recon D/F	X	15	10	66	X	X	66	X	66	X	X	56	X	65
i. Radar Scope Photo	X	30	25	97	X	X	93	X	93	X	X	93	X	97
j. Weather Recon	X	10	10	96	X	X	97	X	90	X	X	89	X	96
k. Large Scale Photography	X	X	15		X	X	X	X	X	X	X	NA	X	X
l. Actual Night Photoflash	X	X	15		X	X	X	X	X	X	X	NA	X	X
m. Simulated Night Photoflash	X	X	15		X	X	X	X	X	X	X	NA	X	X
4. Probation Status - B/L Crews	50	50	50	100	97	100	96	90	93	100	100	90	100	89
5. SAC Mission Examination														
a. Bomb/Recon	50	50	50	100	100	100	100	90	100	100	100	NA	75	77
6. Combat Ready Crews														
a. Bomb/Recon	100	100	100	90	100	90	100	80	80	70	70	80	90	80
7. Physical Conditioning	20	20	20	65	100	91	95	95	85	95	95	65	80	80
TOTAL	720	720	720	91.6	96.4	96.8	87.6	83.8	77.8	91.0	91.8	87.0	88.5	83.0

F-84

	F-84 Item Weight with ARDT	F-84 Item Weight w/o ARDT	Top Quarter F-84	2d AF 10 AD 11	2d AF 10 AD 508	2d AF 17 AD 17	2d AF 17 AD 27	10thAF 506	10thAF 507
				PERCENT OF MAXIMUM SCORE OBTAINED					
1. Training Minimums									
a. Fighter	150	200	86.5	86.9	99.6	84.3	86.5	76.9	83.3
b. Tanker	50	X	99.8	X	99.8	93.5	97.5	X	63
2. Flying Hour Utilization									
a. Trng Produced per Fly Hr	50	50	140	95	100	100	96	86	84
b. Cost of Trng Produced	50	50	100	100	100	100	100	96	100
3. Wing Proficiency									
a. Air-to-Air Gunnery									
(1) High Altitude	10	10	44	NA	NA	44	18	NA	NA
(2) Medium Altitude	10	10	43	NA	9	43	19	NA	NA
b. Low Angle Strafing	10	10	53	NA	67	37	53	NA	9
c. High Angle Dive Bombing									
(1) Min Recovery 10,000'	25	30	91	70	79	91	68	66	NA
(2) Min Recovery 1,000'	10	15	67	NA	50	67	71	NA	NA
d. LABS, Low Angle	30	35	100	84	69	68	86	100	NA
e. LABS, High Angle	30	35	100	91	67	100	84	100	NA
f. Rapale Bombing	10	10	100	NA	38	NA	100	100	NA
g. Night Celestial Navigation	10	X	91	X	91	88	97	X	90
h. Flight Engineering	10	X	100	X	100	100	100	X	77
i. Radar Rendezvous	10	X	97	X	68	97	90	X	NA
j. Fighter-Tanker Rendezvous	15	20	100	100	100	100	100	100	NA
k. Jet Hookup	20	25	100	100	98	100	100	100	NA
4. SAC Mission Examination									
a. Fighter	40	50	100	NA	94	100	100	100	NA
b. Tanker	10	X		X	88	84	84	X	88
5. Combat Ready Crews									
a. Fighter	50	100	80	80	80	80	80	80	80
b. Tanker	20	X	100	X	100	80	80	X	100
6. Lead Crews	150	150	90	90	0	0	70	90	0
7. Physical Conditioning	20	20	65	95	80	80	65	80	65
TOTAL	820	820	89.0	87.0	85.0	89.0	91.5	90.5	80.5

NOTES: 1. The scores which are underlined indicate those which are in the bottom quarter for B/RB-36 wings and for F-84 wings.

2. NA - No Measured Activity.

3. NI - Not Scored.

4. NR - No Report.

5. X - No Requirement.

6. Total Item weight for 7th and 11th is 73%; for 12th is 83%; for 19th is 67%; for 27th is 80%; for 45th is 77%; for 47th is 78%; for 72d is 71%; for 507th is 75%; for 508th is 78%.

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SAC MANAGEMENT CONTROL STATEMENT
B-47 & RB-47 WINGS MARCH 1956

	Item weight	Top quarter B/RB LT	2nd A F								8th A F								15th A F							
			4 AD		6 AD		806 AD		817 AD		21 AD		501 AD		802 AD		818 AD		12 AD		35 AD		47 AD	823 AD		
			301	375	305	306	44	68	19	321	55	90	26	91	40	310	98	340	22	320	43	303	509	97	9	96
			PERCENT OF MAXIMUM SCORE OBTAINED																							
A. PERSONNEL																										
1. Manning in Required Specialties																										
a. Officers	30	60	50	40	40	60	40	40	30	30	40	40	50	40	60	60	50	50	80	60	70	60	40	70	70	60
b. Airmen																										
Direct Support Skills	150	40	50	30	70	70	30	30	40	60	30	30	40	30	30	30	30	30	40	30	30	20	70	30	30	30
Indirect Support Skills	25	10	10	10	40	40	10	10	10	10	10	10	10	10	10	10	10	10	30	70	10	10	10	10	10	10
2. AWOL Rate per 1000	30	100	100	100	100	100	100	100	100	100	100	100	100	100	60	100	100	70	100	100	100	70	100	100	100	100
3. Reenlistment Rate	40	30	30	30	30	30	20	30	20	30	50	50	20	20	30	30	30	30	20	30	20	20	30	30	50	30
4. Mobile Training Det Utilization	70	73.2	78.6	70.7	NA	NA	79.2	57.2	NA	49.3	72.2	55.3	41.1	NA	NA	NA	NA	NA	NA	NA	NA	91	NA	48.0	NA	37.8
TOTAL	295	43.1	50.9	39.7	61.5	63.6	28.3	25.1	39.8	52.0	31.9	31.4	47.2	28.5	23.8	28.2	27.1	23.8	47.1	46.0	27.8	23.0	30.4	30.6	43.3	27.8
B. MATERIEL																										
1. Flying Hrs Delivered as % of Required	60	100	100	100	100	95	98	99	100	100	100	97	100	92	100	99	97	99	96	100	96	100	87	92	96	96
2. Maxhour Utilization, Acft Maint	200	92	87	72	96	97	96	90	NA	NA	79	80	NA	82	75	75	79	85	92	96	86	NA	68	85	84	83
TOTAL	260	96.9	90.0	83.8	96.9	97.7	96.9	92.1	100	100	83.1	81.9	100	86.3	81.1	82.8	80.8	88.2	90.1	96.9	87.8	100	83.8	84.5	86.3	84.6
C. GENERAL ITEMS																										
1. Cost per Flying Hour	150	52	59	57	59	71	68	76	85	71	73	77	77	80	62	78	93	79	90	57	82	51	66	82	77	85
2. Safety																										
a. Flying	50	100	100	100	100	80	100	100	100	100	80	100	100	100	100	90	80	60	80	90	100	100	90	100	100	80
b. Ground	25	100	60	90	80	100	100	80	100	80	60	80	80	80	75	75	80	60	75	100	80	100	100	100	80	80
3. USCM Effectiveness Excl Sabotage USCM Effectiveness Incl Acft Sabotage Less Flyaway Kit Sabotage Net USCM Score	250	93.3	91.6 RR RR 91.6	NA	NA	NA	93.7 RR RR 93.7	96.5 RR RR 96.5	NA	NA	93.5 RR RR 93.5	NA	68.9	86.1	93.1	84.0 RR RR 84.0	81.7 RR RR 81.7	NA	73.5 RR RR 73.5	NA	86.8 RR RR 86.8	98.1	92.1	90.7 RR RR 90.7	84.8 RR RR 84.8	NA	78.4 RR RR 78.4
4. Reports on Time	40	86	79	42	43	29	57	57	33	33	100	100	100	86	86	86	29	57	57	71	71	60	43	86	71	86
TOTAL	925	82.1	81.3	66.1	65.5	68.9	88.2	78.0	81.6	81.1	76.5	77.2	83.8	81.5	83.2	77.2	61.5	66.6	68.1	77.5	86.2	81.1	74.7	82.3	76.5	80.7
D. OPERATIONS	720	84.6	86.1	81.5	81.6	86.6	81.7	80.0	82.4	88.1	78	86.9	75.2	81.8	81.4	79.8	67.4	75.7	81.6	89.1	86.6	84.0	77.4	83.2	81.7	80.4
GRAND TOTAL % OF MAXIMUM	1790	75.7	80.3	70.8	78.7	77.1	75.1	71.3	73.6	79.2	70.0	74.5	72.7	73.2	73.0	71.1	64.0	67.1	72.8	78.9	75.7	72.8	68.2	68.0	74.4	64.2

NOTES: 1. The scores which are underlined indicate those which are in the bottom quarter for B/RB-47 wings.

2. NA - No Measured Activity.

3. NR - No Report.

4. Total Item weight for Plat is 1770; for 311st is 1750; for 306th is 1730; for 306th is 1720; for 509th is 1710; for 310th is 1690; for 320th is 1680; for 97th is 1630; for 96th is 1620; for 20th is 1585; for 44th is 1560; for 47th is 1530; for 303d is 1520; for 375th is 1490; for 95th is 1470; for 321st is 1440; for 68th is 1420; for 306th is 1370; for 305th is 1265; for 98th is 1250; for 20th is 1250; for 19th is 1240; for 55th is 820.

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SAC MANAGEMENT CONTROL STATEMENT
B-47 & RB-47 WINGS MARCH 1956

	Item Weight B-47 376th Bw	Item Weight B-47 All Other	Item Weight RB-47	Top Quarter B/RB-47	2nd AF 4 AD 301	2nd AF 4 AD 376	2nd AF 5 AD 105	2nd AF 5 AD 306	2nd AF 806 AD 46	2nd AF 806 AD 68	2nd AF 811 AD 19	2nd AF 811 AD 323	8th AF 71 AD 90	8th AF 501 AD 25	8th AF 501 AD 93	8th AF 502 AD 40	8th AF 502 AD 312	8th AF 819 AD 98	8th AF 819 AD 340	15th AF 12 AD 22	15th AF 12 AD 320	15th AF 36 AD 43	15th AF 36 AD 301	15th AF 47 AD 509	15th AF 810 AD 97	15th AF 9	15th AF 96
													PERCENT OF MAXIMUM SCORE OBTAINED														
3. OPERATIONS SECTION																											
1. Training Minimums a. Bomb/Recon	150	150	150	97.7	99.0	96.7	96.3	97.7	91.6	91.3	90.6	100	93.9	95.8	99.8	96.5	95.7	66.5	77.2	97.0	99.2	97.2	95.2	67.6	72.2	86.4	63.4
b. Tanker	50	50	50	100	99.0	100	99.0	100	99.8	96.8	93.5	100	I	I	93.8	100	99.4	68.5	93.0	97.3	100	100	I	82.0	98.6	100	49.5
2. Flying Hour Utilization a. Training Produced per Flying Hour	50	50	50	89	89	80	81	87	92	83	86	94	99	74	77	79	66	71	77	68	83	90	73	74	81	100	74
b. Cost of Training Produced	50	50	50	92	78	82	76	86	93	96	97	97	99	70	68	92	73	83	75	80	85	86	56	62	87	100	74
3. Wing Proficiency a. SAC Radar Bombing	I	40	I	93	92	I	97	93	93	99	86	94	I	I	I	89	89	89	89	94	96	92	93	80	83	90	78
b. MSO Visual Bombing	I	25	I	95	90	I	100	97	98	95	86	97	I	I	I	88	86	82	80	77	80	94	94	81	72	88	73
c. Night Celestial Navigation	20	20	20	96	97	98	97	100	92	90	97	98	99	98	97	91	98	97	93	93	98	96	92	93	97	72	88
d. ECM	105	80	I		I	91	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
e. Flight Engineering	15	15	15	100	100	97	100	100	96	99	100	100	100	100	100	100	99	72	100	93	93	93	97	66	67	93	73
f. Gunnery	20	20	15	85	80	77	90	82	67	89	97	81	88	78	67	75	91	66	69	80	78	93	78	73	66	78	69
g. Air Refueling, Wet Hookups	20	20	20	100	100	100	99	100	100	100	99	100	99	100	100	99	100	100	100	100	98	96	96	99	99	96	97
h. Air Refueling, Radar Rendezvous	20	20	20	100	100	100	83	100	100	100	100	97	97	100	100	98	100	96	100	93	100	100	100	100	100	91	100
i. High Alt, Day, Large Scale Photo	I	I	25		I	I	I	I	I	I	I	I	96	91	94	I	I	I	I	I	I	A	I	I	I	I	I
j. High Alt, Night, Photoflash, Actual	I	I	15		I	I	I	I	I	I	I	A	86	70	72	I	I	I	I	I	I	I	I	I	I	I	I
k. High Alt, MSO Photoflash	I	I	15		I	I	I	I	I	I	I	A	91	82	93	I	I	I	I	I	I	I	I	I	I	I	I
l. Low Alt, Day, Photography	I	I	15		I	I	I	I	I	I	I	I	95	95	95	I	I	I	A	I	I	I	I	I	I	I	I
m. Radar Scope Photography	A	I	10		I	I	I	I	I	I	I	A	97	97	98	I	I	I	I	I	I	I	I	I	I	I	I
4. Probation Status - S/L Crews	50	50	50	100	100	100	100	100	96	100	100	100	97	77	94	94	90	85	91	97	95	97	100	86	86	84	69
5. IRT Mission Examination a. Bomb/Recon Crews	40	40	40	100	100	NA	NA	NA	100	NA	NA	100	100	96	90	96	97	84	100	96	100	79	97	100	NA	97	NA
b. Tanker Crews	10	10	10	100	100	70	NA	75	100	NA	100	100	I	I	84	100	80	95	100	100	100	94	I	NA	100	100	100
6. Combat Ready Crews a. Bomb/Recon Crews	80	80	80	92	40	80	90	90	90	90	80	90	90	80	90	90	90	80	90	90	80	90	70	40	80	80	80
b. Tanker Crews	20	20	20	100	100	100	100	100	70	95	100	100	I	I	92	85	85	100	70	100	100	85	I	85	85	85	92
7. Physical Conditioning	20	20	20	20	20	95	20	45	80	80	80	100	80	80	90	80	80	80	80	80	70	80	80	80	80	80	80
TOTAL	770	680	770	81.8	86.4	81.5	84.8	85.8	81.7	80.0	82.4	87.1	86.9	75.2	81.8	81.6	79.8	67.4	75.7	83.6	89.1	85.6	81.0	73.4	73.2	81.7	66.8

NOTES: 1. The scores which are underlined indicate those which are in the bottom quarter for B/RB-47 wings.

2. NA - No Measured Activity.

3. NS - Not Scored.

4. NR - No Report

5. I - No Requirement.

6. Total Item weight for 301st, 310th, 311th, 320th is 680; for 9th, 10th, 11th, 12th, 376th is 670; for 319th, 509th is 540; for 320th is 615; for 19th is 640; for 98th, 97th is 630; for 96th is 610; for 305th is 805; for 31st is 800; for 306th is 580.

7. The 376th, 40th, and 301st are considered as wings without Air Refueling Squadrons.

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SAC MANAGEMENT CONTROL STATEMENT
AIR REFUELING WINGS & SQUADRONS MARCH 1956

AIR REFUELING WINGS

	Item Weight	8th AF L050	8th AF L060
		PERCENT OF MAXIMUM SCORE OBTAINED	
A. PERSONNEL			
1. Manning in Required Specialties			
a. Officers	30	80	90
b. Airmen			
Direct Support Skills	150	10	20
Indirect Support Skills	25	60	10
2. AWOL Rate per 1000	30	100	100
3. Reenlistment Rate	40	20	30
4. Mobile Training Det Utilization	20	99.6	91.2
TOTAL	295	35.4	39.9
B. MATERIEL			
1. Flying Hrs Delivered as % of Required	60	100	95
TOTAL	60	100	95
C. GENERAL ITEMS			
1. Cost per Flying Hour	150	84	43
2. Safety			
a. Flying	50	100	50
b. Ground	25	40	15
3. USCM Effectiveness Excl Sabotage		95.0	85.2
USCM Effectiveness Incl Aft Sabotage			#
Less Flyaway Kit Sabotage			#
Net USCM Score	250	95.2	85.2
5. Reports on Time	40	40	40
TOTAL	515	85.3	62.6
D. OPERATIONS	600	89.3	72.9
GRAND TOTAL % OF MAXIMUM	1490	77.4	63.8

	Item Weight	8th AF L050	8th AF L060
		PERCENT OF MAXIMUM SCORE OBTAINED	
D. OPERATIONS			
1. Training Minimums	300	92.5	53.2
2. Flying Hour Utilization			
a. Training Produced per Flying Hour	50	79	60
b. Cost of Training Produced	50	73	60
3. Wing Proficiency			
a. Night Celestial Navigation	50	99	91
b. Flight Engineering	50	100	97
c. Air Refueling, Wet Hookups	50	93	89
d. Air Refueling, Radar Rendezvous	50	97	93
4. SAC Mission Examinations	50	93	90
5. Combat Ready Crews	50	100	100
6. Physical Conditioning	20	40	20
TOTAL	620	89.3	72.9

AIR REFUELING SQUADRONS

	Item Weight	Top Quarter	3d AF 55 AD 308	3d AF 303	3d AF 380	8th AF 45 AD 42	8th AF 915 AD 307	15thAF 93
			PERCENT OF MAXIMUM SCORE OBTAINED					
1. Flying Hours Delivered as a % of Required	100	100	100	100	97	100	96	100
2. Cost per Flying Hour	150	82	88	88	88	59	82	57
3. Flying Safety	70	100	100	100	100	100	100	100
4. USCM Effectiveness Excl Sabotage		99.7	93.4	NA	96.5	NA	83.7	99.7
USCM Effectiveness Incl Aft Sabotage		-	NA		#			#
Less Flyaway Kit Sabotage			NA		#			#
Net USCM Score	250	99.7	93.4	NA	96.5	NA	83.7	99.7
5. Reporting	30	50	50	25	0	25	50	75
6. Training Minimums	200	99.5	99.5	63.4	96.4	87.2	92.0	100
7. Flying Hour Utilization								
a. Trng Produced per Flying Hour	50	97	75	63	97	50	100	88
b. Cost of Training Produced	50	100	88	88	88	63	100	100
8. Proficiency								
a. Navigation	50	100	99	96	95	96	100	100
b. Flight Engineering	50	100	100	100	100	100	97	86
c. Wet Hookups	50	100	100	100	95	100	90	99
d. Radar Rendezvous	50	100	100	100	86	89	81	97
9. Combat Ready Crews	100	100	100	86	100	100	100	100
10. SAC Mission Examination	50	100	100	100	100	100	96	E
GRAND TOTAL % OF MAXIMUM	1250	98.6	95.6	84.9	93.7	84.5	90.1	92.3

NOTES: 1. The scores which are underlined indicate those which are in the bottom quarter for Air Refueling Squadrons scored under Section "C".

2. NA - No measured Activity.

3. NR - No Report.

4. E - No Requirement.

5. # - No Test Conducted.

6. Total Item weight for L050th is 1150; for 307th is 1210; for 93d is 1170; for 308th and 380th is 1110; for L59 is 980; for 303d is 780.

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GUIDE FOR RECORDS CHECK

1. Form 4 - DD Form 4, "Enlistment Record", will be checked for following items against basic records:
   a. Spell out name.
   b. Serial number.
   c. Date of Enlistment and Date of Separation.
   d. Date of Birth.
   e. Item 44, "Term of Enlistment", must agree with Item 8 on Form 7.

2. C&A - Check all items on C&A list against identical items other basic records.

3. MRDR - Read off all items pertaining to other basic records and compare remarks on back of card such as, "leave", promotion, AFSC upgrading, etc.

4. Form 7 - Check all items read off by the MRDR Clerk and pay particular attention to the Date of Separation, Rank, and PAFSC. If date of separation is irregular, check with form 4 Clerk for 1226, indicating bad time or court martials.

5. PAY CARD - Check basic data at top of card, and pay particular attention to leaves read off by the M/R Clerk. Note reductions to Form 7 Clerk.

6. Each record checking team will be composed of five men. Each man will have one of the primary records and will record each discrepancy on an original and one carbon. At the end of each session the original will be given to the clerk who maintains the record and the carbon to the O.I.C. Airman's Branch C.U.P.A.F.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M) (SAC)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

SPECIAL ORDERS)
NUMBER 44)

13 April 1956

1. UP AFR 39-29, as AMD, and SAC REG 39-6, EA of the FWA, CMGN INDC, 70TH STRATRECONWG (M), this STA, SAC, is FROM to TEMF GR INDC, with D/R 1 APR 56. AUTH: 2 AF MSGTEDWA 0815, DTD 5 APR 56.

TO BE MASTER SERGEANT

TSGT FAY C BECKER, AF37775410, 70TH ARFFS
TSGT DAYTON L EMORY, AF13241364, 70TH FLDMAINTRON
TSGT LOWELL WILSON, AF17275473, 61ST STRATRECONRON
TSGT DONALD B WROBLEWSKI, AF16093907, 70TH RECONTECHRON

TO BE TECHNICAL SERGEANT

SSGT LOYD J BUXTON, AF14319027, 6TH STRATRECONRON
SSGT CLARENCE E CAIN, AF15383134, 70TH FLDMAINTRON
SSGT WALLACE G FONDER, AF34546278, HQ 70TH STRATRECONWG
SSGT LANO J HURSLEY, AF17226031, 70TH ARFFS
SSGT ROBERT E VIRGIL, AF16354364, 70TH FLDMAINTRON

TO BE STAFF SERGEANT

A/1C JUNIOR R CARTER, AF18431650, 70TH FLDMAINTRON
A/1C RICHARD L CIMMER, AF18409252, 70TH FLDMAINTRON
A/1C THOMAS W DAGGETT JR, AF14465975, 70TH ARMT&ELECTMAINTRON
A/1C JAMES T DOUGLAS, AF18415945, 70TH FLDMAINTRON
A/1C N B EVANS, AF18409162, 70TH ARFFS
A/1C DAVID L HESTER, AF13452365, 61ST STRATRECONRON
A/1C CHARLES A HOUK, AF15494910, HQ 70TH STRATRECONWG
A/1C CHARLES G HUTCHISON, AF11252200, HQ 70TH STRATRECONWG
A/1C DON F JACKSON, AF25252451, HQ 70TH STRATRECONWG
A/1C ROLAND E JAMES, AF18409449, 70TH ARFFS
A/1C EDWARD T JACQUETTE, AF15478615, 70TH PERIODICMAINTRON
A/1C ERNEST JOHNSON, AF13422824, 70TH ARFFS
A/1C GERALD R LA ROSE, AF17350031, 70TH ARFFS
A/1C JOSEPH F MILLER, AF13450338, 70TH RECONTECHRON
A/1C JOEL R PRILLAMAN, AF13428084, 26TH STRATRECONRON
A/1C NEIL C ROWE, AF17345670, 70TH ARFFS
A/1C JOHN D SAMUELS, AF12421656, 70TH RECONTECHRON
A/1C RICHARD SCHULTZ, AF16411621, 70TH FLDMAINTRON
A/1C BYRON K SHUEY, AF12413083, 70TH FLDMAINTRON
A/1C DONALL F STINNETT, AF18407796, 70TH FLDMAINTRON
A/1C HENRY TAYLOR, AF15483536, 70TH ARMT&ELECTMAINTRON
A/1C RONALD K TUTEN, AF14465190, 70TH ARMT&ELECTMAINTRON
A/1C WALTER W VANDER KOOY, AF16415599, 70TH ARMT&ELECTMAINTRON
A/1C AITON WIGGS, AF18375474, 70TH FLDMAINTRON
A/1C MARVIN E WILLIAMSON, AF17369892, 6TH STRATRECONRON

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SO 44, HQ 70TH SRW, LRAFB, ARK, DTD 13 APR 56, CONT'D

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH M WALKER
Captain, USAF
Adjutant

JAMES A MCDONNELL JR
1ST LT, USAF
ASST Adjutant

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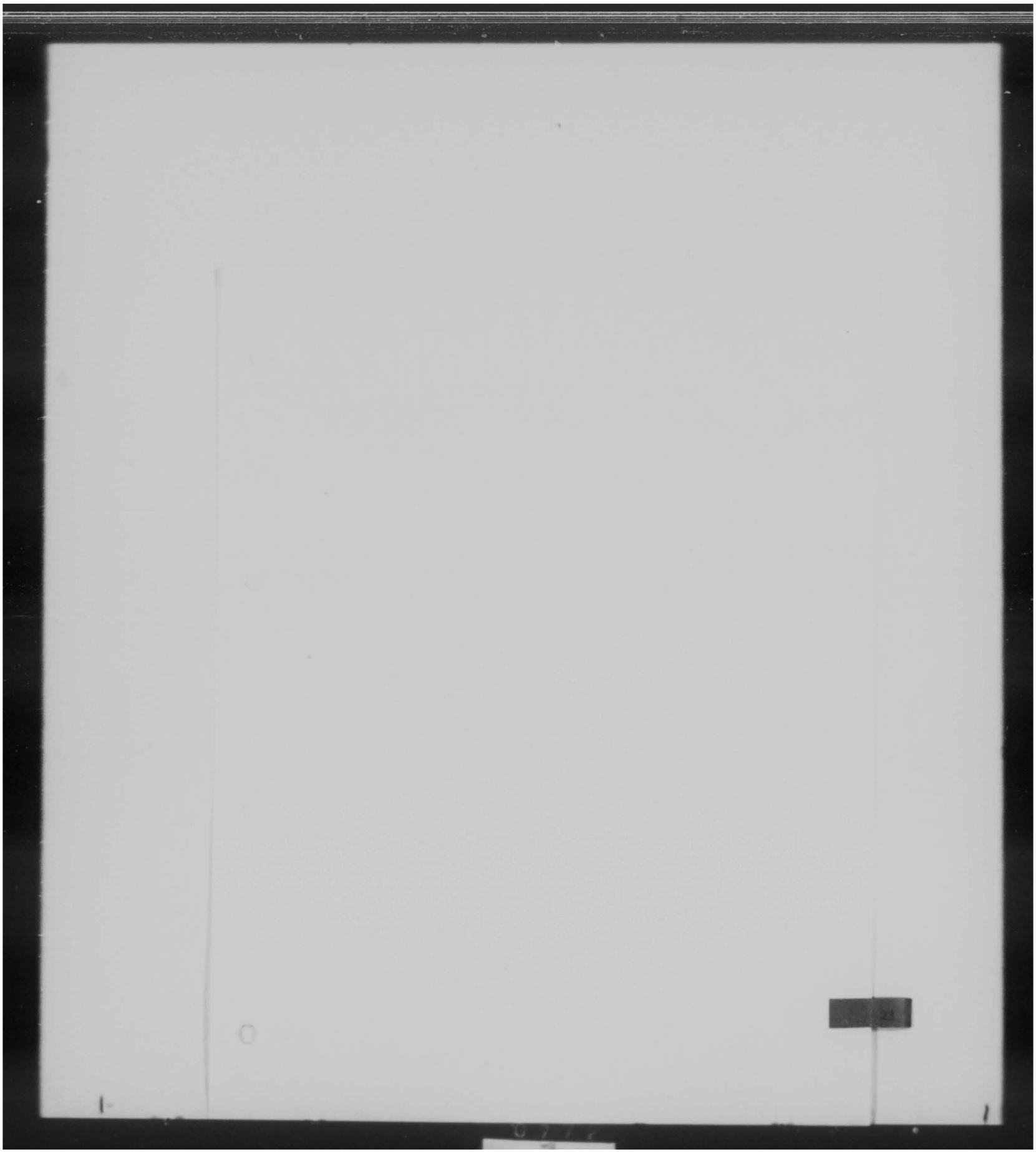

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MORNING REPORT SUMMARIES

	1 APR 56		30 APR 56	
	AMN	OFF	AMN	OFF
HQ	133	54	136	56
6TH	79	57	77	60
26TH	76	63	72	65
61ST	78	61	69	62
ARS	227	111	232	113
AA	324	10	325	10
FM	410	7	403	7
PM	111	5	100	4
RT	95	22	94	20
	1533	390	1508	397

Joseph W. Mitchell

JOSEPH W MITCHELL
2nd Lt., USAF
OIC AMN'S BR MPS

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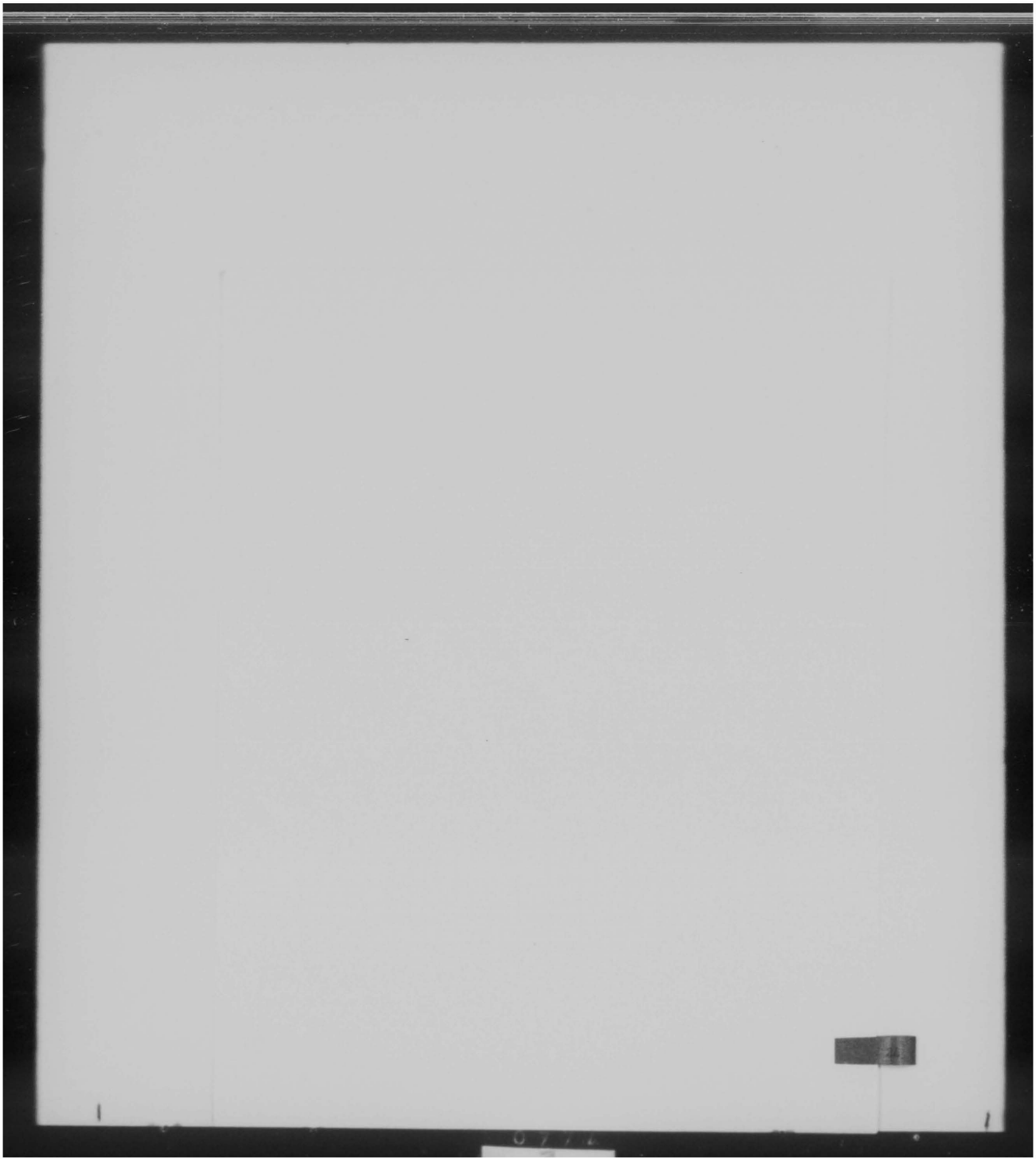

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HEADQUARTERS
825TH AIR DIVISION
Little Rock Air Force Base
Jacksonville, Arkansas

BPR

1 May 1956

SUBJECT: Reenlistment Rates (April 1956)

TO: See Distribution:

825TH AIR BASE GROUP

ORGANIZATION	MONTHLY REENLISTMENT RATE DISCH	REENL	RATE %	CUMULATIVE REENLISTMENT RATE DISCH	REENL	RATE %
Operations	3	2	66.6	12	4	33.3
Supply	7	4	57.1	30	12	40.0
Hq Sq Section	9	5	55.5	31	13	41.9
Installations	5	2	40.0	19	10	52.6
Air Police	19	7	36.8	38	12	31.5
Motor Vehicle	11	4	36.3	27	11	40.7
Food Service	8	1	12.5	20	9	45.0
4225th Disp	1	0	0.0	4	0	0.0
TOTALS	63	25	39.6%	181	71	39.2%

70TH STRATEGIC RECONNAISSANCE WING

Recon Tech Sq	5	5	100.0	11	5	45.4
26th S. R. Sq	2	2	100.0	7	6	85.7
Hq Sq Section	5	4	80.0	18	8	42.2
Armt & Elect Sq	5	3	60.0	18	9	50.0
Periodic Maint	2	1	50.0	4	2	50.0
Field Maint Sq	15	3	20.0	29	7	24.1
Air Refuel Sq	1	0	0.0	14	7	50.0
61st S. R. Sq	1	0	0.0	6	2	33.3
6th S. R. Sq	*	*	*	5	3	60.0
Tac Hosp	*	*	*	2	0	0.0
TOTALS	36	18	50.0%	114	49	42.9%

384TH BOMBARDMENT WING

544th Bomb Sq	1	1	100.0	2	2	100.0
Armt & Elect Sq	1	1	100.0	6	4	66.6
546th Bomb Sq	1	1	100.0	2	1	50.0
Field Maint Sq	3	1	33.3	13	5	38.4
Hq Sq Section	*	*	*	6	1	16.6
545th Bomb Sq	*	*	*	*	*	*
Periodic Maint	*	*	*	*	*	*
Tac Hosp	*	*	*	*	*	*
TOTALS	6	4	66.6%	29	13	44.8%
825TH AIR DIVISION	105**	47	44.7%	324	133	41.0%

*Indicates no airman discharged from that organization.
**Indicates the number discharged who were eligible for reenlistment.
Total separations for month of April 1956 - 115. 105 Eligible for reenlistment. 6 Not eligible for reenlistment. 4 Resignations and immediate reenlistment but are not computed in reenlistment rate. All rates are computed in accordance with codes contained in SAC Manual 171-1.

BY ORDER OF THE COMMANDER:

C. B. WILLIAMSON
Lt Colonel, USAF
Executive Officer

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4 cys Base Historian
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Monthly Maintenance Order For April 1956
(No. 56 - 4)

70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas

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MAINTENANCE ORDER NO. 56-4

APRIL 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

Monthly Maintenance Order for April 1956

1. General:

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

b. The sorties schedules contained in the inclosed Annexes implement the flying requirements and confirmation of the Flight Scheduling Committee, 70th Strategic Reconnaissance Wing as directed by S C Regulation 60-9 and SAC Manual 66-3.

c. There are two hundred and fifty (250) RB-47 sorties averaging 5.4 hours and one hundred (100) KC-97 sorties averaging 6.1 hours scheduled.

d. Scheduled aircraft will have a minimum two day turn-around.

e. Monday's sortie take-offs will not be earlier than 1100 hours and Friday's scheduled sorties will land not later than 1600 hours.

f. The projected flying schedule is based on twenty operational flying days using the twenty-first day as make up.

g. The 17, 18 and 19 April are projected as practice U S C M dates which will include 12 each RB-47 aircraft (4 each squadron) on each date and 15 each KC-97 aircraft on the 19 April. The individual squadrons schedule is reflected in inclosed Annexes.

h. The work schedule for maintenance personnel is established as 0730-1630 Monday through Friday. No week end work is scheduled.

OFFICIAL:

WILLIAM BURKE
Colonel, USAF
Commander

DISTRIBUTION:

1 cy Wing Comdr	2 cys ABG Comdr
6 cys D/Ops	2 cys A Div D/Materiel
2 cys 6th SRS	2 cys Wg D/Materiel
2 cys 26th SRS	1 cy A Div D/Operations
2 cys 61st SRS	2 cys Wg C/Maintenance
2 cys 70th ARS	1 cy Motor Vehicle Sqdn
2 cys 70th FMS	10 cys 70th A & E Sqdn
10 cys 70th FMS	3 cys 70th Maint Control
8 cys Base Sup Officer	1 cy Base Operation Officer
4 cys 70th SRW Adj (Historian)	

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ANNEX A
TO: Monthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
6th Strategic Reconnaissance Squadron

1. Requirements:

a. Provide eighty - three (83) RP-47 sorties for a total of four hundred and sixty - seven (467) flying hours. The projected tail number schedule is reflected in inclosure #1 of annex A.

b. Accomplish eighty - three (83) preflight and twenty - five (25) postflight inspections.

c. Schedule sufficient number of personnel to meet, de-brief, and service aircraft landing during normal and after duty hours.

2. Information:

a. A practice U S C M is scheduled for the 17, 18 and 19 April which will require 4 ea aircraft per day plus a ground spare.

b. The following aircraft will be lost to periodic maintenance on dates indicated. 4245 - 5 through 18 April (Dock 22)

c. The work schedule will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

6th STRAT RECON SQ — DATE APRIL 1956

AIRCRAFT NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
3392	TROUBLE SHOOTING M-1 COMPASS SYSTEM																										F			F	2
3394	F			F	FO				F						F				F				FO			F					6
3292	F			F					F	FO		F							F	FO				F							6
3396				F	FO				F			F							F	FO				F							5
3397						F					F	FO									F						FFO				4
3398			FFO		F					F								F	FO				F				F				6
3399	F			F						F	FO							F			F					FFO					6
3400				FFO					F			F						F	FO				F				F				6
3425	F			(	DOCK				22														F				F		FO		3
3426			F							F			F		FO		T							FFO							5
3427		F			F						F	FO			F			F							F	FO					6
4078		F							F	FO		F				F			F		FO		F								6
3429		F	FO						F						F			F	FO						F						5
3431	F			F	FO					F			F		FO		F						F	FO							6
3432	FO		F					F		FO		F					T							FFO							5
3458		F			F				FO		F				F				F	FO				F							6

GROUND ABORTS

A&E	
ACCP	
ANFS	
OPNS	
FUEL IK	
APG	
OTHER	

CANCELLATIONS

APG	
A&E	
ACCP	
ANFS	
OPNS	
PMI	
M.C.	
MUT-CON	
OTHER	
TOTAL SCHED.	
AVAIL.	
FLOWN	

INCLOSURE #1
ANNEX A

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ANNEX B
TO: Monthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
26th Strategic Reconnaissance Squadron

1. Requirements:

a. Provide eighty-four (84) RB-47 sorties for a total of four hundred and sixty seven (467) flying hours. The projected tail number schedule is reflected in inclosure #1 of annex B.

b. Accomplish eighty four (84) preflight and twenty-four (24) post-flight inspection.

c. Schedule sufficient number of personnel to meet, de-brief, and service aircraft landing during normal and after duty hours.

2. Information:

a. A practice U S C M is scheduled for the 17, 18 and 19 April which will require 4 ea aircraft plus a ground spare.

b. The following aircraft will be lost to periodic maintenance on dates indicated. 2809 - 30 March through 12 April (Dock 22)

2816 - 3 through 16 April (Dock 21)

2804 - 17 through 30 April (Dock 22)

2801 - 25 April through 8 May (Dock 21)

c. The work schedule will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

26th STRAT RECON SQ — DATE APRIL 1956

ACFT #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
2801				F	PO					F							F			F						(DOCK 21					4
2802		F			F						F	PO					F								F			F		PO	6
2803		F			FPO					F			F						FPO					F							6
2804				F	PO					F			F				(	DOCK 22												)	3
2805				F			F			PO				F				F			F		PO		F						6
2806					F						F		PO				F						F				F			PO	5
2807				F			F			PO			F				F			F			PO			F					6
2808		DOCK 21					)				F			F						F	PO				F						4
2809		MXX	K	22								)					F				F					F		PO			3
2810			F	PO		F						F					F	PO		F					F						6
2811				F					F	PO			F							F					F	PO					5
2812		F	PO		F						F						F	PO					F				F				6
2813		PC		F					F			F	PO						F					F	PO						5
2814			F			F			PO			F									F					F	PO				5
2815				F					F	PO			F					F	PO				F			F				PO	6
2816			(		DOCK 21												)						F				F				2
2820		F			F					F	PO		F					F	PO					F							6

GROUND ABORTS

A&E	
AOCP	
ANFE	
OPNS	
FUEL LK	
AFC	
OTHER	

APG	
A&E	
AOCP	
ANFE	
OPNS	
ENI	
M.C.	
MUT-CON	
OTHER	
TOTAL	
SCHED.	
AVAIL.	
FLOWN	

INCLOSURE #1
ANNEX B

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ANNEX C
TO: Monthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
61st Strategic Reconnaissance Squadron

1. Requirements:

a. Provide eighty-three (83) RB-47 sorties for a total of four hundred and sixty-eight (468) flying hours. The projected tail number schedule is reflected in inclosure #1 of annex C.

b. Accomplish eighty-three (83) preflight and twenty-two post flight inspections.

c. Schedule sufficient number of personnel to meet, de-brief, and service aircraft during normal and after duty hours.

2. Information:

a. A practice U S C M is scheduled for the 17, 18 and 19 April which will require 4 ea aircraft per day plus a ground spare.

b. The following aircraft will be lost to periodic maintenance on dates indicated.

3390 - 9 through 20 April (Dock 21)

4253 - 11 through 24 April (Dock 21)

3387 - 13 through 26 April (Dock 21)

4250 - 19 April through 2 May (Dock 21)

3383 - 23 April through 4 May (Dock 22)

c. The work schedule will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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61st STRAT RECON SQ

DATE APRIL 1956

FLYING AND PERIODIC MAINTENANCE SCHEDULE

ACFT #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
3383					F	FO				F								F				(DOCK 22									3
3384		F	FO		F					F			F			FO		F			F			FO		F					7
3385				F					F	FO		F			F				F	FO					F			F			7
3386						F			FO		F		F					F	FO		F					F					6
3387				F					F			(	DOCK 21																	)	2
3393			F			F			FO		F					F				F	PO				F			F			7
3392			F			F					FO					F			F				F	FO		F					7
3390		F	FO		F			(	DOCK 21								)			F			F							4
3388			F					F	PO		F				F	PO			F				F			F			FO	7
3391			F	FO		F				F		F			FO		F					F	FO		F					7
3389					F	FO			F		F			(	DOCK 21							)		F							3
4252		F			F				(	DOCK 22																		F			3
4254		F	FO					F		F	FO				F		F	FO				F		F					FO	7
4255				FFO				F			F					F	PO		F					F	FO						6
4256			F					F		F	PO				F			F					F	PO		F					7
4259								TDY				TDY				TDY															

NOTE: ANY AIRCRAFT PLOTTED WITH A ONE-DAY TURN AROUND WILL HAVE A LATE TAKE-OFF ON SECOND DAY

GROUND ABORTS

A&E	
AOCP	
ANTE	
CANS	
FUEL LK	
APG	
OTHER	

CANCELLATIONS

APG	
A&E	
AOCP	
ANTE	
CANS	
PMI	
M.C.	
MUT-CON	
OTHER	
TOTAL	
SCHED	
AVAIL	
FLOWN	

INCLOSURE #1
ANNEX C

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ANNEX D
TO: MOnthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
23 March 1956

Maintenance Plan and Schedule
70th Air Refueling Squadron

1. Requirements:

a. Provide one hundred (100) KC-97G sorties for a total of six hundred and sixteen (616) flying hours. The projected trail number schedule is reflected in inclosure #1 of annex D.

b. Accomplish one hundred (100) preflight and twenty nine (29) post flight inspections.

c. Schedule sufficient number of personnel to meet, debrief, and service aircraft landing during normal and after duty hours.

2. Information:

a. A practice USCM is scheduled for the 19 April which will require 15 ea aircraft. The 17 and 19 April will be stand down days.

b. The following aircraft will be lost to periodic maintenance on dates indicated.

3270	1 through 11 April	(Dock 23)
3277	10 through 20 April	(Dock 23)
3279	18 through 27 April	(Dock 23

c. The work schedule will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

WILLIAM BURKE
Colonel, USAF
Commander

1 Incl:
Flying and Periodic Maintenance Schedule

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FLYING AND PERIODIC MAINTENANCE SCHEDULE

70th AIR REFLG SQ — DATE APRIL 1956

ACFT #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
3260		F						F				F			PO	F						F			F					6
3261	PO			F						F					F	PO				F				P						5
3262			F	PO					F						F					F		PO			F					5
3263		PO		F							F						F	PO				F				F				6
3266								F			F						F		TO			F			F			FO	5
3267			F	PO						F							F					F			F			FO	5
3262	PO		F						F			F			PO		F							F					5
3269	F		TO DEPOT																											1
3270	(	DOCK 23									)						F					F			F			FO	3
3271				F					F	FO							F							F					4
3272				F						FO							F					F							4
3273		-	F	FO				F							F					F		PO		F					5
3274	F						F				F				FO	F						F							5
3275		F		F						FO							F						F						5
3276			F				F				F				PO	F		F						F					5
3277			F		F			(	DOCK 23										)					F					3
3278		F					F	FO							F				F						F	FO			5
3279	F	FO		F				F			F						(	DOCK 23										)	4
3280					F				F	FO							F					F							4
3281			F	FO				F							F		F					F	FO						45
3282	F			F					F	FO							F								F				5
3283				F							F						F	PO								F			4

GROUND ABORTS

ADS	
AOCP	
ANFE	
OPNS	
FUEL LK	
APG	
OTHER	

CANCELLATIONS

APG	
A&E	
AOCP	
ANER	
OPNS	
PMI	
M.C.	
MUT-CON	
OTHER	
TOTAL	
SCHED	
AVAIL	
FLOWN	

INCLOSURE #1
ANNEX D

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ANNEX E
TO: Monthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing (X)
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
70th Periodic Maintenance Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to process the following RB-47 and KC-97 aircraft through periodic maintenance on dates indicated.

A/C	PRE DK	DOCK #21	DOCK #22	DOCK #23	POST DK	RTN TO SQ
2809		IN DKS 3 APR			3 APR	9 APR
2869			IN DKS 5 APR		5 APR	12 APR
3270	2 APR			2-10 APR	10 APR	12 APR
2816	3 APR	3-9 APR			9 APR	16 APR
4245	5 APR		5-11 APR		11 APR	18 APR
3390	9 APR	9-13 APR			13 APR	20 APR
3277	10 APR			10-18 APR	18 APR	20 APR
4253	11 APR		11-17 APR		17 APR	24 APR
3387	13 APR	13-19 APR			19 APR	26 APR
2804	17 APR		17-23 APR		23 APR	30 APR
3279	18 APR			18-26 APR	26 APR	30 APR
4250	19 APR	19-25 APR			25 APR	1 MAY
3383	23 APR		23-27 APR		27 APR	4 MAY
2801	25 APR	25-1 May			1 MAY	7 MAY

2. Information:

a. The work schedule will be 0730-1630 Monday through Friday. No week end work is scheduled.

/s/ William Burke

WILLIAM BURKE
Colonel, USAF
Commander

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ANNEX F
TO: Monthly Maintenance Order 56-4
April 1956

Hq 70th Strategic Reconnaissance Wing
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
70th Armament - Electronics Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to accomplish two hundred and fifty (250) preflight and seventy one (71) post flight inspections on RB-47 aircraft and one hundred (100) preflight and twenty nine (29) post flight inspections on KC-97 aircraft.

b. Provide necessary manning, tools and equipment to support the following RB-47 and KC-97 aircraft periodic schedule as follows:

2808	Now in Dock - Through 9 April 1956	Dock 21
2809	Now in Dock - Through 12 April 1956	Dock 22
3270	2 April - 12 April 1956	Dock 23
2816	3 April - 16 April 1956	Dock 21
4245	5 April - 18 April 1956	Dock 22
3390	9 April - 20 April 1956	Dock 21
3277	10 April - 20 April 1956	Dock 23
4253	11 April - 24 April 1956	Dock 22
3387	13 April - 26 April 1956	Dock 21
2804	17 April - 30 April 1956	Dock 22
3279	18 April - 30 April 1956	Dock 23
4250	19 April - 1 May 1956	Dock 21
3383	23 April - 4 May 1956	Dock 22
2801	25 April - 1 May 1956	Dock 21

c. Schedule sufficient number of night and week end alert personnel to support the Wings flying mission.

2. Information:

a. Scheduled system's requirements will be out lined in the Weekly Flying Schedule publication.

b. A&E de - briefing teams will be necessary to support the new preplanned maintenance concept that will go into effect in the near future. The Wing Chief of Maintenance will designate the number of teams and personnel at a later date.

c. The work schedule will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

WILLIAM BURKE
Colonel, USAF
Commander

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ANNEX G
TO: Monthly Maintenance Order 56-4
April 1956

HQ 70th Strategic Reconnaissance Wing (K)
Little Rock Air Force Base, Arkansas
28 March 1956

Maintenance Plan and Schedule
70th Field Maintenance Squadron

1. Requirements:

a. Provide necessary manning, tools and equipment to support two hundred and fifty (250) preflight and seventy one (71) post flight inspections on KB-47 aircraft and one hundred (100) preflight and twenty nine (29) post-flight inspections on KC-97 aircraft.

b. Provide necessary manning, tools and equipment to support the following KB-47 and KC-97 aircraft periodic maintenance schedule as follows:

2808	Now in Docks through 9 April	Dock 21
2809	Now in Docks through 12 April	Dock 22
3270	2 April - 12 April 1956	Dock 23
4245	3 April - 16 April 1956	Dock 21
2816	5 April - 18 April 1956	Dock 22
3390	9 April - 20 April 1956	Dock 21
3277	10 April - 20 April 1956	Dock 23
4253	11 April - 24 April 1956	Dock 22
3387	13 April - 26 April 1956	Dock 21
3279	18 April - 30 April 1956	Dock 23
4250	19 April - 1 May 1956	Dock 21
3383	23 April - 4 May 1956	Dock 22
2801	25 April - 1 May 1956	Dock 21

c. Schedule sufficient number of night and week end alert personnel to support the Wings flying requirement.

2. Information:

a. The work schedule will be 0730-1630 Monday through Friday. No week end work is scheduled.

WILLIAM PURKE
Colonel, USAF
Commander

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ANNEX H

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

TO: Monthly Maintenance Order 56-4
April 1956

Maintenance Plan and Schedule
825th Air Base Group

1. Information:

a. The schedule for the 70th Strategic Reconnaissance Wing for April 1956 presents two hundred and fifty (250) RB-47 and one hundred (100) KC-97 sorties to be flown.

b. Aircraft tail number schedule is reflected in inclosures #1 of annexs A, B, C and D.

c. The work schedule for the Wings Maintenance personnel will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

2. Requirements (specific Air Base Group sections)

a. Supply

(1) Normal support - 0730 - 1630 Monday through Friday.

(2) Limited support (CQ) - week ends and nights.

(3) Immediate delivery of all items requested Via supply expediter net.

b. Ordnance:

(1) Delivery of air munitions upon request. Requirements and loading time will be reflected in the Weekly Flying Schedule Publication.

c. Refueling, Defueling and Servicing

(1) A minimum of four (4) J P and two (2) 115/145 pits operational 0730 - until landing aircraft have been serviced Monday through Friday.

(2) Limited support on week ends.

(3) A minimum of one (1) J P and one (1) 115/145 refuel/defuel truck available on call at all times.

(4) Sufficient refueling equipment to service Wings ground powered equipment.

(5) A minimum of one (1) MB-3 Water/alcohol servicing unit available upon request.

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ANNEX H

Hq 70th Strategic Reconnaissance Wing (M)
Little Rock Air Force Base, Arkansas
28 March 1956

TO: Monthly Maintenance Order 56-4
April 1956

Maintenance Plan and Schedule
825th Air Base Group

1. Information:

a. The schedule for the 70th Strategic Reconnaissance Wing for April 1956 presents two hundred and fifty (250) RB-47 and one hundred (100) KC-97 sorties to be flown.

b. Aircraft tail number schedule is reflected in inclosures #1 of annexs A, B, C and D.

c. The work schedule for the Wings Maintenance personnel will be 0730 - 1630 Monday through Friday. No week end work is scheduled.

2. Requirements (specific Air Base Group sections)

a. Supply

(1) Normal support - 0730 - 1630 Monday through Friday.

(2) Limited support (CO) - week ends and nights.

(3) Immediate delivery of all items requested Via supply expediter net.

b. Ordnance:

(1) Delivery of air munitions upon request. Requirements and loading time will be reflected in the Weekly Flying Schedule Publication.

c. Refueling, Defueling and Servicing

(1) A minimum of four (4) J P and two (2) 115/145 pits operational 0730 - until landing aircraft have been serviced Monday through Friday.

(2) Limited support on week ends.

(3) A minimum of one (1) J P and one (1) 115/145 refuel/defuel truck available on call at all times.

(4) Sufficient refueling equipment to service Wings ground powered equipment.

(5) A minimum of one (1) MB-3 Water/alcohol servicing unit available upon request.

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SUBJECT: Maintenance Statistics for April 1956.

TO: Commanders
6th SRS
26th SRS
61st SRS
70th ARS
70TH FMS
70th PMS
70th A&E

FROM: Chief of Maintenance
70th SMW

1. Inclosed is a collection of Maintenance Statistics for the month of April 1956. Areas of most importance are being presented for your information. Statistics not enclosed but deem of importance to you, may be presented upon your request.

2. How can we improve our efficiency in maintenance? There are a number of things which involve good maintenance. Let's name two things that we think of first, quanity and quality. One is useless by it's self. Together they can make an indestructable team. This is what we need in the 70th SMW. To achieve this team we have to understand the smallest and the largest trouble areas which might exist in our sections. These "trouble areas" are your responsibility to solve. Here are a few hints or aids which might be of use to you as supervisors.

(1) Detect your trouble areas, either by "trial and error" or by using a sound systematic method.

(2) List ways to destroy these areas, and through study, choose the most sound method.

(3) Explain all your findings to your personnel. Show them what you are up against, your method of eliminating; then carry through and enforce your plans until your trouble area drops exhausted.

Through cooperation in your various sections a large problem can become a thing of the past. Unless you and your personnel strive to carry out your own findings, your time has been a complete waste.

The best method of all to achieve better maintenance is to spot your troubles before they have a chance to happen. Remember the old saying, "An ounce of prevention is worth a pound of cure". This holds true in good maintenance.

Let's all make the 70th SMW the best wing in SAC. It's you who can do it.

Now let's take a look at what you did in April.

1. Aircraft General
2. Flying Accomplishments - R-47
3. Flying Accomplishments - R-97
4. Periodic Inspection Data
5. Trend of sorties scheduled (February, March, April)

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70th FBW Maintenance Statistics
for April 1956

	68BS	26BS	81BS	[illegible]	[illegible]
1. Aircraft General	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
(a) No. aircraft assgd	16	17	16	49	[illegible]
(b) Av. No. A/C incommission	12.5	12.1	10.1	34.6	12.8
(c) Aircraft hours distribution %					
(1) In-commission	75.3	70.8	66.4	70.2	80.9
(2) AOCP:	0.2	1.1	1.1	0.8	[illegible]
(3) TOC:	1.0	0.5	0.3	0.6	[illegible]
(4) Periodic Inspection	3.7	10.5	9.1	[illegible]	[illegible]
(5) Salf./%slot.	15.8	17.1	23.11	18.8	[illegible]
(d) Hours Flown:	461:20	474:00	398:35	1333:45	602:30
(1) Test Hops	5:10	15:45	[illegible]	30:00	[illegible]
(e) Sorties Flown:	67	79	97	199	103
(1) Average length of sorties	6:40	6:20	6:55	6:40	[illegible]
(f) Av hour flown per A/c/t.	27:40	27:55	24:55	27:15	[illegible]

(g) In comparing our figures with those of February and March our AOCP and TOC rate dropped to a minimum for the tech squadrons, but the AOCP rate shows a high increase in the 70th ABS. Nothing to be alarmed about but let's check it.

Our flying hours show an increase over the past two months. Our total number of sorties also shows an increase which means better maintenance, less aborts and cancellations. Good work, men!

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[redacted] Bomb Wing (M) [redacted] AFB
for April 1956

2. Flying Accomplishments -RF-47:

a) Although our sortie effectiveness is not 100%, our flying hours flown show 103% to what we scheduled. We knew you could have delivered more if necessary, but you were halted when you flew the required hours. Keep in mind though, that our flying hours request will increase each month, so let's continue to stay on our toes and retain our high percentage of effectiveness.

(b) Here's our story in figure:
(1) Operations asked for 250 sorties and 1402 hours.
(2) Our normal capability for April was computed to be 209 sorties for 1170 hours. (SAC Manual 66-3)
(3) We scheduled 255 sorties, 1300 hours.
(4) You delivered 198 sorties for 1303:45 hours. (excluding test hops)

(c) Our sorties effectiveness:

	Sorties Sched	Sorties Delivered	Sorties Capable	Overall effect
	255	198	209	
% effective	74.5%	77.6%	94.7%	82.3%

(d) Flying hour effectiveness

	Hours Requested	Hours Scheduled	Hours Flown
	1402	1300	1303:45
% effective	120% of caps.	97.7% of Req.	100.3% of Sched

3 Flying hour accomplishments for KC-97's.
(a) Our sortie effectiveness and flying hour effectiveness couldn't be any higher. A job well done. Continue this good showing as time goes and we'll be top man on the totem pole.

(b) Here's a cooser look at your work:
(1) Operations asked for 100 sorties and 616 hours.
(2) Our normal capability for April was computed to be 132 sorties and 818 hours.
(3) We scheduled 102 sorties for 615 hours.
(4) You delivered 101 sorties for 616:10 hours.

(c) Sorties effectiveness:

	Sorties Scheduled	Sorties Delivered	Sorties Capable	Overall Sorties
% effective	96.0%	99.0%	76.5%	90.5%

(d) Flying hour effectiveness

	Hours Requested	Hours Scheduled	Hours Flown
% effective	75.3% of Caps.	99.8% of req.	100.1% of scheduled

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70th FBW Headquarters [illegible]
for April 1956

4. Periodic Inspection Data (Hours available for the month of May)	6 SRS	26SRS	615ES	Wing	70ARS
a. (1) Total hours to Periodic Insp. (excluding acft. in docks)	2038:15	1855:50	135 :40	5150:45	2136:25
(2) Acft in dks at end of month Hours added to("Hours to Periodic Inspection")	------	2	2	6	1
	------	400:00	800:00	1200:00	200: 0
(3) Actual hrs to Periodic Insp	2038:15	2255:50	2050:40	6350:45	2336:25
(4) Desired hrs to Periodic Insp	1600:00	1700:00	1600:00	4900:00	2200:00
(5) Hours to Periodic Insp Over/Short	+438:15 over	+555:50 over	+450:40 over	+1450:45 over	+136:25 over
b. Work days aircraft out for Periodic Insp (for all A/C sold back to sq during April)					
(1) Number Inspections	3	4	2	9	4
(2) Average number days from "H" - hour to test hop	12.6	12.3	11.5	12.2	12.3
(3) Average No. days required to clear test hop flgs	1.0	1.0	1.0	1.0	2.5
(4) Av. total day out for Per. Insp	13.6	13.3	12.5	13.2	14.8

This chart is self explanatory. All facts speak for themselves. If you remember in February and March some of the squadrons were short in aircraft-hours available. This month shows an average in all squadrons, which means that our aircraft are now properly scheduled for their periodics. You've all worked hard toward this accomplishment. The man most directly responsible for this overall effectiveness is T/Sgt William J Wilson of Job Control. With his initiative and your cooperation you've made our Wing more efficient and effective. Thanks for a job well done.

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5. Trend of Sorties Scheduled:

a. Sorties Scheduled vs Sorties flown Feb 1956) (Based on Wkly flying)

	6SRS	26SRS	61SRS	WING	70ARS
(1) Total Sorties scheduled	92	92	90	274	135
(2) Sorties flown	65	66	65	196	127
(3) % of effectiveness flown	70.6%	71.7%	72.2%	71.5%	94.0%

b. Sorties scheduled vs sorties flown (March 1956)

	6SRS	26SRS	61SRS	WING	70ARS
(1) Total sorties scheduled	80	92	89	261	103
(2) Sorties flown	54	67	67	188	97
(3) % of effectiveness flown	67.5%	72.8%	75.2%	72.1%	94.2%

c. Sorties scheduled vs Sorties flown (April 1956)

	6SRS	26SRS	61SRS	WING	70ARS
(1) Total sorties scheduled	83	84	83	255	102
(2) Sorties flown	67	75	57	199	102
(3) % of effectiveness	80.7%	89.3%	68.7%	78.1%	100.0%

D. By glancing at the above charts you can see the trend of how we have improved toward being a combat ready wing. 70th ARS is ahead with a steady increase to reach the 100% mark. Congradulations men, you've done a great job. The 6SRS and the 26SRS is showing a steady increase in meeting the sorties scheduled. You're on the right track, so don't go astray.

The 61SRS showed a sudden drop. This was due to a high rate of aborts and cancellations, which is a direct result of lack of quality maintenance. Let's take our time, do better maintenance and have a better squadron. Your squadron alone brought our wing average down approximately 17%. Let's bring it back up in May.

GEORGE [illegible] JR
Major, USAF
Chief of Maintenance

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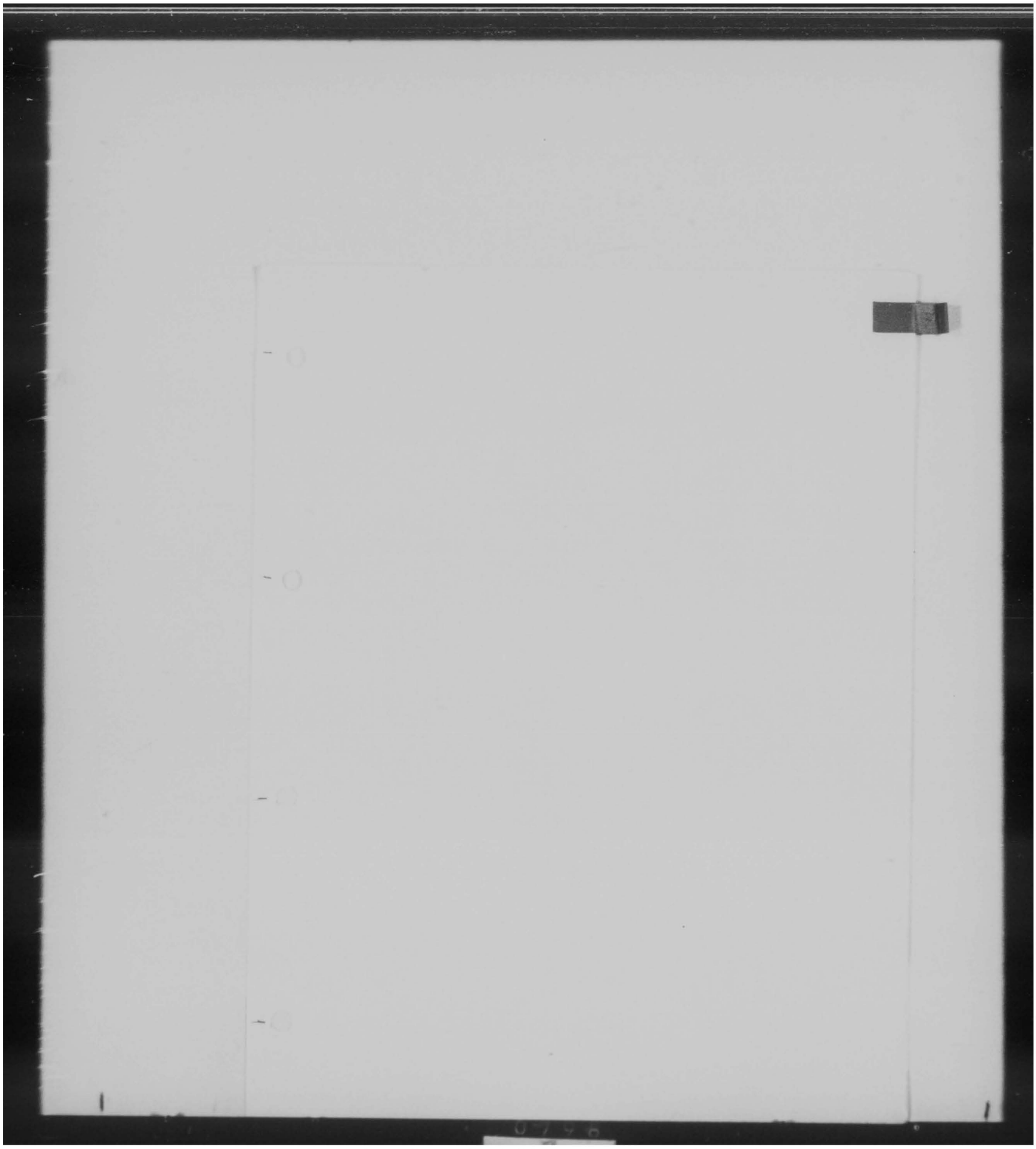

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GINCSAC OFFUTT AFB NEBR

/C O N F I D E N T I A L/7ODMMQC_____. FOR SAC DM4E. 70TH SRW MALFUNCTION AND ABORT RATE REPORT, RCS: SAC-U15 - 1 APR - 30 APR 56, FOLLOWS: A. ABORT RATES - RB-47E 54 ABORTS, 199 SORTIES - 23.78%. KC-97G - 5 ABORTS, 102 SORTIES - 4.8%. B. CORRECTIVE ACTION TO REDUCE ABORTS: RB-47E - 41 ABORTS CAUSED BY MATERIEL FAILURE, 17 OF WHICH WERE BOMB-NAV FAILURES. INCREASE OF BOMB-NAV FAILURES REPORTED DUE TO MORE EXTENSIVE USE OF THE SYSTEM SINCE A USCM WAS PERFORMED DURING THE MONTH. THE RT-124 UNITS WERE PROMINENT IN THE NUMBERS APPEARING, CAUSING BOTH MALFUNCTIONS AND ABORTS. A PROCEDURE IN SHUTDOWN OF THE "K" HAS BEEN ESTABLISHED IN AN EFFORT TO REDUCE THIS UNIT FAILURE. 3 RADIO ABORTS (UHF) OCCURRED ON SAME AIRCRAFT, TROUBLE FINALLY TRACED TO A/C GENERAL, THIS IS AN UNUSUAL CONDITION 4 ENGINE FAILURES, 2 LANDING GEAR FAILURES AND 14 AIRCRAFT GENERAL. OF THESE A/C GENERAL, SEVERAL FAILURES WERE RELATED TO THE STRIKING ARM OF THE VERTICAL CAMERA DOOR.

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GEORGE C. LAST, MAJOR, USAF

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7ODMMC/GCL/ben/3248/1610/ 10 APR 56

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3 ABORTS WERE CHARGED TO MAINT ON "K" SYSTEM, FILURE OF PERSONNEL TO MAKE PROPER ADJUSTMENTS, L ABORT ATTRIBUTED TO AIRCREW ERROR. SPECIFIC TRAINING ON THE CREW ERRORS IS BEING PERFORMED. THE WING MAINTENANCE EFFORT IS STILL BEING HAMPERED BY SHORTAGE OF PERSONNEL. KC-97G - ABORTS 3 ATTRIBUTED TO MATERIEL AND 2 CHARGED TO MAINTENANCE PERSONNEL.

C. SUMMARY OF MALFUNCTIONS: CHARGED TO MATERIEL FAILURE: 21 BOMB-NAV, 23 RADIO, 6 GUNNERY, 6 CAMERA, 3 NAV-AIDE(OMNI), 1 AUTO-PILOT, 1 ENGINE, 2 LANDING GEAR, 32 AIRCRAFT GENERAL. MAINTENANCE ERROR: 1 BOMB-NAV, 2 RADIO, 2 GUNNERY, 2 CAMERA, 2 AUTO-PILOT, 1 ENGINE, 7 AIRCRAFT GENERAL, OTHER CAUSES: 7 BOMB-NAV, 2 BOMB RELEASE, 2 RADIO, 6 GUNNERY, 16 CAMERA, 1 AUTO-PILOT, 2 LANDING GEAR, 5 AIRCRAFT GENERAL. AIRCREW ERROR: 2 BOMB-NAV, 2 NAV-AIDS, 1 AIRCRAFT GENERAL.

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I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

GEORGE C. LAST, MAJOR, USAF

70DMMC/GCL/ben/3248/1610/10 APR 56

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CINC SAC OFFUTT AFB NEBR X

COMAF 2 BARKSDALE AFB LA

/S E C R E T/7ODMM 169 . SUBJECT: AIRCRAFT (INCLUDING ARMAMENT) AND CREW STATUS REPORT, RCS: 1-AF-V14 AS OF 30 APR 56 FOR 70TH SRW IS AS FOLLOWS:

A	B	E	F	G	I	J	M	N	Q
70TH SRW	LITTLE ROCK	RB-47E	49	28	2	14	9-4	4	4AFLN
70TH ARS	LITTLE ROCK	KC-97G	22	20	0	2	0-0	0	NEG

P	Q	R
46	14	NEG
24	20	NEG

SECRET 1 1

JAMES R. ALDRIDGE, 1ST LT., USAF

7ODMM/JRA/pfm/1140 1 MAY 56 3248

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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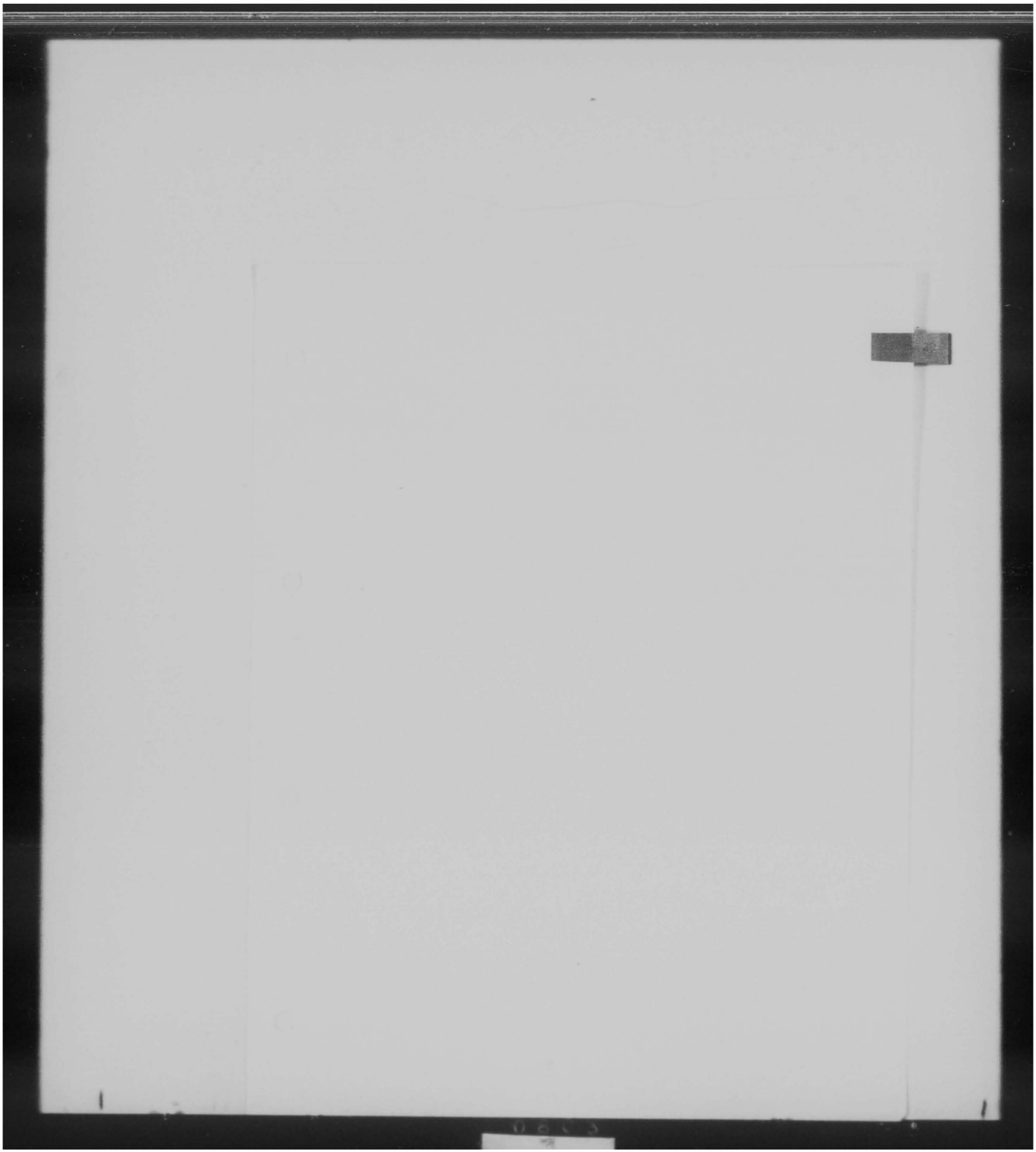

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RB-47E APRIL 56 SAC-F1

Commander
Headquarters Second Air Force
Barksdale AFB, Louisiana

Commander
70th Strat Recon Wing
Little Rock AGB, Arkansas

250	1695
209	1300
250	
215	
199	1303:05

Type	Sorties	Hours
Trng	180	1200:25
Staff	16	82:30
SES	3	20:10
Total	199	1303:05

Schedule was established to fly approximately twelve (12) air craft per working day. A total of sixty-six (66) refueling sorties were required for the month and sixty-six (66) sorties were confirmed. Forty-seven (47) effective refueling sorties were flown. Fourteen (14) scheduled refueling sorties were ineffective due to tanker or receiver aborts and maintenance cancellations. Five (5) scheduled refueling sorties were cancelled due to weather. Fourteen (14) RB-47 sorties for 30 hours and 55 minutes were flown on test flights. The month of April represented the best flyable weather this wing has experienced at this station. Ning (9) sorties were cancelled due to weather.

The following items affect the Wing maintenance capability and the projected capability for May, June, July and August is based upon completion and/or delivery of the following:

1. Maintenance control radio network incomplete. The remote station for the A&E Squadron has an unknown EDD.

2. Installation of new segregated dial telephone system partially complete. This situation hinders proper communication in the maintenance organization. Estimated date of completion unknown.

3. Lack of engine test stand precludes testing engines prior to installation on aircraft. Latest information indicates contract completion in June 1956.

4. Lack of test equipment (class 17c) in the Field Maintenance and A&E Sq contribute to the high rate of NRTS and precludes the "trouble shooting" experience

(SEE ATTACHED SHEET)

MAY		JUN		JUL		AUG	
234	1733	240	1452	240	1459	240	1488
175	1200	175	1200	175	1200	175	1200
175	1200	175	1200	175	1200	175	1200

8 May 56 WILLIAM BURKE, COMMANDER COLONEL

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needed by mechanics and specialists. Information has been received from Hq 2AF that action has been taken to alleviate thes shortages and improve unsatisfactory delivery dates.

5. The April AMFE rate was 21.21% for RB-47's. Approximately 80% of this rate was for A&E systems, principally A-5 gunnery system.

6. The reduction in flying hours from previous reports is largely a result of a base wide leveling off of personnel together with losses to overseas and to technical schools which train maintenance personnel out of the maintenance area. The manning level in this wing in the past six weeks has dropped approximately 8 percent. Additionally all base committments for static displays, ferrying and flyovers are expected to be levied upon this wing.

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KC-97G APRIL 56 SAC-F1

Commander
Headquarters 2nd Air Force
Barksdale AFB, Louisiana

Commander
70th Strat Recon Wing
Little Rock AFB, Arkansas

100	615
100	615
102	
97	
102	616:10

Type	Sorties	Fly Time
Trng	102	616:10

Schedule was established to fly approximately five (5) aircraft per working day. Five (5) sorties for 7 hours and 20 minutes were flown on test flights.

The April AMPE rate was 16.1% for KC-97's the majority of which was for the IFR system.

MAY		JUN		JUL		AUG	
131	716	97	648	111	684	111	684
111	612	111	612	111	612	111	612
111	612	111	612	111	612	111	612

8 May 56 WILLIAM BURKE, COMMANDER COLONEL

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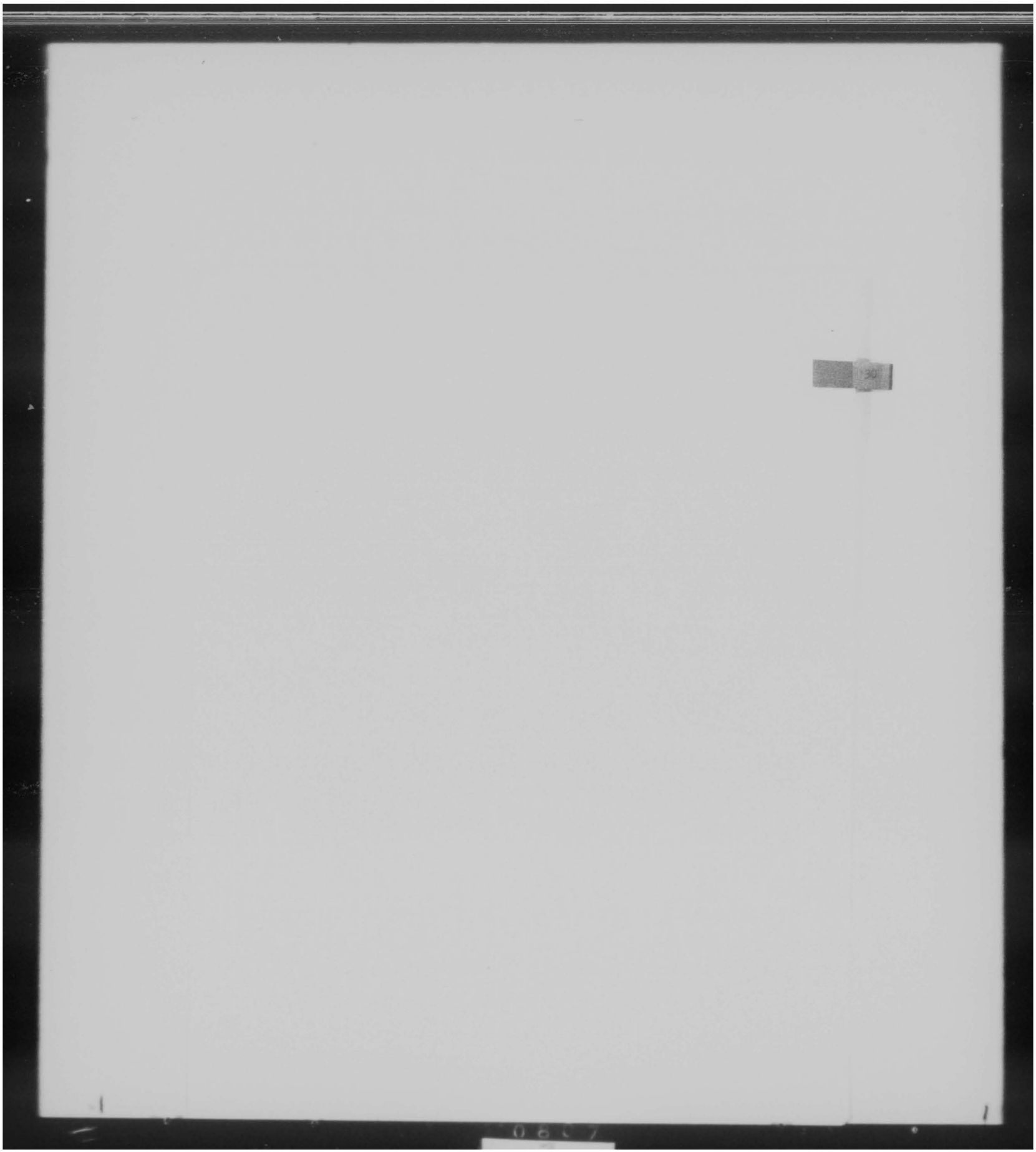

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COMAF 2 BARKSDALE AFB LA

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/UNCLASSIFIED/70DMM 10764 . FOR CSSD. SUBJECT REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT RCS: 1-AF-A1 FOR 70TH STRAT RECON WG AS OF 30 APR 56 IS AS FOLLOWS:

PART I

LINE 1/RB-47E/CC/49/34619/25012/280/204/2708/6415/NEG/356/

LINE 2/KC-97G/CC/22/15840/12825/363/NEG/663/1989/NEG/153/

LINE 3/C-119C/CP/2/1440/302/417/NEG/110/611/NEG/9/

TOTAL 73/51899/38139/1060/204/3481/9015/NEG/518/

PART II

LINE 1/RB-47E/CC/NEG/1304/NEG/NEG/NEG/NEG/NEG/30/1334/

LINE 2/KC-97G/CC/NEG/616/NEG/NEG/NEG/NEG/NEG/7/623/

LINE 3/C-119C/CP/NEG/NEG/NEG/NEG/2/19/NEG/2/23/

TOTAL NEG/1920/NEG/NEG/2/19/NEG/39/1980/

UNCLASSIFIED 1 1

JAMES R. ADRIDGE, 1ST LT, USAF

70DMM/JRA/bdm/1530/1 APR 56 3248

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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Manhour Statistics for April 1956

TO: Commander
9th SRS
25th SRS
61st SRS
70th ARS
70th ANE
70th FMS
70th FMS

FROM: Chief of Maintenance
70th SMW

DATE: 14 May 1956 DOCUMENT NO 1
DO35A/GOl/cmc

1. Inclosed is a collection of data pertaining to maintenance manhours expended during the month of April 1956. These statistics have been compiled by the analysis section of Maintenance Control from U-22 reports. They are for your information and to be used as an aid in trying to increase your manhour efficiency.

2. Contents and references:

a. Page 1: Manhours per flying hours. Broken down in two groups. RB-47 and KC-97.

b. Page 2: Distribution of Direct Manhours.

c. Page 3: Periodic Inspection Averages RB-47 and KC-97 aircraft.

d. Page 4: Manhour distribution for April.

e. Page 5: Analysis of Indirect Manhours.

f. Page 6: Analysis of Absent Manhours.

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1. Man-hour per flying hour--

a. RB-47

Type of Support	TAC Codes	Contributing Activity: Field Maint	A & E Maint	Periodic Maint	TOTAL
Flight Line	12.2	4.0	6.0	----	22.2
Periodic	----	1.0	1.0	4.9	6.8
Shop (Form 4P)	----	3.3	3.0	----	6.3
TOTAL	12.2	8.3	10.0	4.9	35.4
SAC Standard	16.6	7.3	7.9	3.6	35.4
% Effective	136%	88%	79%	75%	100%

(1) Could we ask for a better Wing? Looks good as a whole. The best month so far. Considering our flying time was higher than the previous months we can definitely congradulate ourselves for producing a better showing.

Periodic Maintenance Squadron is our only threat. Bring up those percentages and we'll have to set new SAC standards. Above all let's keep our effectiveness rating as high as it shows this month.

b. KC-97

Type of Support	70th ARS	Contributing Activity: Field Maint	A & E Maint	Periodic Maint	TOTAL
Flight Line	12.9	2.1	1.1	----	16.1
Periodic	----	0.6	0.3	6.8	7.4
Shop (Form 4P)	----	1.3	0.3	----	2.4
TOTAL	1.9	4.3	2.7	6.8	25.9
SAC Standard	13.7	8.8	1.7	3.5	27.7
% Effective	10%	195%	100%	51.5%	107%

(1) Again we've hit the peak in our maintenance time factor. The percent of effectiveness in the A&E Squadrons is what we want in all squadrons. Why was Field Maintenance's effectiveness so hign? Are you doing proper maintenance? Why was Periodic Maintenance so low? Could it be poor supervisors?

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3. Distribution of Direct Manhours

a. KC-97

	Field Maint. M/H's	% of Direct	AGE Maint. M/H's	% of Direct
Flight Support	5,383.0	25.6%	7,964.5	51.9%
Periodic Support	1,726.9	8.5%	1,802.4	11.7%
Shop Support	4,662.6	21.2%	3,959.7	25.8%
TOTAL		55.3%		89.4%

b. KC-97

	Field Maint. M/H's	% of Direct	AGE Maint. M/H's	% of Direct
Flt. Line Sup.	1,299.0	6.3%	665.6	4.3%
Periodic Sup.	413.1	2.0%	201.9	1.4%
Shop Support	1,131.2	5.4%	194.9	1.3%
TOTAL		13.6%		7.0%

c. Other Support

Field Maint. M/H's	% of Direct	AGE Maint. M/H's	% of Direct
6,533.3	31.1%	547.3	3.6%

Tot. Dir. M/Hrs 21,054.7 15,335.2

Now you can see where your direct manhours are being expended. Do you think it's proportioned right? If not see to it that next month is a different story

(2)

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1. Periodic Inspection Carrier (CV) per Periodic Inspection

a. RP-47

Insp. Phase	Ter Maint	Fld. Maint	AER Maint	TOTAL	Ave Ac.	% Effect
Pre - dock	29.8	0.2	5.4	34.2	20.1	58.8
In- - dock	584.6	195.8	171.9	952.6	693.9	72.8
Post- dock	378.3	3.6	22.7	404.6	281.3	44.8
TOTAL	991.7	199.6	200.0	1392.3	895.3	64.3

In comparing with last month we have an increase of 5.1% in overall effectiveness. This is only a drop of 121.2 manhours per inspection. The main portion of this drop was in the "In-dock" of the inspection phase. This drop occurred throughout all squadrons. What kept us down in our effectiveness was that more time was spent in the Pre-dock and Post dock phases.

How can we bring down our manhours per periodic?

b. VC-97

			Contributing Activity			
Insp. Phase	Per Maint	Fld Maint	AER Maint	TOTAL	Ave Ac.	% Effect
Pre- dock	85.1	0.0	1.3	85.6	59.9	69.2
In - dock	713.5	133.6	63.3	910.4	697.9	76.7
Post-dock	553.6	3.4	2.3	559.3	336.8	24.5
TOTAL	1352.2	137.0	66.9	1556.3	849.6	57.3

Our over all effectiveness is down from last month. You can readily see where we've failed. Periodic Maintenance Squadron spent almost as much time on post dock inspection as they did on In-dock. What's the reason for this? Could it be that your quality of maintenance of the In-dock phase is down? Have you corrected all of your bad time-card reporting habits?

(3)

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4. Manhour Distribution for April

Organization	%of Asgd Absent	%of Asgd Avail	%of Avail Prod Ind.	%of Avail Non-Prod	%of Avail Direct	%of Avail Overtime
aint Control	23.9	79.4	99.0	1.0	0.0	4.2
6th SRS	25.7	78.8	27.5	0.8	71.7	5.1
26th SRS	26.8	76.1	38.7	1.5	59.8	8.5
61st SRS	20.6	78.6	34.5	2.5	63.0	6.1
70th ARS	35.4	64.9	35.0	1.0	64.0	1.6
70th A&E	31.2	72.5	56.3	6.2	37.5	5.3
70th FMS	26.6	72.7	55.7	4.3	40.0	6.9
70th PMS	29.2	76.4	22.0	2.9	75.1	2.5
ng total	30.7	73.3	49.2	3.8	47.0	5.7
			Total Indirect			
SAC Standard	27.7	75.4	46.9		54.4	7.0
%of Effect.	90.0%	97.2%	88.4%		86.4%	123%

In looking at our absent factor we see that 70th ARS is high with 35.4% of assigned time. This was due to 10% of that 35.4% used to in TDY to school. They also have a 10% rate of "excuse from duty". Since they have a low rate of overtime it seems as if while these men were on TDY some of the excuse from duty could be eliminated. Let's try to keep our absent rate of about 25% of assigned. This high rate of absent time has a direct bearing on the available time, as you can see in the above chart. Yet 70th ARS was third in Direct percentage factor, which shows that they were looking ahead and cut down on their productive indirect & Non-productive in order to be able to meet their requirements. Good job.

Now, if you'll look at the 70th PMS you'll see a direct factor of 75%. That looks too good. If you'll remember PMS spent almost twice as much time (average) on each inspection as the SAC Standard calls for. Could it be that they're not reporting their time right? Yet look at the overtime factor, only 2.5%. That makes us think that they actually performed that much direct time. As you all know, the higher your direct rate, the lower the overtime rate.

Use this information pertaining to your squadrons. If they need correcting, then do so. You have the pattern, let's follow it. The more we utilize our manhours the better equipped we are to withstand any challenge offered to us.

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5. Analysis of Indirect Manhours

Supervision (Indirect Code 01) accounted for 3.44% of Available manhours. This provided one supervisor for every 7 airmen, which is ideal according to good management programs. Three (3) squadrons were considerably below the wing average in the % of available manhours charged to supervision. These were: 6SRS with 7.17%, 70PMS with 9.99% and 70ARS with 10.22%. These figures seem to indicate that too few personnel are performing supervisory duties in these three squadrons.

The percent of available manhours charged to vehicle and equipment operation (Indirect code 05) appears to be excessive in the 6SRS (4.76%) and the 70PMS (5.11%). The 26SRS had 3.2% and the 61SRS had 2.23%. Shouldn't all four of the squadrons have approximately the same amount of time expended on this code. What's the reason for such a difference?

Manhours charged to standby alert Indirect code 10 in the four flight line squadrons was: 6SRS - 5.15%
26SRS - 3.98%
61SRS - 3.57%
70ARS - 5.15%
What's the reason for so much difference between the four squadrons? Which is using the right amount of time on this Indirect code?

Another indirect code which indicates poor mana ement is code 21 (on the job training). The 26SRS had a low percentage of 6.9%. This indicates that only a few hours are expended toward increasing the knowledge of their personnel. Possibly you don't realize the importance of highly trained specialist. May be this is the reason you have to spend so much time on overtime. Are you just working your trained personnel? What about those lower grade airmen, they would like to be OJT'd too.

Another low squadron is the 70 ARS with only 1.13% time spent on training. Can you see where better trained personnel would help You? Don't end up like the 26SRS and spend all free time on overtime.

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Analiyis of Absent Manhours

6. The absence factor for the wing was 30.7% (of assigned manhours). The 61st SRS with 24.9% was low and 70th ARS with 35.4% was high. These figures include approximately 8.7% of excused form duty time for four Saturday mornings during the month. Deducting this, we have a 22.0% absent factor for the wing, which apreers to be realistic and reasnable, and indicating good control of absent time.

An average of 5.27% of assigned time was lost to leaves. For each man assigned to take 30 days leave a year 8.3% of assigned personnel would be on leave rate at all times. At the present leave rate, each man will take approximately 19 days leave per year. The 2.66% of assigned Manhours lost to leave in the 6th SRS to be too low. At this leave rate each man will only leave 10 days per year.

Squadron Duty accounted for 5.54% of assigned Manhours. This means that one man in twenty assigned to Maintenance was not available for work because of : pay call, bay orderly, mess check, CQ, athletic program, classification, etc. Squadrons exceeding wing average were: 70AEMS (6.78%), 70FMS (5.62%) and 70PMS (8.53%).

GEORGE J RYAN JR
Major, USAF
Chief of Maintenance

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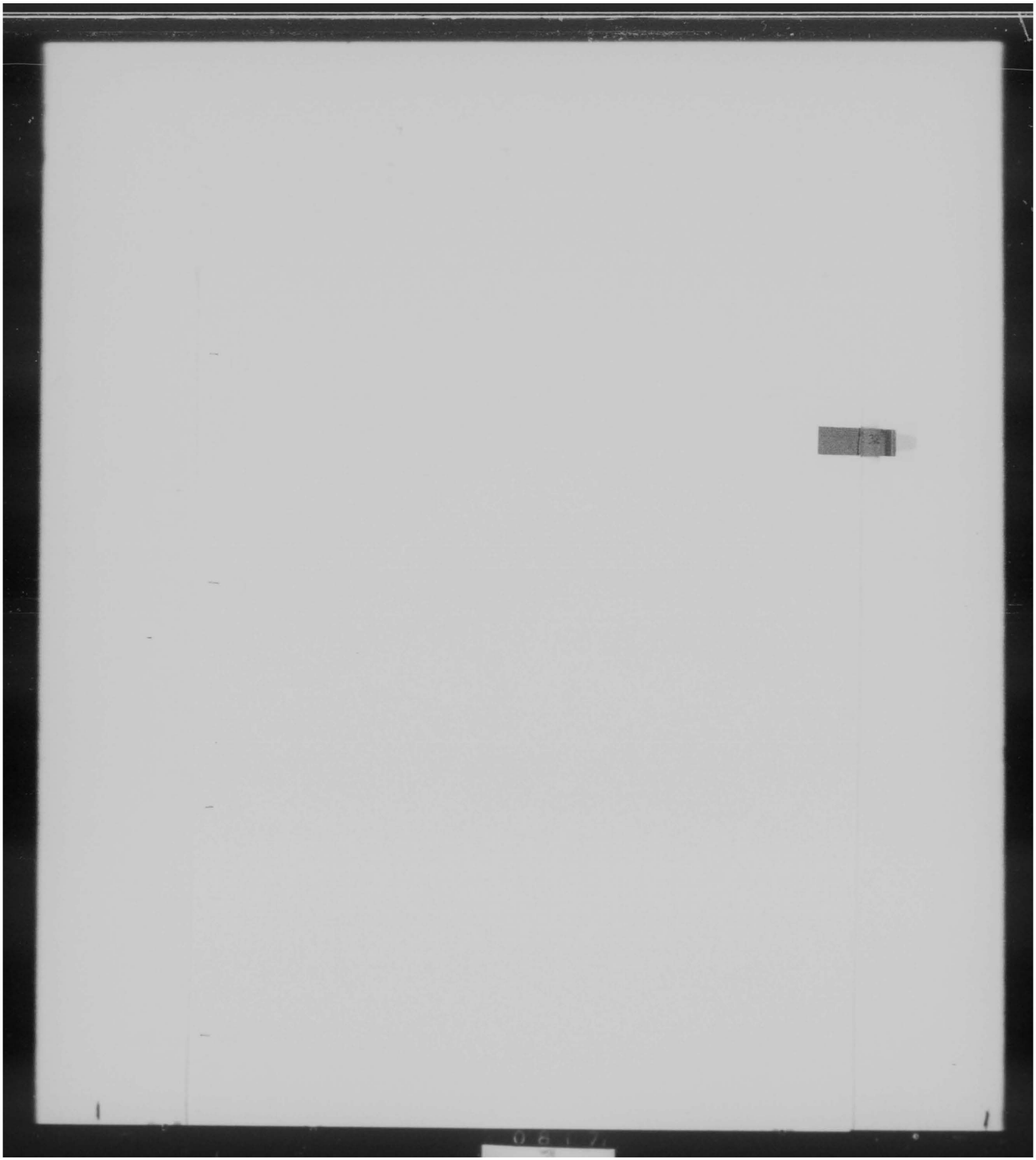

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QC

SECTION II

QC/MSCC: General Report on Maintenance Issues for the period 1 April 1956 to 30 April 1956

1. As prescribed by MAG Manual 65-12, the following report is submitted on the Maintenance Activities for the 760th Strategic Reconnaissance Wing (M).

2. During the month of April, there were nine (9) RB-47 type aircraft processed through the Periodic Maintenance Squadron. It is responsible for aircraft failing, with responsible agency indicated.

RB-47B

RB-47B	Total	PE	ARE	AE	CE	TOTAL
52-417	13	8	3	0	0	24
52-420	12	8	2	1	0	23
53-4263	18	9	4	0	0	31
52-408	9	11	2	1	0	23
52-409	33	13	1	2	1	54
52-416	22	10	6	2	1	38
53-4253	12	10	2	1	0	25
52-4190	25	7	0	1	0	33
53-4253	14	19	6	1	1	39
April Average	17.5	11	3.0	1	.33	32.3
March Average	15	13	3	0	.33	29.3

3. During the month there were three (3) RC-47 type aircraft processed through the Periodic Maintenance Squadron. Discrepancies by aircraft with responsible agency indicated.

RB-50

RB-50	PMSS	PE	ARE	AE	CE	TOTAL
53-070	29	38	1	1	0	68
53-079	8	15	2	0	3	29

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63-279	19	24	4	0	0	47
April Average	18.6	27	2.3	.33	0	48
March Average	14.6	6.0	3.0	.5	0	21.9

4. Quality Control inspected ten (10) KB-47S and six (6) KC-97G aircraft on the Flight Line during the month of April. Discrepancies by aircraft follows, with responsible agency indicated.

KB-47S

SQDN	SER NO	AFS	ANG	AMR	S.P.	CS	TOTAL
44th SRS	52-3379	13	6	11	1	1	32
44th SRS	52-3400	26	5	19	0	0	50
44th SRS	52-3397	20	8	20	2	0	48
April Average		19.6	6.3	18	1	.33	44
26th SRS	52-813	20	8	21	1	3	47
26th SRS	52-811	22	3	12	2	4	43
26th SRS	52820	37	9	25	2	0	67
26th SRS	52-815	23	7	26	4	3	63
26th SRS	52-806	30	6	23	1	0	59
April Average		27.5	6.8	21.4	2	1.4	54.8
March Average		23.7	8	17.7	.66	.66	48
61st SRS	52-3386	25	6	26	1	0	57
61st SRS	52-3393	11	2	9	2	4	24
April Average		18	4	17.5	1.5	2	40.5
March Average		14.4	5	18	1	.6	43

KC-97G

70th ARS	53-260	9	12	5	0	0	26
70th ARS	53-262	12	4	8	0	0	24
70th ARS	53-263	14	6	1	0	0	21

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70th ARS	53-285	9	2	5	1	0	17
70th ARS	53-269	12	5	2	1	0	19
70th ARS	53-266	8	3	2	0	0	13
April Average		11.5	5.4	4.0	.33	0	20.8
March Average		14.5	2.2	1.2	.25	0	18.0

5. This branch receives, from the Squadron, all of the certification records AFTO Form 258, and unscheduled maintenance slips AFTO Form 260, recorded for every post flight inspection completed. Of those received, 25% are posted to the Worksheet Analysis Log. This shows an average of what type and how much maintenance is being accomplished on the Flight Line. The number of unscheduled maintenance slips, AFTO Form 260, submitted on postflight inspections, by squadron, that were plotted for the month are as follows:

UB-47E

SQDN	A/C	AFC & ENG	AGE	TOTAL
6th SOS	53-4251	31	6	37
6th SRS	52-3394	40	3	43
6th SRS	53-4248	13	10	23
6th SRS	53-4258	29	5	34
6th SRS	533397	14	8	22
6th SRS	52-3400	26	9	35
6th SRS	52-3396	36	2	38
April Average		27.0	6.1	33.1
March Average		26.0	5.0	33.0
26th SRS	52-812	15	0	15
26th SRS	52-820	22	14	36
26th SRS	52-813	6	4	10
26th SRS	52-808	7	12	19
26th SRS	52-805	15	17	33

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26th SRS	52-811	11	7	18
April Average		12.8	9.0	21.9
March Average		33.0	9.5	42.5
61st SRS	53-4255	11	11	22
61st SRS	52-3388	14	13	27
61st SRS	53-4250	12	11	23
61st SRS	52-3391	14	13	27
61st SRS	53-3389	20	12	32
61st SRS	52-3393	18	14	32
April Average		16.5	12.3	28.8
March Average		7.0	10.2	17.2
70th ARS	53-266	18	1	19
70th ARS	53-261	34	2	36
70th ARS	53-274	24	0	24
70th ARS	53-283	29	0	29
70th ARS	53-278	16	0	16
70th ARS	53-275	22	3	25
70th ARS	53-262	15	0	15
70th ARS	53-276	24	0	24
April Average		22.8	.75	23.5
March Average		13.6	1.6	15.2

6. A total of thirteen (13) jet engines were inspected at the completion of build-up. An average of (4.2) discrepancies were discovered by Quality Control Inspectors. There was one (1) safety of Flight and no critical items discovered on these inspections. This indicates a definite improvement over the previous month.

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a. A total of eleven (11) jet engines were inspected after installation on aircraft. An average of (3.3) discrepancies were discovered by Quality Control Inspectors. There were (0) safety of Flight items and (5) critical items discovered by Quality Control Inspectors.

b. A total of four (4) Reciprocating Engines were inspected after build-up. A total of (13) discrepancies of which one (1) was a Safety of Flight and (0) were critical, were discovered by Quality Control Inspectors. This indicates a definite improvement over the previous month.

c. No Reciprocating Engines were inspected after installation on aircraft.

7. A representative number of support equipment items were inspected during the month. The general type of discrepancies and conditions by squadrons follows:

a. 70th ARS.

(1) Maintenance stands oily.

(2) Fire pressure not stenciled on units and fire pressure low.

(3) Parts missing on maintenance stands.

(4) Maintenance stands, trailers and oxygen carts not tagged as to condition.

b. 6th SRS.

(1) Valve handle broken on oxygen bottle in oxygen cart.

(2) Maintenance stands in storage area have several parts missing and the unit is not condition tagged.

(3) Maintenance stands being utilized were clean and in a servicable condition.

c. 26th SRS.

(1) Several maintenance stands have parts missing and not condition tagged.

(2) Trash stored on trailers and stands in need of paint.

(3) B-4 maintenance stand # 6631 is up-side down in mud with two (2) wheels removed and is tagged as servicable.

(4) Bomb dolly in storage area used as a 55 gallon oil drum rack, not grounded and oil leaking from drum.

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d. 61st SRS.

(1) Maintenance stands dirty.

(2) Maintenance stands not condition tagged and being used in an unsafe condition.

e. A complete report of discrepancies found has been forwarded to the applicable squadrons for necessary action.

8. During the month of April 1956 there were a total of five (5) U.K.s submitted by this wing. A break down by squadron is as follows:

6th SRS	0
26th SRS	1
61st SRS	1
70th AREFS	0
70th FMS	2
70th FMS	0
70th A&E Sqdn.	0
70th Hqds. Sqdn.	1

9. During the month of April there were 614 electronic failure reports submitted from the A&E squadron. Keep up the good work A&E.

10. During the month of April there were 183 aircraft and engine compont failure reports, AFTO 33, submitted to Quality Control. A breakdown by squadron is as follows:

FMS	FMS	6TH	26TH	61ST	ARS
67	50	8	22	24	12

11. The following is a breakdown of AFTO 33 by squadron A/C.

6TH		26TH		61ST		ARS	
392	0	801	5	383	1	260	0
394	5	802	4	384	0	261	1
395	1	803	7	386	4	262	0
396	0	804	1	385	1	263	0
397	1	805	4	387	9	266	1
398	2	806	3	388	1	267	0

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399	1	807	0	389	3	268	0
400	0	808	3	390	16	269	1
245	1	809	3	391	0	270	1
246	1	810	2	393	3	271	1
247	1	811	0	250	8	272	1
248	1	812	2	253	2	273	0
249	1	813	1	254	14	274	0
251	0	814	1	255	11?	275	2
252	3	815	2	256	3	276	3
258	1	816	27	259	1	277	1
						278	1
						279	1
						280	0
						281	1
						282	1
						283	1

(NOTE: There were (2) AFTO Forms 33 submitted on new items never installed on aircraft, therefore bearing no aircraft tail number. Total AFTO submitted by squadrons was 183 and by tail number 181.)

12. There were no AFTO 33A support equipment failure reports submitted by Field Maintenance squadron in April.

13. It is apparent that this program has fallen off in the squadrons this month, due to the lack of supervision in the UR and AFTO 33 program. The month of March there were 527 AFTO 33 submitted and the month of April there were 183 aFTO 33 submitted. If the Air Force is to get better aircraft, the crew chief and his crew must submitt AFTO 33 on each part replaced and or repaired on his aircraft.

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14. Recommendations:

a. That a more thorough and searching post-flight inspection be conducted by the line organizations and armament and Electronics.

b. That Maintenance Officers review all completed Pre-flight and Post-flight AFTO Forms to determine completness of inspections and type of maintenance being performed.

c. That the Armament and Electronics System Chief's give closer supervision to work performed by specialists, with special emphasis on Post-flight and Pre-flights.

JACK [illegible]
Captain, USAF
Quality Control Officer

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INSTALLED AIRCRAFT ENGINE REPORT

FOR STATISTICAL SERVICES USE: 1 | 2 | 3 | 4

REPORTS CONTROL SYMBOL: 3-AMC-A19

1. ORGANIZATION	2. COMMAND	3. SUBCOMMAND	4. INSTALLATION	5. AS OF DATE
0th Strat Recon Wg (M)	SAC	2 AF	Little Rock AFB	30 April 1956

ENGINE DESIGNATION	ENGINE SERIAL NUMBER	AIRCRAFT DESIGNATION	NO. OF PREVIOUS OVERHAULS	LAST OVERHAUL AGENCY CODE	ENGINE POSITION NUMBER	AIR INLET SCREENS	STARTING HOURS	STARTING CODE	ENDING HOURS	ENDING CODE	Aircraft Serial Number
A	B	C	D	E	F	G	H	I	J	K	L
		ENGINE REMOVED									
J-47-ST-25	ST700562	RB-47E	1	38	2	B	0142	1	0142	15 2F	53-4247
J-47-GE-25A	GE079584	RB-47E	0		2	B	0292	1	0301	15 2F	53-4248
J-47-GE-25A	GE079248	RB-47E	0		1	B	0082	1	0088	15 2F	53-4250
J-47-GE-25A	GE079367	RB-47E	0		1	B	0351	1	0358	24 1F	52-3387
J-47-GE-25A	GE079379	RB-47E	0		2	B	0351	1	0358	14 2N	52-3387
J-47-GE-25A	GE078031	RB-47E	0		5	B	0501	1	0501	24 1F	52-802
J-47-PM-25	PM251643	RB-47E	0		3	B	0439	1	0461	15 2F	52-808
J-47-ST-25	ST701705	RB-47E	0		3	B	0042	1	0055	15 2F	52-816
J-47-ST-25	ST702347	RB-47E	0		2	B	0407	1	0420	15 2F	52-816
		ENGINES INSTALLED									
J-47-PM-25	PM252784	RB-47E	0		2	B	0000	3	0038	AA	53-4247
-47-PM-25	PM252402	RB-47E	0		2	B	0000	3	0015	AA	53-4248
J-47-ST-25	ST701803	RB-47E	0		1	B	0000	3	0008	AA	53-4250
J-47-ST-25	ST701423	RB-47E	0		1	B	0000	3	0000	AA	52-3387
J-47-PM-25A	PM252694	RB-47E	0		2	B	0000	3	0000	AA	52-3387
J-47-PM-25	PM250073	RB-47E	1	16	5	B	0000	3	0031	AA	52-802
J-47-PM-25	PM250111	RB-47E	1	38	3	B	0000	3	0012	AA	52-808
J-47-ST-25	ST701421	RB-47E	0		3	B	0000	3	0003	AA	52-816
J-47-PM-25	PM251387	RB-47E	1	16	2	B	0000	3	0003	AA	52-816

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

AF FORM 1340 15 MAY 55 REPLACES AF FORMS 245, 250, AND 257, 1 AUG 52, WHICH ARE OBSOLETE.

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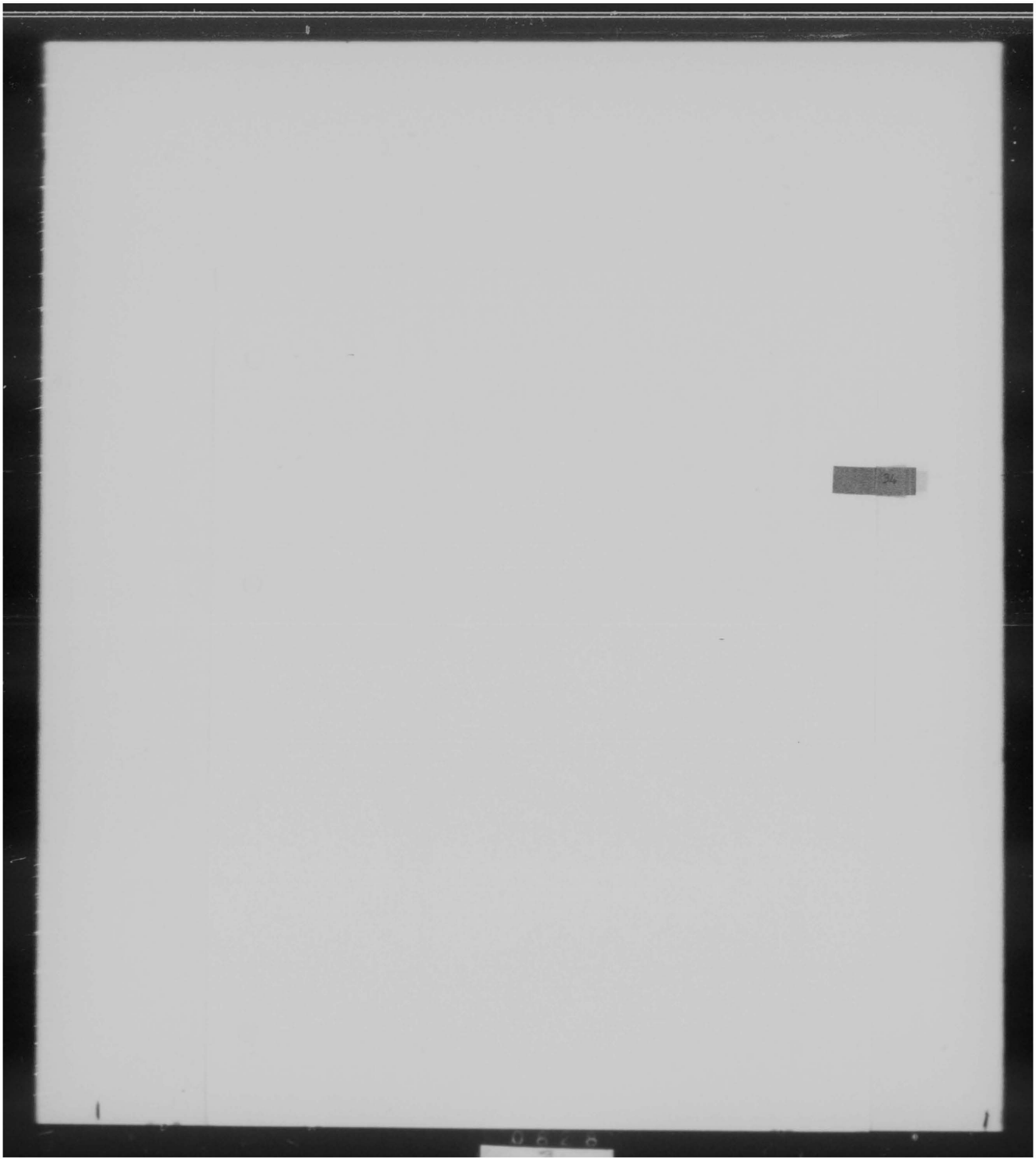

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MONTHLY REPORT OF CONTRACT TECHNICAL SERVICE

ORGN: 70th Strat Recon Wg (M) STATION: Little Rock AFB, Jacksonville, Ark MONTH ENDING: 30 April 1956

SECTION I "CTSP PRESENT FOR FULL MONTH"

CONTRACTOR	NAME OF CTSP	CATEGORY	SCTY CLNC	TYPE OF EQUIP & DX FUNCTION
Bill Jack Instr Co	John H Gibbs	Tech Rep	Secret	UCCS Instruments
Boeing AP Co	John W Williams	Tech Rep	Secret	B-47 Acft
Boeing AP Co	Lavern F Oman	Tech Rep	Secret	B-47 Acft
Boeing AP Co	Gerald T Katt	Tech Rep	Secret	KC-97 Acft
Bendix Corp	Waterman F Brown	Tech Rep	Secret	Ignition Analyzers
General Electric	W L Gaskins	Tech Rep	Secret	J47-GE-25 Engines
Philco Corp	Raymond A Martin	Tech Rep	Secret	General Radar Equip
RCA Services Co	Wallace P Mercer	Tech Rep	Secret	ARC-21 Systems
Sperry Gyro Co	James R Coker	Tech Rep	Top Secret	K-System
Sperry Gyro Co	Russell Langdon	Tech Rep	Secret	A-12D Gyro Pilot
Sperry Gyro Co	Jack M Miner	Tech Rep	Secret	K-System
Western Electric	Michael Reggia	Tech Rep	Secret	AN/APS-23 Radar
Western Electric	Clyde P Anderson	Tech Rep	Secret	AN/APS-23 Radar
Avien Inc	Robert F Bauer	Tech Rep	Secret	Fuel Quantity Sys
Pratt & Whitney	Normand S Atkinson	Tech Rep	Secret	R-4360 Engines
RCA Services Co	Max S Bailey	Tech Rep	Secret	Radar & Comm
Crosley Corp	James E. Williams	Tech Rep	Secret	A-5 Fire Cont Sys

SECTION II "CTSP GAINS" (PERSONNEL ARRIVING DURING MONTH)

CONTRACTOR	NAME OF CTSP	DT OF ARRIVAL	CATEGORY	SCTY CLNC	AUTH FOR ARRIVAL	TYPE OF EQUIP	EST DURATION OF VISIT
Crosley Corp	John E Hunt	16 April 56	Tech Rep	Conf	SAC DO6A-1 29983 12 Apr 56	A-5 Fire Cont Sys	Unknown

SECTION III "CTSP LOSSES" (PERSONNEL DEPARTING DURING MONTH)

None

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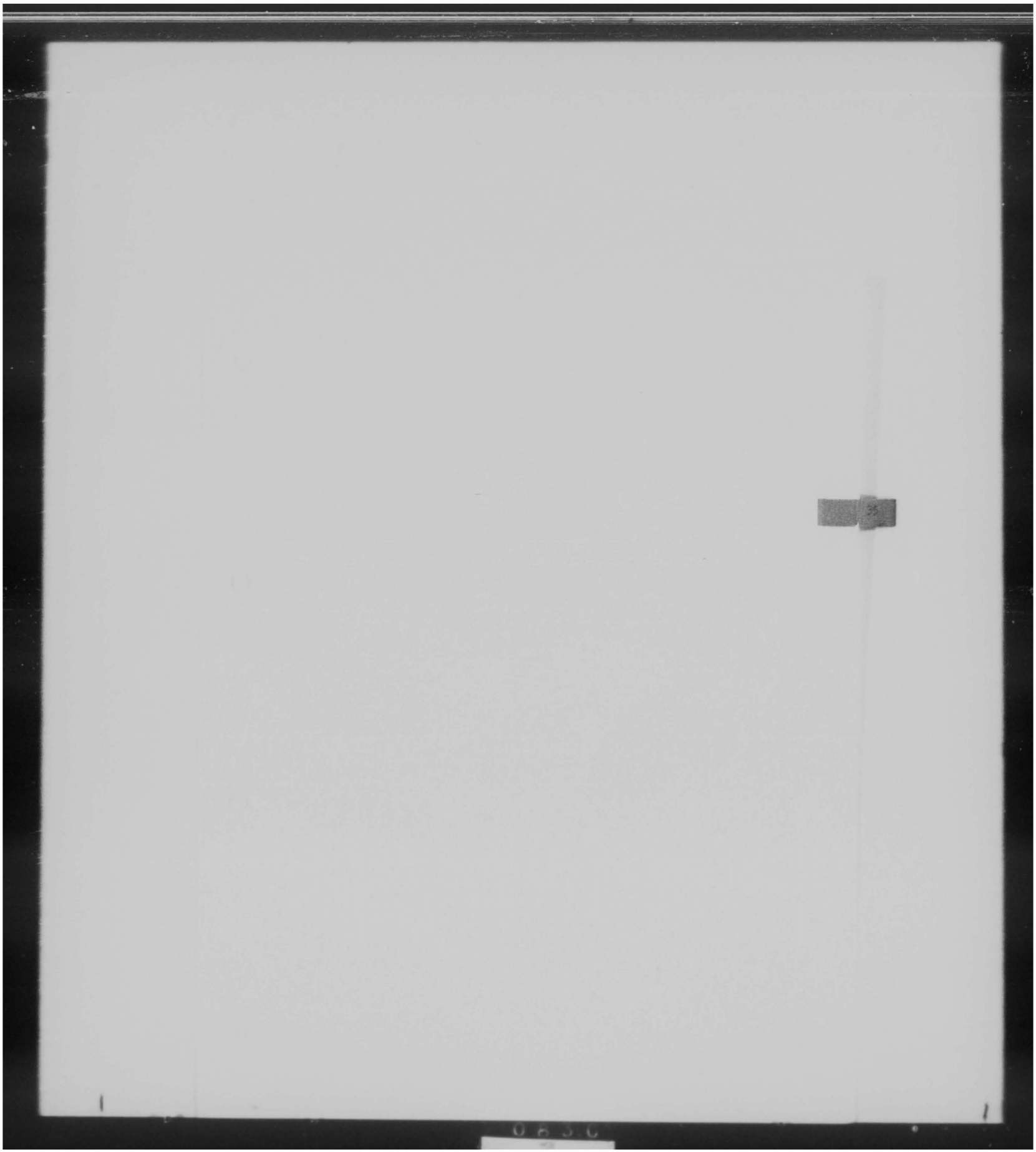

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=MOBILITY PLAN=

70TH STRATEGIC RECONNAISSANCE WING(M)

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

30 April 1956

The 70th Strategic Reconnaissance Wing must be constantly ready and capable of carrying out its primary mission from any location in the world.

In order to attain this capability, it is mandatory that all personnel and materiel of this command and its supporting units be prepared and maintained in the highest possible state of readiness.

This mobility plan is designed to prepare and deploy these combat ready personnel and materiel to any prepared forward base and commence combat operations with a minimum of delay after little or no advance warning. The several means of deployment, Staging Teams, the complete Wing or one and two Reconnaissance Squadrons operating separately from the balance of the Wing are contained in this basic mobility plan.

The successful accomplishment of the mission of the 70th Strategic Reconnaissance Wing will depend a great deal upon a thorough preparation for the implementation of the Wing Mobility Plan. Therefore, it is directed that every member of this command become completely familiar with the contents applicable to his function and be thoroughly prepared for its implementation within his organization.

William Burke

William Burke
Commander

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DISTRIBUTION:

2 - Commander, Headquarters SAC
2 - Commander, Forward Base
2 - Commander, Headquarters Second Air Force
2 - Commander, 825th Air Division
1 - Commander, 70th Strat Recon Wing
1 - Deputy Commander, 70th Strat Recon Wing
1 - Wing Adjutant
1 - Wing Comptroller
2 - Director of Personnel
2 - Director of Operations
2 - Operations and Plans
1 - Operations Communications
1 - Operations Intelligence
1 - Director of Materiel
1 - Chief of Maintenance
1 - Maintenance Control
1 - Supply Liaison
4 - Wing Logistics
1 - Wing Supply
2 - Commander, Hq Sq, 70th Strat Recon Wing
2 - Commander, 6th Strat Recon Squadron
2 - Commander, 26th Strat Recon Squadron
2 - Commander, 61st Strat Recon Squadron
2 - Commander, 70th Air Refueling Squadron
2 - Commander, 70th Periodic Maint Squadron
2 - Commander, 70th Field Maint Squadron
2 - Commander, 70th A&E Maint Squadron
2 - Commander, 70th Tactical Hospital
1 - Commander, 70th Recon Tech Squadron
2 - Commander, 825th Air Base Group
2 - Commander, Hq Sq, 825th Air Base Group
2 - Commander, 825th Food Service Squadron
2 - Commander, 825th Air Police Squadron
2 - Commander, 825th Installations Squadron
2 - Commander, 825th Motor Vehicle Squadron
2 - Commander, 825th Supply Squadron
2 - Commander, 384th Bomb Wing, ATTN: DM & DML

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PREFACE

1. This mobility plan supersedes all publications previously issued by the 70th Strategic Reconnaissance Wing (M) regarding mobility planning.

2. The distribution of this plan is intended to provide all interested individuals and organizations with information necessary to facilitate efficient deployment of the Wing.

3. Changes to this plan will be issued page for page. New pages will indicate the change number and date of change above the page number. Undated pages will be of the same date as the basic plan. New pages will be inserted in their proper places and the superseded pages will be removed and destroyed. Should it be necessary to issue changes to this plan in letter form, the letters will refer specifically to the page and paragraph being changed. Such changes as made by letters will be followed by regular changed pages as soon as possible and the letter rescinded.

4. This plan is made up of Parts, designated by roman numerals, and Sections, indicated alphabetically. The pages within each section are in numerical sequence. Thus, Part III, Section A, Page 1 is identified as Page III-A-1.

5. To provide distribution control of this plan, each copy has been numbered. Organizations and agencies receiving copies will be responsible for controlling their copies by numbers. This control will insure that individuals furnished copies by virtue of duty assignment turn over their copies to their successors upon transfer. Replacement copies will not be obtainable. This is not a registered document within the provisions of Air Force Regulation 205-1.

6. Suggestions for improvement to this plan are solicited. Additional data recommended for inclusion, or reports of errors found should be sent to the Director of Materiel, 70th Strategic Reconnaissance Wing (M) ATTENTION: Wing Logistics Officer.

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PART I

INTRODUCTORY NARRATIVE

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PART I - INTRODUCTORY NARRATIVE

SECTION A

GENERAL

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GENERAL

1. PURPOSE: The purpose of this plan is to provide organizations of the 70th Strategic Reconnaissance Wing (M) and its supporting units with a detailed plan for the preparation, control, supervision, and deployment of tactical aircraft, personnel and materiel of the Staging Teams, Transit Maintenance Team, and/or Air Echelon from the home station to a forward base as directed by operations orders.

2. SCOPE: This plan is directive in nature to all units of the 70th Strategic Reconnaissance Wing (M).

3. RESPONSIBILITY: Each squadron commander and the chief of each separate section is responsible to develop and implement for this plan those aspects for which he is functionally responsible.

4. THE PROBLEM:

a.- The war mission of the Strategic Air Command includes photographing and striking the heart of the enemy to destroy or render ineffective the crucial portions of the enemy nations structure - those elements within the enemy's homeland vital to the continued prosecution of the war. For maximum effectiveness the initial strikes must be delivered as soon as possible after the opening of hostilities. Almost any possible enemy target lies beyond the radius of SAC Medium aircraft from their ZI bases. A normal move of complete wings to forward bases nearer the target area would require considerable surface transport and such longer time than could be allowed.

5. SAC MOBILITY PLAN:

a. To overcome this problem of time and distance, Strategic Air Command has developed a concept of mobility which provides for the pre-planned, tested air movement of the qualified personnel, supplies and equipment in unit and support aircraft to forward bases from which tactical missions may be flown. The SAC Mobility Plan is based on the following considerations:

(1) That the deployment of our forces at full war strength with complete organizational equipment, as is required for sustained operations, would require from 60 to 90 days under the most favorable conditions.

(2) That under emergency conditions, combat operations can be initiated from properly prepared forward bases by air deployed elements of our units and sustained near desirable rates.

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6. THE 70TH STRATEGIC RECONNAISSANCE WING (M) MOBILITY PLAN.

a. This plan is patterned after material presented in SAC Manual 400-1A. Consideration has been given to all phases of planning necessary to carry out the concept for instant movement to prepared forward bases with the qualified personnel, the necessary supplies and equipment, and the tactical aircraft necessary for strategic air operations against an enemy. Instructions contained herein indicate the action required to prepare and execute the 70th Strategic Reconnaissance Wing Mobility Plans.

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PART I - INTRODUCTORY NARRATIVE

SECTION B

PRIMARY FORWARD PAGES

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PREPARED FORWARD BASES

1. GENERAL:

a. Prepared forward bases are normally:

(1) Located outside the continental United States, and are not the home stations of the SAC combat forces that will use them for staging and/or sustained operations.

(2) Especially prepared, on the basis of planned usage, to include the facilities, manning, equipment and supplies required in place and ready for immediate use upon arrival of SAC combat forces.

b. The availability of prepared forward bases will determine to a considerable degree the manner in which this wing can carry out its war mission.

c. The responsibility for preparing forward bases, for keeping them ready for immediate use at all times, and for their logistic support is charged to the Air Force Commanders of the overseas areas. The Strategic Air Command is dependent upon such overseas Air Force Commands for these matters. SAC Air Divisions operate some of these forward bases, but depend on the Air Force Commands having area responsibility for depot support, major construction, and various other administrative and logistical support as detailed in respective mission assignments.

2. USES OF FORWARD BASES (Defined)

a. This wing requires forward bases for the following uses.

(1) Operating Use: The continuous launching of strikes over an extended period of time. The "Air Echelon" deploys to a forward base for this purpose. The Air Echelon includes either all or a substantial part of each organizational element of the wing.

(2) Staging Use: The pre-strike and post-strike servicing of combat aircraft "operating" from another base. SAC "staging teams" provide the necessary specialized support.

(a) Pre-strike servicing involves refueling, crew rest, briefing, and final pre-strike maintenance.

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(b) Post-strike servicing involves refueling, crew interrogation, rest, medical care, radiological decontamination, and emergency maintenance to enable onetime return flight to home station, or the forward base used for operating.

(c) Pre-Post strike servicing for B-47 aircraft involves all those pre-strike and post-strike requirements noted above, when aircraft use the same base for post-strike as is used for prestrike.

(d) In turnaround servicing, in tanker aircraft operations, the aircraft may both pre and post strike several times from the same base before returning to the home station from which they "operate". Return to the home station is postponed until the aircraft require major inspection and maintenance.

(3) Transit Use: Transient type servicing of aircraft not on a strike sortie, but enroute between the ZI and the forward area. Medium type units deploying to or returning from the forward bases from which they stage and/or operate may require bases for transit route use when the distance precludes non-stop flight. Transit route use involves refueling, crew rest, and emergency maintenance. The necessary specialized support is provided by appropriate loading of combat aircraft or accompanying support airlift with the necessary air echelon personnel and materiel.

(4) Emergency Use: Emergency transient type servicing of aircraft which are unable to complete planned flight non-stop. Emergency use involves the same type servicing as transit route or staging use, depending on the situation. Specialized support, as the situation dictates, will be provided or arranged by SAC.

c. A forward base may be required for several of the uses simultaneously.

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3. REQUIREMENTS:

a. Forward Base Requirements are listed and explained below:

(1) Base Facilities: These consist of airfield facilities, utilities, technical and administrative facilities.

(2) Base Complement: These personnel are required to maintain the base facilities and prestocked equipment and supplies in a constantly useable condition. They must care for themselves and also augment the SAC "air echelon" or "staging team".

(3) Station Sets:

(a) ECL 67-00-2 establishes the requirements for pre-positioning equipment at forward bases. This regulation prescribes those support items authorized by the MTAL which are required to be in place and ready for use at the forward operating and/or staging base prior to the arrival of the air echelon or staging team.

(b) This listing of equipment, commonly referred to as station set, consists of items that are impracticable to air transport with SAC air elements and includes items such as vehicles, refueling units, crash and firefighting equipment, ground power units, ground communications equipment, etc.

(c) The station set equipment and that equipment listed in ECL 67-00-5 "Special Set of Housekeeping Equipment" plus the UTE brought in by the air echelon or staging team is designed to permit the conduct of combat operations under austere conditions. Peculiar items of equipment, necessary because of extreme climatic conditions are not included.

(4) Housekeeping Set: ECL 67-00-5 "Special Set of Housekeeping Equipment" provides sustenance and emergency housekeeping equipment and supplies in increments of 500, 1000, 1500, 2000 and 2500 men for those bases where administrative facilities are inadequate. The set includes such items as shelter, pioneer equipment, billeting, and messing equipment, utilities equipment and expendable housekeeping supplies. The augmentations to the basic kit are for terperate, semi-tropical, tropical and arctic bases.

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b. In addition to the above requirements, which should be in place at the forward bases, the forward "area" must be capable of providing full logistical support of the forward bases and CAO units that use them.

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PART I - INTRODUCTORY NARRATIVE

SECTION C

UNIT MOBILITY

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1. GENERAL:

a. The 70th Strategic Reconnaissance Wing (M) must develop and maintain the capability to deploy combat ready elements when and where required, rapidly and on short notice.

b. This section explains the development and employment of staging teams, air echelons and surface echelons.

2. COMBAT-READY CONDITION:

a. The in-commission and combat readiness status of our aircraft must be maintained to a high standard. The gunnery and bombing systems, and all accessory equipment must be kept installed and completely operational at all times.

b. Innoculations, personnel records, and personal affairs of wing personnel must be kept current. Wing mobility plans must provide for rapid accomplishment of any last minute changes that may be required in these matters.

c. Materiel that will move to forward bases with air elements should always be as complete and serviceable as possible.

3. CONCEPT OF DEPLOYMENT:

a. Deployment is arranged to permit the combat operation to be initiated upon the arrival of the Priority I or 1st increment of the air echelon at the Forward or Pre-Strike Staging Base. Dependent on the type of operation, pre-strike, post-strike, pre-post strike or turnaround, additional deployment of personnel and materiel may be required to augment the initial Priority I Support Force or Team. The deployment of the balance of the Air Echelon is required to carry on a sustained operation for an indefinite period.

b. The concept of Priority deployment recognizes that a wing must be capable of performing certain functions at its forward or staging base(s) by a given time. This is essential if it is to operate at the desired rate. This concept likewise recognizes that all wing functions need not be resumed on a full scale simultaneously and immediately, but that an orderly pre-planned resumption of wing functions is more desirable. Thus, the personnel and materiel required to perform various functions are assigned to appropriate deployment priority loading positions in the air echelon or surface echelon on the basis or requirement given to the resumption of their functions.

c. Further information on the composition and the time and method of movement, of the various priorities is contained in paragraph 6, below.

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4. AIR ECHELON:

a. Included in the air echelon are the personnel and the materiel that can be effectively used at the forward base prior to the arrival of the complete organizational equipment and personnel authorized by the T/O. The total materiel resources normally carried forward by the air echelons when they deploy consist of their unit essential equipment and their flyaway kits.

b. Unit Mission Equipment. That portion of the organizational equipment which is air transportable and required to perform and support, logistically and operationally, the assigned mission at a base to which support equipment has been provided through station and housekeeping sets or through T/O assemblages and/or UAL equipment. The unit mission equipment may accompany personnel in unit and/or support aircraft.

(1) The UME which includes the following, must be maintained in authorized quantities and in serviceable condition at at all times:

(a) Organizational clothing, equipment, and individual issue specialist kits in the 10 series ECLs.

(b) Emergency survival equipment.

(c) Aircraft flight line, periodic and field maintenance tools and equipment.

(d) Armament, communications and electronics tools and test equipment to provide flight line, periodic and field maintenance capabilities.

(e) Administrative equipment common to all squadrons.

c. Flyaway Kits are a mobile service stock. These kits consist of Air Force and technical service spare parts required as a war reserve needed to maintain the aircraft of one squadron computed to support initial 30-day combat operations wherein each aircraft flies approximately 100 hours. Contained in the flyaway kits are an initial supply of completely built-up aircraft power packages in accordance with SAC Regulation 400-6. The listing of components within the flyaway kits is under constant revision to reflect the latest consumption experience and technical order changes. The wings must insure that their kits are at all times as nearly as possible 100% complete in accordance with latest revisions. All items must be properly inspected and preserved at all times. It is the responsibility of the Air Base Group Commander to insure the flyaway kits are maintained in a state of readiness at all times and that qualified personnel are assigned and that maintenance is performed in accordance with existing regulations. It follows that constant coordination between the wing commander and the base commander is required to insure compliance with the above.

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5. SURFACE ECHELON: That portion of the wing's personnel and Unit Mission Equipment not air deployed is deferred to a later move and is termed the surface echelon. Also moving in the surface echelon is the Readiness Reserve Equipment to be shipped by the Air Materiel Command when directed.

6. DEPLOYMENTS: Deployment will be accomplished by one of the following:

a. Staging:

(1) Priority I - is the deployment of aircraft, personnel and materiel to the pre-strike base required to launch the initial strike mission.

(2) Priority II - is the deployment of personnel and materiel to the post-strike base required to provide debriefing and maintenance of aircraft for one-time safety in flight from the post-strike base.

(3) Priority III - is the deployment of the residual personnel and materiel of the Air Echelon.

b. Turnaround Staging, Air Refueling Squadron.

(1) Class I - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of five days sustained operations.

(2) Class II - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of twelve days sustained operations.

(3) Class III - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of twenty days sustained operations.

c. Phased Deployments:

(1) First Phase - is the deployment of aircraft, personnel and materiel to the Forward Operating Base required to launch the initial strike mission.

(2) Second and Third Phases - is the deployment of the balance of the personnel and materiel of the air echelon to be moved in the succeeding days as rapidly as the support aircraft can effect turn-around.

d. Surface Echelon (Fourth Phase) - (this applies to both Staging and Phased Deployment) that portion of the Wing personnel and U A L equipment not air deployed by the staging team and/or during phased deployment of the Air Echelon. Also moving in the surface echelon is the UTC Readiness Reserve Equipment to be shipped by Air Materiel Command when directed.

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PART I - INTRODUCTORY NARRATIVE

SECTION D

RESPONSIBILITIES

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RESPONSIBILITIES

1. PURPOSE: To define the responsibility for the preparation and execution of this plan.

2. GENERAL:

a. The responsibilities contained herein are of a general nature and do not relieve any section or activity of the responsibility for providing assistance within their capability.

b. All sections must keep its copy of this mobility plan posted with current changes and inform the 70th Wing Logistics Officer of discrepancies or required changes to the plan.

3. RESPONSIBILITIES:

a. Wing Staff

(1) The Wing Commander will:

(a) Insure that detailed Wing and Air Refueling Squadron Mobility Plans are prepared and maintained in a current status at all times.

(b) Direct the execution of this plan.

(2) The Deputy Wing Commander will:

(a) Act for the Wing Commander and assume overall direction of the plan upon his direction.

(3) The Wing Director of Personnel will:

(a) Maintain personnel records current at all times.

(b) Prepare and coordinate requests for special orders for all Personnel.

(c) Prepare SOP's and check lists for the processing of individual records for movement. (For rotation TDY's of 90 days or less duration, records will not be deployed).

(d) Act as or designate a Personnel Mobility Officer.

(4) The Wing Director of Operations will:

(a) Be responsible for preparing operations orders required to implement this plan.

(b) Supervise the briefing of air crews of unit aircraft.

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(c) Act as or designate a Wing Operations Mobility Officer.

(d) Insure that Operations Sections are prepared to deploy personnel and materiel as required by this plan.

(5) The Wing Director of Materiel will:

(a) Act as the Wing Mobility Control Officer.

(b) Be responsible for the preparation, coordination and implementation of this plan and for maintaining, the plan in a current status at all times.

(c) Designate a Project and Assistant Project Officer in compliance with 2AF Reg. 76-1.

(6) The Wing Comptroller will:

(a) Provide cost control and cost reporting services in accordance with USAF Manual 170-5 as modified.

(b) Provide appropriate instruction to each reporting element including the necessary forms required.

(c) Establish liaison with appropriate accounting and disbursing offices upon arrival at destination.

(d) Insure that Comptroller personnel and materiel are prepared for deployment as required by this plan.

(7) The Wing Adjutant will:

(a) Be responsible for expediting all messages concerning the movement(s). Operational priority will automatically be given to all incoming messages affecting the movement(s).

(b) Establish a courier service between the message center, wing staff sections, control center and the Base Communications Center.

(c) Monitor the security classification and handling of all classified documents.

(d) Coordinate and disseminate Base Post Office instructions on handling and forwarding of mail.

(e) Insure that the command section materiel and personnel and materiel of the Adjutant's Section are prepared for deployment in accordance with this plan.

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(8) The Wing Intelligence Officer will:

(a) Supervise the assembly, manifesting, and loading of intelligence materials.

(b) Prepare and insure execution of censorship plan.

(c) Prepare reports required during mobility as noted in the Second Air Force Reporting Guide.

(d) Insure that intelligence personnel and materiel are prepared for deployment in accordance with this plan.

(9) The Wing Operations Mobility Officer will:

(a) Coordinate with Base Operations, Mats Control Team, Cargo Control Officer, Wing Chief of Maintenance and Wing Mobility Officer concerning parking and loading of support aircraft.

(b) Maintain a record of unit and support aircraft arrivals and departures.

(c) Arrange for briefings requested by MATS or SAC support control officers.

(10) The Wing Communications Officer will:

(a) Maintain current communications flimsies for use during deployment.

(b) Prepare crew briefings on communications annex of operations order.

(c) Insure that communications personnel and materiel are prepared for deployment in accordance with this plan.

(11) The Wing Chief of Maintenance will:

(a) Be responsible for all maintenance functions.

(b) Prepare detailed maintenance plans for staging team and phased deployment requirements.

(c) Insure that written procedures are available and implementing personnel are briefed on their contents for the maintenance procedures to be implemented during deployment. Detailed individual responsibilities and duties must be covered.

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(d) Insure that aircraft are in a combat ready condition.

(e) Prepare and process requests for movement of Contractor Technicians with the Wing or units of the Wing in accordance with SAC Regulation 66-4.

(f) Provide the Wing Control Room with the aircraft status (tail numbers of aircraft to be used on the movement).

(12) The Wing Logistics Officer will:

(a) Prepare and maintain the Wing and Air Refueling Squadron Mobility Plans.

(b) Provide information and guidance to the Wing Commander, Directorates, Squadron Commanders and Squadron Mobility Officers relative to interpretation and execution of this plan.

(c) Conduct periodic staff visits throughout the Wing and its supporting units to insure the operational capability of the wing.

(d) Insure that personnel and equipment included in this plan, both Wing and Air Base Group, are not in excess of authorized quantitites. Consideration of a two-wing base support problem and the separate plan for the Air Refueling Squadron is mandatory.

(e) Coordinate and disseminate all mobility information.

(f) Establish and operate the Wing Mobility Command Post upon direction of the Wing Director of Materiel.

(g) Provide the Wing Commander with logistical information for dissemination to Staff Directors and Squadron Commanders during the initial briefing.

(13) The Wing Supply Officer will:

(a) Insure that all units are in possession of all authorized equipment. Where shortages exist, maintain lists of critical items and take aggressive, follow-up action.

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(b) Maintain current Flyaway Kit data.

(c) Conduct inspections of all Wing organizations every ninety (90) days in accordance with SAC Regulation 67-32.

(d) Brief the Rear Echelon Supply Officers on the proper supply procedures including Reports of Survey and reports submission.

(e) Act as the Wing Logistics Officer at the forward base until relieved.

(14) Squadron Commanders will:

(a) Appoint a Squadron Mobility Officer on orders.

(b) Designate squadron personnel and Materiel Mobility Officers to assist the Squadron Mobility Officer in developing and maintaining a squadron mobility plan based on the Wing Plan.

(c) Insure that the squadron is manned, trained and equipped for accomplishing the mission and is in a constant state of readiness.

(d) Have a working knowledge of the entire Wing Mobility plan and detailed knowledge of this portions specifically applicable to his squadron.

(e) Insure compliance with Mobility SOP's applicable to the Squadrons.

(f) Conduct periodic mobility inspections and walk-throughs to insure readiness. Thoroughly brief squadron personnel on the purpose, function and importance of the Mobility Plan.

(g) Insure that personnel records of assigned personnel are being properly maintained by the responsible agency.

(15) The Wing Surgeon (Commander, Tactical Hospital) will:

(a) Insure that an adequate innoculation program is maintained.

(b) Maintain up-to-date records of physical examinations, dental treatment and immunization and so arrange the records to permit rapid processing during deployment.

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(c) Insure that the Tactical Hospital is prepared to deploy personnel and material as required by this plan.

(16) The Rear Echelon Commander will:

(a) Assume command of all remaining Wing personnel after the air echelon has deployed.

(b) Be responsible that all equipment on hand in the Wing and remaining at the home station is properly safeguarded.

(c) Take the necessary action on all correspondence pertaining to the Wing at the home station.

(d) Follow up on all supply action that is required from the forward base.

(e) Accomplish the preparation and movement of the surface echelon when directed.

(17) The Squadron Mobility Officer will:

(a) Be responsible for the preparation and implementation of the squadron mobility plan.

(b) Be responsible that personnel and materiel of the squadron are maintained in ready status for deployment at all times.

(c) Be responsible for coordinating all required changes to the squadron mobility plan with the Wing Logistics Officer to insure that the Wing Plan is kept current at all times.

(d) Maintain current mobility personnel rosters and consolidated packing lists of materiel by weight and cube.

(e) Be responsible for insuring that all personnel are briefed on their specific duties and responsibilities during deployment.

(f) Insure compliance with the Wing Plan SOP's.

(18) The Squadron Supply Officer will:

(a) Act as the squadron materiel mobility officer to assist the mobility officer on all supply matters.

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(b) Procure and maintain individual equipment and unit mission equipment in a combat ready condition at all times.

(c) Insure that an Assistant Squadron Supply Officer is named and he is briefed on his duties at the forward base.

(19) The Assistant Squadron Supply Officer will:

(a) Act as the Squadron Supply Officer at the forward base until relieved of the responsibility.

(b) Be responsible for the immediate control and safeguarding of squadron property at the forward base.

(20) Each Section Head will:

(a) Prepare the section for deployment in accordance with the Squadron Mobility Plan.

(b) Insure that section personnel are briefed and that they understand their duties and responsibilities during deployment.

(c) Prepare and use an individual mobility check list to include personnel processing, individual clothing equipment and staging team responsibilities as a check list guide.

(21) Each Individual will:

(a) Be sure he understands his duties and responsibilities to implement this plan.

(b) Keep personal affairs in order at all times.

(c) Be responsible for keeping his equipment serviceable at all times.

(d) Not wait for H-Hour to determine his mobility slot. Do it now.

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PART I - INTRODUCTORY NARRATIVE

SECTION E

CONSOLIDATED RECAPITULATION

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MASTER RECAPITULATION-MEDIUM STAGING TEAMS
RB-47 Aircraft

NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS)
FOR 15, 30, AND 45 A/C TEAMS

TYPE TEAM	ELEMENTS	PERSONNEL & MATERIEL (By Size & Type Team)					
		15 Acft Team		30 Acft Team		45 Acft Team	
		Pers	Mat	Pers	Mat	Pers	Mat
POSTSTRIKE	CONTROL	18	1432	18	1432	18	1432
	MAINTENANCE	118	33745.5	206	42369.8	304	56004.3
	MEDICAL	4	1375	4	1375	4	1375
	SERVICE	52	656.5	93	656.5	131	1303
	TOTALS	192	37209	321	45833.3	457	60114.3
PRESTRIKE	CONTROL	13	905	16	905	18	905
	MAINTENANCE	72	28377.4	116	43928.5	167	59641.4
	MEDICAL	4	1375	8	2750	8	2750
	SERVICE	49	656.5	87	656.5	126	1293
	TOTALS	138	31313.9	227	48240	319	64589.4
PRE POST	CONTROL	21	1982	24	1982	28	1982
	MAINTENANCE	131	58332.8	225	81615.6	329	110023.6
	MEDICAL	4	1375	8	2750	8	2750
	SERVICE	56	656.5	96	656.5	138	1313
	TOTALS	212	62346.3	353	87004.1	503	116068.6

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RECAPITULATION
NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS) BY PHASE - 70TH STRATEGIC RECONNAISSANCE WING (M)
45 RB-47s

ORGANIZATIONAL ELEMENT (Figures in parenthesis indicate "Number of Personnel/Pounds of Materiel" for Air Echelon	AIR ECHELON						SURFACE ECHELON			
	FIRST PHASE		SECOND PHASE		THIRD PHASE		FOURTH PHASE			
							COLUMN A		COLUMN B	
	PER	MAT	PER	MAT	PER	MAT	PER	MAT	PER	MAT
Wing Hq (129) (9840)	33	1982	49	4752	47	3106	17	1412a	4	
6th Recon Sq (112) (16316.4)	112	4874.3	22	7373.1	36	4069	7	19697.ab	0	
26th Recon Sq (112) (16316.4)	112	4888.3	22	7359.1	36	4069	7	19697ab	0	
61st Recon Sq (112) (16316.4)	112	4965.3	22	7282.1	36	4069	7	19697ab	0	
Per Maint Sq (73) (8065)	0	0	2	0	71	8065	0	390a	0	
A&E Sq (33) (38006)	187	15869.3	71	9984.5	73	12157.7	0	215a	5	
Fld Maint Sq (288) (193343)d	125	56166.3d	83	64071.5d	80	73105d	3	215a	21	
Tac Hosp (34) (21603)c	16	5514	18	16089c	0	0	79	13699a	4	
ABG, Hq (28) (1740)e	1	62	10	784	17	894	68	1982a	25	
Sup Sq (87) (210167)g	37	69907g	27	70007g	23	70253g	45	1277a	107	
Mtr Veh Sq (51) (0)h	22	0	11	0	18	0	8	1013a	35	
Operations Sq (39) (1559)f	4	0	12	764	23	795	9	3395a	39	
Instl Sq (22) (0)h	4	0	7	0	11	0	92	1354a	54	
Fd Sv Sq (65) (0)h	36	0	15	0	14	0	30	265a	15	
AP Sq (112) (776)	108	776	4	0	0	0	7	0	107	
Totals (1769) (534048.2)	909n	165005n	375 1m	188466.5	485e	180567.7	379	84308ab	416j	
Normally Deployed in Unit Aircraft (180) (0)	180k	0	0	0	0	0	0	0	0	
Normally Deployed in Support Aircraft (1589) (534048)	729	165005	375	188466.5	485	180576.7				

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PHASED DEPLOYMENT OF PERSONNEL AND MATERIEL

NOTES:

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Includes AF Form 263 loose equipment boxes, ECM antennas, wheel well covers and fuselage covers.

c. When this recapitulation is used in connection with rotational TDY's, reduce by 16,089 pounds. The (36-Bed) Tactical Support Hospital (airborne infirmary) is not deployed on rotational TDY's except when specifically directed in the governing SAC Operations Order.

d. Includes flyaway kit power packages phased as follows in accordance with SAC Regulation 400-6 as amended:

45 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each.

Phase I	15 (5 each RB-47 Squadron)
Phase II	15 (5 each RB-47 Squadron)
Phase III	15 (5 each RB-47 Squadron)

3 J-47 engines in cans @ 4300 pounds each
(1 each RB-47 Squadron)

e. Includes Administrative equipment for Chaplain and personnel services functions.

f. Includes equipment for photo lab and communications sections.

g. Includes equipment for flyaway kit section as follows:

1 RB-47 Flyaway Kit @ 45,000 pounds and FAK film @ 24,696 pounds in each phase.

h. Only T/A 1-21 property needed by deploying Food Service, Installations and Motor Vehicle Squadron personnel to support the initial phase of combat operations. Weight of this T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

i. Materiel for fourth phase, Column P, is provided in the Station Set.

j. The 416 person in Column B do not deploy when forward base complement is in place.

k. Based on the following utilization of unit aircraft:

45 RB-47 - Three (3) crew members and one (1) crew chief (total 180 personnel).

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l. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by 32 persons. Ten (10) in second phase 22 in third phase, records administration personnel will not deploy.

m. When this recapitulation is used in conjunction with rotational TDY's reduce by 18 persons. The 36 bed Tactical Support Hospital is not deployed on rotational TDY's except when specifically directed in the governing SAC Operations Order.

n. 1-2524 Weather Officer and 100 pounds of materiel in first phase for the AWS Detachment included in First Phase Deployment of Wing Headquarters.

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RECAPITULATION
NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS) BY PHASE - FOR ONE RECONNAISSANCE SQUADRON
15 RB-47s

ORGANIZATIONAL ELEMENT (Figures in parenthesis indicate "Number of Personnel/Pounds of Materiel" for Air Echelon	AIR ECHELON						SURFACE ECHELON			
	FIRST PHASE		SECOND PHASE		THIRD PHASE		FOURTH PHASE			
							COLUMN A		COLUMN B	
	PER	MAT	PER	MAT	PER	MAT	PER	MAT	PER	MAT
Wing Hq (10) (100)	8	100	0	0	2	0				
Recon Sq (170) (16309.4)	112	465.3	22	7275.1	36	4069				
Per Maint Sq (23) (898.5)	0	0	2	0	21	898.5				
A & E Sq (103) (9601)	60	9536	28	65	15	0				
Fld Maint Sq (82) (67800)e	30	19205.3	38	24482.7e	14	24112e				
Tac Hosp (4) (1377)	4	1377	0	0	0	0				
ABG Hq (3) (200)	0	0	0	0	3	200	a	b	c	d
Sup Sq (17) (69906)f	12	39906f	3	30000f	2	0				
Mtr Veh Sq (11) (0)g	5	0	5	0	1	0				
Ops Sq (5) (0)g	3	0	1	0	1	0				
Instl Sq (4) (0)g	2	0	0	0	2	0				
Food Sv Sq (13) (0)g	7	0	3	0	3	0				
AP Sq (41) (210)	35	210	5	0	1	0				
Totals (486) (166401)	2781	75299.8	107h	61822.8	101h	29279.5				
Normally Deployed in Unit Aircraft (60) (0)	60	0	0	0	0	0				
Normally Deployed in Support Aircraft (426) (166401.9)	218	75299.6	107	61822.8	101	29279.5				

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PHASED DEPLOYMENT OF PERSONNEL AND MATERIEL

NOTES:

a. Additional personnel may be later deployed by air or surface means when specifically directed.

b. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the squadron for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

c. Refer to Part II-C for the detailed listing of the forward base complement. None of these personnel will deploy with one squadron when this complement is in place.

d. Materiel for fourth phase, Column P, is provided in the Station Set.

e. Includes flyaway kit power packages phased as follows:

15 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each:

Phase I	5 each
Phase II	5 each
Phase III	5 each

1 each J-47 engine in can @ 4300 pounds.

f. Includes equipment for flyaway kit section as follows:

1 RB-47 Flyaway Kit @ 45000 pounds.
FAK film @ 24696 pounds.

g. Only T/A 1-21 property needed by deploying Motor Vehicle, Operations, Installations, and Food Service Squadron personnel to support the initial phase of combat operations. Weight of the T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

h. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by two personnel. One in Phase II and one in Phase III, records administration personnel will not deploy.

i. 1-2524 Weather Officer and 100 pounds of materiel in first phase for the AWS Detachment included in Wing Headquarters totals.

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RECAPITULATION
NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS) BY PHASE - FOR TWO RECONNAISSANCE SQUADRONS
30 RB-47s

ORGANIZATIONAL ELEMENT (Figures in parenthesis indicate "Number of Personnel/Pounds of Materiel" for Air Echelon)	AIR ECHELON						SURFACE ECHELON			
	FIRST PHASE		SECOND PHASE		THIRD PHASE		FOURTH PHASE			
							COLUMN A		COLUMN B	
	PER	MAT	PER	MAT	PER	MAT	PER	MAT	PER	MAT
Wing Hq (15) (100)	10	100	3	0	2	0				
Recon Sq (340) (16309.4)	224	9930.6	44	14550.2	72	8138				
Per Maint Sq (31) (1088)	0	0	2	0	29	1088				
A & E Sq (185) (15410.8)	109	15215.8	46	130	30	65				
Fld Maint Sq (135) (129928)e	38	37467.3e	63	43880.7e	34	48580e				
Tac Hosp (8) (2754)	8	2754	0	0	0	0				
AEG Hq (5) (310)	0	0	0	0	5	310	a	b	c	d
Sup Sq (31) (114906)f	21	54906f	5	30000f	5	30000f				
Mtr Veh Sq (16) (0)g	8	0	6	0	0	0				
Ops Sq (6) (0)g	3	0	1	0	2	0				
Instl Sq (4) (0)g	2	0	0	0	2	0				
Food Sv Sq (21) (0)g	11	0	6	0	4	0				
AP Sq (76) (377)	70	377	5	0	1	0				
Totals (873) (281183.2)	504i	120750.7i	181h	88560.9	188h	88181				
Normally Deployed in Unit Aircraft (120) (0)	120	0	0	0	0	0				
Normally Deployed in Support Aircraft (753) (281183.2)	384	120750.7	181	88560.9	188	88181				

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PHASED DEPLOYMENT OF PERSONNEL AND MATERIEL

NOTES:

a. Additional personnel may be later deployed by air or surface means when specifically directed.

b. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MAL equipment required to equip the squadron for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

c. Refer to Part II-C for the detailed listing of the forward base complement. None of these personnel will deploy with two squadrons when this complement is in place.

d. Materiel for fourth phase, Column B, is provided in the Station Set.

e. Includes flyaway kit power packages phased as follows:

30 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each:

Phase I	10 each
Phase II	10 each
Phase III	10 each

2 each J-47 engines in can @ 4300 pounds each

f. Includes equipment for flyaway kit section as follows:

2 RB-47 Flyaway Kits @ 45000 pounds each and PAK files @ 24696 pounds for each kit.

g. Only T/A 1-21 property needed by deploying Motor Vehicle, Operations, Installations, and Food Service Squadron personnel to support the initial phase of combat operations. Weight of this T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

h. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by four personnel. Two in Phase II and two in Phase III, records administration personnel will not deploy.

i. 1-2524 Weather Officer and 100 pounds of materiel in first Phase for the AWS Detachment included in Wing Headquarters totals.

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PART II

DEPLOYMENT OF PERSONNEL

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PART II - DEPLOYMENT OF PERSONNEL

SECTION A

GENERAL

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GENERAL

1. GENERAL:

a. This part contains the T/O personnel allocation by AFSC for the staging teams, phased deployment for the Wing, one and two Reconnaissance Squadrons and the Transit Maintenance team.

b. The type of deployment to be implemented will be directed by the operations order. The rapid and efficient completion of any directed deployment will depend largely on how well each individual knows his assignment.

2. STAGING TEAMS:

a. The listings of the staging teams contained in this part have been carefully screened to insure that the authorized T/O spaces have not been exceeded.

b. The possibility that both a pre-strike and a post strike team may be deployed has also been given consideration. Thus, within the total authorized T/O spaces, no unit will be required to furnish the same personnel for both a pre-strike and post strike team.

3. PHASED DEPLOYMENT:

a. The phasing tables show the number of personnel allocated to each deployment phase from the Wing and Air Base Group. Consideration has been given to the problem of a multi wing base and the separate deployment of the Air Refueling Squadron. An equitable distribution of the AFSC resources within the Air Base Group has been made to insure that personnel will not be scheduled to deploy with more than one unit. Those AFSC's required for support of the Air Refueling Squadron, both Wing and Air Base Group, are not duplicated herein.

b. The allocation of AFSC's to the first airlift phase has been predicated on the requirement of launching the first strike for 45 RB-47 aircraft and a 45 RB-47 post strike team. This provides the immediate capability for further deployment of these teams if required and avoids the necessity of separate loading plans and more than one priority number for the same personnel.

c. The balance of the required AFSC's have been allocated to Phase II and III consistent with insuring the readiness of unit aircraft for deployment and the priority of requirements at the forward base.

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PART II - DEPLOYMENT OF PERSONNEL

SECTION B

STAGING TEAM PERSONNEL TABLES

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STAGING TEAM PERSONNEL TABLES

1. GENERAL:

a. This section contains a recapitulation table and supporting detailed tables as to the personnel compositions of Medium Staging Teams. The typical teams shown herein are designed to provide staging service for 15, 30, or 45 B-47 aircraft within given time periods of twenty four (24) hours. Staging teams should be able to exceed their designed capability if the above time period is extended. The following criteria has been set up for determining staging team capability:

(1) Pre-strike Staging Base. Normal aircraft arrivals at pre-strike bases are 4 the first hour and 3 each hour thereafter. A three-hour ground time for servicing aircraft after arrival is the desired goal. Extend ground time to 5 hours when special weapons loading is required at the pre-strike base. Even though no special weapons loading is planned at pre-strike base, a provision for offloading special weapons must be provided time "on-the-ground" for maintenance, and refueling servicing may vary from approximately 12 hours for the first aircraft arriving to a maximum of 3 hours for the last aircraft to arrive. The number of aircraft to be serviced in a 24-hour period will not exceed the number of aircraft for which the pre-strike staging team is designed.

(2) Post-strike Staging Base. Aircraft will arrive at post-strike bases at varied intervals dependent upon bombardment target, tanker rendezvous area, and flying conditions. The number of aircraft to be serviced in a 24-hour period will not exceed the number of aircraft for which the post-strike staging team is designed. Post-strike servicing should be completed within a maximum ground time of 6 hours after arrival of aircraft. Only so much maintenance should be performed to provide safety-of flight return from post-strike base. In this regard, spare components and parts for sets and systems not essential for one-time safety-of-flight return from post-strike base will not be included in the post-strike flyaway kit.

(3) Pre-Post-strike Staging Base. Time on-the-ground for servicing aircraft proceeding on a strike sortie and returning to the same base for post-strike servicing will be those described for pre-strike and post-strike bases. Aircraft are not pre-strike serviced for another combat sortie from the pre-post strike staging base. Rather, aircraft are prepared for a one-time safety in-flight from the pre-post-strike staging base. The number of aircraft to be serviced

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in a 24-hour period will not exceed the number of aircraft for which the pre-post-strike staging team is designed.

b. Examination of the structure of the three sizes of teams shows that the increases in personnel and materiel from the 15 to 30, to 45 B-47 aircraft teams are not twice and three times larger, respectively. The progression in team size takes into account that certain personnel and items of equipment are directly related to the number of aircraft to be serviced, and that some are not.

2. RECAPITULATION:

a. The recapitulation table in this section shows the total number of personnel by elements for each of the three types and sizes of staging teams.

b. Staging teams are normally manned and equipped from T/O resources which are the same as those of the Wing Air Echelon. Thus, when staging teams are dispatched from the home station to a different forward base than that to which the Air Echelon is deploying, the Wing Air Echelon will be reduced by the same number of personnel. Airlift allocations for the Air Echelon will be reduced accordingly.

3. PERSONNEL TABLES:

a. The personnel tables in this section show the following information by element for the three types and sizes of staging teams:

(1) AFSC, Title and Quantity and Organization Source.

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RECAPITULATION-MEDIUM STAGING TEAMS
RB-47 Aircraft

NUMBER OF PERSONNEL
FOR
15, 30, AND 45 A/C TEAMS

TYPE TEAM	ELEMENTS	PERSONNEL (By Size & Type Team)		
		15 Acft Team	30 Acft Team	45 Acft Team
PRESTRIKE	CONTROL	18	18	18
	MAINTENANCE	118	206	304
	MEDICAL	4	4	4
	SERVICE	82	93	131
	TOTALS	102	321	457
POSTSTRIKE	CONTROL	13	16	18
	MAINTENANCE	72	126	167
	MEDICAL	4	8	8
	SERVICE	49	87	126
	TOTALS	138	227	319
PRE POST	CONTROL	23	24	28
	MAINTENANCE	121	225	329
	MEDICAL	4	8	8
	SERVICE	68	96	138
	TOTALS	212	242	503

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MEDIUM STAGING TEAMS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
CONTROL ELEMENT											
00000	Task Force CMDR	WgCmd	1	1	1	1	1	1	1	1	1
00004	Aide Officer	WgAid	1	1	1				1	1	1
70250	Clerk	WgAdO	2	2	2				2	2	2
70270	Clerk	WgOps				2	2	2			
00002	Stenographic Specl	WgCmd	1	1	1				1	1	1
70230	Stenographic Specl	WgOps				1	1	1			
OPERATIONS											
01002	Operations Staff Off	WgOps	1	1	1	1	1	1	1	2	2
01010	Air Operations Off	WgOps	1	1	1				1	1	1
01050	Ops Plans Off	WgOps	1	1	1				1	1	2
01030	Combat Crew Off	WgOps	1	1	1				1	1	1
27170	Air Traffic Cntrl	WgOps	1	1	1				1	1	2
INTELLIGENCE											
00100	Intel Staff Officer	WgInt	1	1	1				1	1	1
00042	Intel Tech Train Off	WgIntT	1	1	1	1	1	1	1	1	1
00052	Intel Officer	WgInt				1	1	2			
00052	Intel Officer	TacOp	1	1	1	1	2	2	1	2	3
20250	Intel Spec Specl	WgInt				1	1	1			
00250	Intel Spec Specl	TacOp	1	1	1	1	2	2	1	2	3
00470	Intel Spec Cash	WgInt	1	1	1			1	1	1	1
71250	Aprehetion Clerk	WgInt				1	1	1	1	1	1
70250	Clerk	WgInt				1	1	1	1	1	1

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MEDIUM STAGING TEAMS -- RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
COMMUNICATIONS											
03024	EGM Officer	WgCom 825	1	1	1				1	1	1
29230/50	Crypto Operator	OpsSq 825	1	1	1	1	2	2	2	2	2
29350	Grd Radio Opr	Ops Sq	1	1	1				1	1	1
	CONTROL ELEMENT TOTALS		18	18	18	13	16	18	21	24	28
MAINT ELEMENT											
MAINT CONTROL											
04316	Chief of Maintenance	Wg Hq	1	1	1				1	1	1
04344	AC Maintenance Officer	Wg Hq				1	1	1			
FLIGHT LINE MAINTENANCE											
04344	AC Maintenance Officer	TacSqs	1	2	2	1	1	1	1	2	2
43151E	Aircraft Mechanic	TacSqs	9	18	27	24	48	72	9	18	27
43171E	AC Maint Tech	TacSqs	2	4	6	1	2	3	2	4	6
43171E	AC Maint Tech (Crew Chiefs Deploy on Unit AC)	TacSqs	15	30	45				15	30	45
43230/50/70	Jet Eng Mech	FM Sq	6	12	18	6	12	18	6	12	18
60350	Vehicle Operator	TacSq	1	2	3	1	2	3	1	2	3
64151	Orgn Supply Specl	TacSq	1	2	3	1	1	1	1	2	3
70250	Clerk	TacSq	1	1	1	1	1	1	1	1	1
FIELD MAINTENANCE											
HYDRAULIC & IFR											
42132/52	AC Hydraulic Rpmn	FM Sq	2	3	4	3	4	4	3	4	4
42172	AC Hydraulic Tech	FM Sq			1			1			1

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MEDIUM STAGING TEAMS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
INSTRUMENT											
42250	AC Instrument Rpmn	FMSq	2	2	3	2	2	3	2	2	3
FABRICATION											
08616	Aero Engineer	FM Sq				1	1	1	1	1	1
ENGINE REPAIR											
43250	Jet Engine Mech	FM Sq	1	1	1	1	1	1	2	2	2
SHEET METAL											
53430	Aprn Airframe Rpmn	FM Sq						3			3
53450	Airframe Rpmn	FM Sq	1	1	2	5	8	12	5	8	12
DRAG CHUTE											
58130/50	Parachute Rigger	FM Sq	3	4	5	3	4	5	3	4	5
ELECTRICAL											
42350	AC Elect Rpmn	FM Sq	2	3	7	2	3	5	3	4	6
42370	AC Elect Tech	FM Sq	1	1	3	1	1	1	1	1	2
GRND POWER											
47230/50	Grnd Pow/Spt Eqp Rpmn	FM Sq	2	3	4	2	3	4	2	3	4
47270	Grnd Pow/Spt Eqp Tech	FM Sq	1	1	2				1	1	2
ENGINE CHANGE											
43250	Jet Engine Mech	FM Sq	3	3	3	3	3	3	5	5	5
43270	Jet Engine Tech	FM Sq	1	1	1	1	1	1	2	2	2

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MEDIUM STAGING TEAMS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
ARMAMENT & ELECTRONICS											
ARMAMENT SYSTEMS											
03234	Armament Sys Off	A&ESq	1	2	2				1	2	2
ELECTRONICS											
03054	Air Electronics Off	A&ESq	1	1	1				1	1	1
RADIO											
30130	Aprn AC Rad Nav Eqp Rpmn	A&ESq			1	1	2	4	1	3	5
30150	AC Rad Nav Eqp Rpmn	A&ESq	4	5	9	3	4	5	4	7	10
30170	AC Rad Maint Tech	A&ESq	1	2	2	1	2	3	2	2	3
RADAR											
30131A	Aprn AC El Eqp Rpmn	A&ESq		1	2					1	2
30151A	AC El Nav Eqp Rpmn	A&ESq	4	5	6	1	1	1	4	5	6
30170	AC Radar Maint Tech	A&ESq		1	2					1	2
30171	AC El Nav Eqp Maint Tech	A&ESq			1						1
BOMB NAV SYSTEM											
32130E	Aprn B/N K Ser Sys Mech	A&ESq	1	2	3				1	2	3
32150	Bm Nav K Ser Mech	A&ESq	13	22	33				13	22	33
32170E	Bm Nav K Ser Tech	A&ESq	1	6	9				1	6	9
GUNNERY											
32350	TS Only B-45 B-47 Mech	A&ESq	6	12	18	1	1	1	6	12	18
32370	TS Only B-45 B-47 Tech	A&ESq	1	1	1				1	1	1

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MEDIUM STAGING TEAMS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
CAMERA REPAIR											
40230	Aprn Photo Rpmn	A&ESq	1	1	2				1	1	2
40250	Photo Rpmn	A&ESq	12	26	38				12	26	38
40270	Photo Repair Tech	A&ESq	2	3	5				2	3	5
WEAPONS MAINT											
46230	Aprn Weapons Mech	A&ESq			1						1
46250	Weapons Mech	A&ESq	3	5	6	1	2	3	3	5	6
46270	Weapons Maint Supv	A&ESq	1	1	1	1	1	1	1	1	1
SUPPLY											
64173	Orgn Supply Supv	A&ESq		1	1					1	1
64151	Orgn Supply Specl	A&ESq	1	1	1				1	1	1
ECM REPAIR											
30153	AC ECM Jammg Eqp Rpmn	A&ESq	1	2	4				1	2	4
30173	AC ECM Maint Tech	A&ESq	1	1	1				1	1	1
AUTO PILOT											
42350	AC Elec Rpmn	A&ESq	2	3	6				2	3	6
42370	AC Elec Repair Tech	A&ESq		1	1					1	1
RADIOLOGICAL											
03254	Ammunition Officer	Wg Hq	1	1	1				1	1	1
46170	Munitions Supv	Wg Hq	1	1	1				1	1	1

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MEDIUM STAGING TEAMS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
SUPPLY (Flyaway Kit)											
06424	Supply Officer	825 SupSq	1	1	1	1	1	1	1	1	1
64150	WHSE Specl	825 SupSq	1	1	1	1	1	2	1	1	2
64152	Supply Records	825 SupSq	1	2	2	1	2	2	1	2	2
64175	Stock Control Tech	825 SupSq			1						1
	MAINTENANCE ELEMENT TOTAL		118	206	304	72	116	169	131	225	329
MEDICAL ELEMENT											
09316	General Surgeon	Tac Hosp					1	1		1	1
09356	Flight Surgeon	Tac Hosp	1	1	1	1	1	1	1	1	1
90150	Sr Aero Med Specl	Tac Hosp	1	1	1	1	2	2	1	2	2
90250	Med Serv Specl	Tac Hosp	1	1	1	1	2	2	1	2	2
90650	Med Admin Specl	Tac Hosp	1	1	1	1	1	1	1	1	1
90670	Med Admin Supv	Tac Hosp					1	1		1	1
	MEDICAL ELEMENT TOTAL		4	4	4	4	8	8	4	8	8
SERVICE ELEMENT											
07724	Air Police Officer	825 AP Sq	1	1	1	1	1	1	1	1	1
46150	Munitions Specl	825 AP Sq	2	4	6				2	4	6

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MEDIUM STAGING TRANS - RB-47
PERSONNEL

AFSC	TITLE	ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
SERVICE ELEMENT	(CONT'D)										
64330/50/70	Pet Sup Specl	325 SupSq	4	7	10	4	7	10	4	7	10
46171	Munitions Disp Tech	325 SupSq				1	1	1	1	1	1
60330/50	Vehicle Operator	325 MV Sq	4	7	10	3	5	10	4	7	10
60350/70	Mtr Trans Supv	325 MV Sq	1	1	1	1	1	1	1	1	1
62150	Baker	325 FSvSq		1	1		1	1	1	1	1
62230	Aprn Cook	325 FSvSq									2
62250	Cook	325 FSvSq	4	6	6	3	5	6	6	8	8
57150	Firefighter	325 InstSq	2	2	2	2	2	2	2	2	2
77010/130/150	Apr/HLPR/Air Policeman	325 AP Sq	16	31	46	16	31	46	16	31	46
77010/130/150	Apr/HLPR/Air Policeman	325 AP Sq	16	31	46	16	31	46	16	31	46
77170	Air Police Supv	325 AP Sq	2	2	2	2	2	2	2	2	2
	SERVICE ELEMENT TOTAL		52	93	131	49	87	126	56	96	138

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PART II - DEPLOYMENT OF PERSONNEL

SECTION C

PHASED DEPLOYMENT PERSONNEL TABLES

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PHASED DEPLOYMENT PERSONNEL TABLES

1. GENERAL:

a. This section of the plan specifically designates the phase of deployment for each individual authorized the Wing plus the support personnel of the Air Base Group. These listings are based upon current authorized Table of Organizations (T/O's).

2. RECAPITULATION:

a. The recapitulation preceding the phasing tables is broken down for easy reference when detail is not required.

(1) The first column "Organization Element" lists the squadrons of the Wing plus the Air Base Group support squadrons. The figures shown in this column in parenthesis are the total personnel in the Air Echelon of each squadron.

(2) The second column "Air Echelon" is divided into three columns listing the amount fo individuals deployed in each phase by squadron. These people are phased by priority as to their requirement in the launching of the first strike.

(3) The third column "Surface Echelon" moves only when specifically directed. These personnel will move by surface or air transport. Listed in this column are the remainder of each squadron's T/O strength, with the exception of the Air Base Group support squadrons. The figures listed for these squadrons are an equitable share of the T/O strengths after consideration of requirements both wings and the Air Refueling squadron. Column "B" lists personnel indentical to those included in the forward base complement and are included in the T/O strengths of the squadrons as listed in columns 2 and 3 (1st phase, 2nd phase, 3rd phase and 4th phase "A" and "B"). These individuals will remain in place, if the forward base is not manned or only partially manned all or part of the personnel in column B must be deployed with the First Phase. These personnel, if required, will be taken from each squadrons resources (T/O Strength).

(4) The remaining information included in the "Recapitulation" table is self explanatory.

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3. PERSONNEL TABLES:

a. The structure and explanation of the tables in this section are identical to the "Recapitulation" table as per paragraph 2 above. These tables however are broken down to sections within each squadron listing the authorized AFSC's and can be used for more detailed planning.

b. In addition to the foregoing information these tables reflect the total personnel deployed in each phase at the head of each column at the start of each table.

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RECAPITULATION

NUMBER OF PERSONNEL BY PHASE

(45 RE-47)

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)		AIR ECHELON			SURFACE ECHELON	
		First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Wing Headquarters	(128)	32	49	47	17	4
AWS Detachment	(1)	1	0	0	0	0
Reconnaissance Squadron	(3x170)	(3x112) 336	(3x22) 66	(3x36) 108	(3x7) 21	0
Periodic Maint Squadron	(73)	0	2	71	0	0
Arm-Electronics Squadron	(331)	187	71	73	0	5
Field Maint Squadron	(288)	125	83	80	3	21
Tactical Hospital	(34)	16	18	0	79	4
Air Base Group Hq	(28)	1	10	17	68	25
Supply Squadron	(87)	37	27	23	45	107
Motor Vehicle Squadron	(51)	22	11	18	8	35
Operations Squadron	(39)	4	12	23	9	39
Installations Squadron	(22)	4	7	11	92	54
Food Service Squadron	(65)	36	15	14	30	15
Air Police Squadron	(112)	108	4	0	7	107
TOTALS	(1769)	909	375c&d	485e	379	416b
NORMALLY DEPLOYED IN RECONNAISSANCE AIRCRAFT	(180)	180a	0	0	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT	(1589)	729	375	485	0	0

See reverse side for notes a through d.

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PHASED DEPLOYMENT OF PERSONNEL

Notes:

a. Based on the following utilization of unit aircraft:

45 RB-47 - Three (3) crew members and one (1) crew chief (total 180 personnel).

b. The 414 persons in Column B do not deploy when forward base complement is in place.

c. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by 32 persons. Ten (10) in second phase, 22 in third Phase, records administration personnel will not deploy.

d. When this recapitulation is used in conjunction with rotational TDY's reduce by 18 persons. The 36 bed Tactical Support Hospital is not deployed on rotational TDY's except when specifically directed in the governing SAC Operations Order.

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
WING HEADQUARTERS, (149) TO 1-1048 P(S) 1 Jan 54 Part II	(32)	(49)	(47)	(17)	(4)
COMMAND (3)	(2)	(0)	(1)	(0)	(0)
00002 Commander	1				
00066C Deputy Commander			1		
70252 Stenographic Specl	1				
UNIT COMMAND (2)	(0)	(1)	(1)	(0)	(0)
07024 Commander		1			
73170 First Sergeant			1		
UNIT ADMIN (5)	(0)	(2)	(2)	(1)	(0)
07324 Adjutant			1		
70230 Apprentice Clerk		1			
73250 Classification Specl			1		
73251 Personnel Specl		1		1	
UNIT SUPPLY (2)	(0)	(1)	(1)	(0)	(0)
64131 Apr Orgn Supply Spec			1		
64151 Orgn Supply Specl		1			
PERSONNEL (8)	(0)	(3)	(4)	(1)	(0)
00016C Dir of Personnel Wg			1		
73000 Personnel Supvr			1		
70230 Apprentice Clerk			1		
70250 Clerk		1			
73251 Personnel Specialist		1	1		
73270 Personnel Technician		1		1	
COMPTROLLER (6)	(0)	(0)	(5)	(1)	(0)
00056C Comptroller Wg			1		
06746 Management Analysis Off			1		
70250 Clerk			1		
67270 Accounting Tech			1		
73370 Manpower Manage Tech			1	1	
OPERATIONS (4)	(2)	(1)	(0)	(1)	(0)
00036C Dir of Operations Wg	1				
01416 Deputy Director	1				
70230 Apprentice Clerk				1	
70270 Administrative Supv		1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
OPERATIONS AND TNG (31)	(11)	(10)	(7)	(3)	(0)
01416 Operations Staff Off	1	2			
01525B Acft Obsr Nav Bmdr	2	1			
01435 Air Operations Off	1	1			
01444 Flying Safety Off			1		
02044 Intel Photo Rdr Off			1		
02334 Still Photo Off		1			
03024 Electrn Cntrmeasures	1				
03244 Gunnery Officer		1			
03254 Ammunition Officer	1				
04324 A/C Performance Engr		1			
20670 Photo Interpret Tech			1		
22350 Draftsman			1	1	
46170 Munitions Supv	1				
27170 Air Transp Supv	2	2			
70230 Apprentice Clerk				2	
70250 Clerk	2	1	2		
70270 Administrative Supv			1		
INTELLIGENCE (14)	(11)	(3)	(0)	(0)	(0)
02016 Intelligence Staff Off	1				
02044 Intel Photo Rdr Off	2				
02054 Intelligence Off	3				
20450 Intelligence Ops Sp	1				
20650 Photo Interpret Sp		1			
20470 Intel Operations Tech	2				
20670 Photo Interpret Tech		1			
22350 Draftsman		1			
70230 Apprentice Clerk	1				
70250 Clerk	1				
MATERIEL (2)	(0)	(1)	(1)	(0)	(0)
00046C Dir of Materiel Wg		1			
70250 Clerk			1		
LOGISTICS (4)	(0)	(1)	(3)	(0)	(0)
06416 Supply Staff Off			1		
43171E Acft Maint Tech			1		
64175 Stock Control Tech		1			
70250 Clerk			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
SUPPLY (5)	(1)	(2)	(1)	(1)	(0)
06424 Supply Officer	1				
64151 Orgn Supply Specl		1		1	
64173 Orgn Supply Supv		1			
70250 Clerk			1		
MAINTENANCE (2)	(1)	(0)	(1)	(0)	(0)
04316 Acft Maint Staff Off	1				
70270 Administrative Supv			1		
MAINT CONTROL (26)	(1)	(11)	(6)	(4)	(4)
04344 Acft Maint Officer	1				1
04355 Production Cont Off		1	1		
06424 Supply Off		1			
30170 Acft Rad Maint Tech		1			
30171 Acft El Nav/Eq Maint Tech			1		
32170E K Series Sys Tech			1		
32370C Gunlaying Sys Tech				1	
43171E Acft Maint Tech		2		2	1
64151 Orgn Supply Spec			1		
64175 Stock Control Tech					1
70250 Clerk		3	1	1	1
45170 Prod Scheduling Tech		1			
68150 Statistical Specl		2			
73370 Management Tech			1		
QUALITY CONTROL (22)	(0)	(12)	(9)	(1)	(0)
04334 Flt Test Maint Off		1	1		
30171 Acft El Nav/EQ Maint Tech		1			
32170E E Series Sys Tech		1			
32370C Gunlaying Sys Tech		1	1		
43171E Acft Maint Tech		7	4	1	
70230 Apprentice Clerk			1		
70250 Clerk		1	1		
40270 Photo Repair Tech			1		
COMMUNICATIONS (3)	(0)	(1)	(2)	(0)	(0)
03016 Comm Elect Staff Off		1			
29373 Rad ECM Ops Tech			1		
70250 Clerk			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
ADJUTANT (8)	(3)	(0)	(3)	(2)	(0)
07024 Adjutant	1				
70230 Apprentice Clerk			1	1	
70250 Clerk	2		1	1	
70270 Administrative Supv			1		
INSPECTION (2)	(0)	(0)	(0)	(2)	(0)
00360 Wing Inspector				1	
70270 Admin Supv				1	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON Fourth Phase	
		I	II	III	A	B
RECONNAISSANCE SQUADRON (3X177) TO 1-1479 F-S 1 July 54 Part II, III		(112)	22)	(34)	(7)	(0)
COMMAND	(2)	(1)	(0)	(1)	(0)	(0)
C066A Commander		1				
73170 First Sergeant				1		
UNIT ADMINISTRATION	(4)	(0)	(2)	(2)	(2)	(0)
07324 Adjutant			1			
70230 Apprentice Clerk				1		
73230 Aprn Classification Sp					1	
73250 Classification Specl					1	
73251 Personnel Specl			1	1		
UNIT SUPPLY	(6)	(1)	(1)	(3)	(1)	(0)
06424 Supply Officer				1		
64131 Aprn Orgn Supply Spec			1			
64151 Orgn Supply Spec		1			1	
70230 Aprn Clerk				1		
64173 Orgn Supply Supv				1		
INTELLIGENCE	(3)	(3)	(0)	(0)	(0)	(0)
02054 Intelligence Officer		1				
20450 Intel Ops Specl		1				
20470 Intel Ops Tech		1				
ACFT MAINT	(82)	(64)	(0)	(17)	(4)	(0)
04324 Acft Maint Off		1				
43131E Aprn Acft Mech					4	
43151E Aircraft Mech		37		13		
43171E A/C Maint Supv		19		3		
60350 Vehicle Operator		2				
64131 Aprn Orgn Sup Specl				1		
64151 Orgn Supply Specl		1				
70250 Clerk		1				
OPS AND TRAINING	(12)	(1)	(7)	(4)	(0)	(0)
01435 Air Operations Off		1	1			
01525F A/C Obsvr. Nav Bmdr			1	1		
02334 Still Photo Off			1			
03024 Elect Cntrmeasures Off			1			
69170 Air Transp Supv				1		
70230 Aprn Clerk			1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
OPS AND TRAINING (CONT)					
70250 Clerk		1			
92250 Surv Tr Pers F. Q. Specl		1	1		
92270 Sv Surv Tr Pers Eq Sup			1		
COMBAT CREWS (66)	(45)	(12)	(9)	(0)	(0)
01245 Pilot, ADB	30	8	6		
01525F A/C Obsvr Nav Pmdr	15	4	3		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
PERIODIC MAINTENANCE SQ (73) TO 1-7171 P-S 1 Jul 54 Part II,IIA	(0)	(2)	(71)		
COMMAND (2)	(0)	(0)	(2)	(0)	(0)
0026A Commander			1		
73170 First Sergeant			1		
UNIT ADMIN (5)	(0)	(0)	(5	(0)	(0)
07324 Adjutant			1		
70230 Aprn Clerk			1		
73250 Classification Specl			1		
73251 Personnel Specl			2		
UNIT SUPPLY (7)	(0)	(0)	(7)	(0)	(0)
06424 Supply Officer			1		
64131 Aprn Org Sup Specl			1		
64151 Orgn Supply Specl			3		
64173 Orgn Supply Supv			1		
70250 Clerk			1		
MAINTENANCE SUPV (5)	(0)	(0)	(5)		
04344 Acft Maint Off			1		
43171E Acft Maint Tech			1		
60350 Vehicle Operator			1		
70250 Clerk			2		
SUPPLY AND TOOL CRIB (3)	(0)	(1)	(2)	(0)	(0)
64151 Orgn Supply Specl		1	2		
PERIODIC INSP DOCK (39)	(0)	(1)	(38)	(0)	(0)
43131E Aprn Acft Mech			6		
43151E Acft Mechanic			27		
43171E Acft Maint Tech		1	5		
PRE POST DOCK (12)	(0)	(0)	(12)	(0)	(0)
43131E Aprn Acft Mech			5		
43151E Acft Mechanic			5		
43171E Acft Maint Tech			2		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
ARMAMENT & ELECTRONICS SQ (336)	(18?)	(73)	(73)	(0)	(5)
TO 1-7475 P-C 1 Jul 54 Part II, IIA					
COMMAND (2)	(0)	(1)	(1)	(0)	(0)
3216 Commander		1			
73270 First Sergeant			1		
UNIT ADMINISTRATION (6)	(0)	(2)	(4)	(0)	(0)
07324 Adjutant		1			
70250 Clerk			1		
73231 Aprn Pers Specl			1		
73250 Classification Specl			1		
73251 Personnel Specl		1	1		
UNIT SUPPLY (14)	(2	(6)	(6)	(0)	(0)
06424 Supply Officer			1		
64131 Aprn Org Sup Specl		2	1		
64151 Org Supply Specl	1	2	1		
64152 Supply Records Specl		2	1		
64173 Org Supply Supv	1		1		
70250 Clerk			1		
MAINT DISPATCH (2	(0)	(2)	(0)	(0)	(0)
70230 Aprn Clerk		1			
70250 Clerk		1			
AUTO PILOT MAINT (12)	(8)	(2)	(2)	(0)	(0)
42330 Aprn Inst Reprmn			2		
42350 Acft Elec Reprman	6	1			
42370 Acft Elec Repr Tech	2	1			
MAINT SUPV (10)	(3)	(3)	(4)	(0)	(0)
03052 Air Electronics Off	1				
03216 Armament Staff Off			1		
03234 Armament Sys Off	2				
32000 Armament Sys Supt		1			
32170E Bomb Nav K Ser Sys Tech		1			
70230 Aprn Clerk			1		
70250 Clerk		1	1		
70270 Administrative Supv			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
GUN SYS MAINT (60)	(20)	(19)	(20)	(0)	(1)
03234 Armament Sys Officer		1			
32330C Aprn TS B-47 Mech			6		
32350C TS Only B-45 B-47 Mech	19	14	11	0	1
32370C TS Only B-45 B-47 Tech	1	4	3		
WPNS AND SMALL ARMS MAINT (10)	(8)	(0)	(1)	(0)	(1)
46230 Arms Weapons Mech	1		1		
46250 Weapons Mech	6				1
46270 Weapons Maint Supv	1				
BM NAV SYS MAINT (94)	(56)	(21)	(16)	(0)	(1)
03234 Armament Sys Off	1				
32130E Aprn B/N K Ser Sys Mech	3		6		
32150B Bm Nav K Ser SO Mech	2	2	1		
32150C Bm Nav K Ser RI Mech	2	2	1		
32150D Bm Nav K Ser GMP Mech	1	2	1		
32150E Bm Nav K Ser C Sys Mech	33	3	3		
32170E Bm Nav K Ser Sys Tech	14	12	4		1
ELECTRONIC COUNTER MAINT (12)	(5)	(4)	(3)	(0)	(0)
30153B Acft ECM Jamng Eq Repm	4	3	2		
30173 Acft ECM Maint Tech	1	1	1		
COMM AND NAV MAINT (12)	(12)	(0)	(0)	(0)	(0)
30131A Aprn Acft El Equip Repm	2				
30151A Acft El Nav Eqp Repm	7				
30170 Acft Rad Maint Tech	2				
30171 Acft El Nav Eqp Maint Tech	1				
ANALYSIS (6)	(0)	(4)	(2)	(0)	(0)
03234 Armament Sys Off			1		
30170 Acft Rad Maint Tech		1			
32170E Bm Nav K Ser Sys Tech		1			
32370C TS Only B-45 B-47 Tech		1			
40270 Photo Repair Tech		1			
70250 Clerk			1		
ABN RADIO MAINT (29)	(24)	(2)	(1)	(0)	(2)
30130 Aprn Acft Rad Eq Gen Repr	5	2	1		
30150 Acft Rad Nav Eq Rpmn	14				2
30170 Acft Rad Maint Tech	5				

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
PHOTO MAINT (67)	(49)	(5	(13)	(0)	(0)
02334 Still Photo Off					
40230 Aprn Photo Rpmn	2		4		
40250 Photo Repairman	38		6		
40270 Photo Repair Tech	5	3	2		
46230 Aprn Wpns Mech		1	1		
46250 Weapons Mech	3				
46270 Weapons Supv	1				

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PHASED DEPLOYMENT OF PERSONNEL
FOUR STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
FIELD MAINTENANCE SQ (312)		(125)	(83)	(80)	(3)	(21)
TO 1-7169 P-S Jul 54 Part II, IIA						
COMMAND	(2)	(0)	(1)	(1)	(0)	(0)
04316	Commander		1			
73270	First Sergeant			1		
UNIT ADMIN	(7)	(0)	(2)	(5)	(0)	(0)
07324	Adjutant		1			
70230	App Clerk			1		
73231	App Personnel Specl			1		
73250	Classification Specl			1		
73251	Personnel Specl		1	1		
73270	Personnel Tech			1		
UNIT SUPPLY	(9)	(0)	(4)	(4)	(1)	(0)
06424	Supply Officer			1		
64231	App Orgn Supply Specl		1	1		
64251	Orgn Supply Specl		2	1	1	
64273	Orgn Supply Supv			1		
70250	Clerk		1			
MAINT SUPV	(8)	(1)	(3)	(3)	(0)	(1)
04344	Acft Maint Officer	1				
22350	Draftsman		1			
43171E	A/C Maint Jet Overhaul Tech					1
70230	App Clerk			1		
70250	Clerk		1			
45130	Prod Sedg Specl		1	1		
45170	Prod Sedg Tech			1		
PROPULSION BRANCH	(6)	(0)	(4)	(2)	(0)	(0)
43200	Acft Engine Supt		1			
43270	Jet Engine Tech			1		
60330	App Vehicle Operator		1			
60350	Vehicle Operator		1			
64251	Orgn Supply Specl		1			
70250	Clerk			1		
FABRICATION BRANCH	(1)	(1)	(0)	(0)	(0)	(0)
08026	Aero-Structural Engr	1				

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
AERO REPAIR BRANCH (3)	(0)	(1)	(2)	(0)	(0)
04344 Acft Maint Officer			1		
43171E A/C Maint Jet Overhaul Tech		1			
70250 Clerk			1		
MATERIEL CONTROL (6)	(0)	(2)	(3)	(1)	(0)
64151 Orgn Supply Spec		1	2	1	
70250 Clerk		1			
45171 Materiels Est Tech			1		
JET ENGINE SHOP (61)	(48)	(0)	(13)	(0)	(0)
43230 App Jet Engine Mech	10		1		
43250 Jet Engine Mech	30		12		
43270 Jet Engine Tech	6		1		
ACFT PAINT SHOP (3)	(0)	(1)	(1)	(0)	(1)
55231 App Painter			1		
55251 Painter		1			1
ACFT MACHINE SHOP (6)	(0)	(1)	(4)	(0)	(1)
53130 App Machinist		1	1		
53150 Machinist					1
53170 Machine Shop Tech			3		
ACFT WHL TIRE ELCTP (3)	(0)	(3)	(0)	(0)	(0)
43131E App A/C Jet Overhaul Mech		1			
43151E A/C Jet Overhaul Eng Mech		2			
A/C FUEL SYS REPAIR SHOP (8)	(0)	(4)	(4)	(0)	(0)
43131E App A/C Jet Overhaul Mech		1	2		
43151E A/C Jet Overhaul Eng Mech		2	2		
43171E A/C Maint Jet OverhaulTech		1			
ACFT REF RCLM SHOP (10)	(0)	(5)	(3)	(0)	(2)
43131E App A/C Jet Overhaul Mech					1
43151E A/C Jet Overhaul Eng Mech		3	2		1
43171E A/C Maint Jet OverhaulTech		1			
60350 Vehicle Operator		1	1		
ACFT STRU REP SHOP (37)	(19)	(10)	(7)	(0)	(1)
53130 App Airframe Rpmn	3	3	3		
53150 Airframe Rpmn	16	4	3		
53170 Airframe Rpmn Tech		3	1		1

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PHASED DEPLOYMENT OF PERSONNEL
TOTH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
ACFT WELDING SHOP (5)	(0)	(3)	(0)	(0)	(2)
53230 App Metal Process Spec1		1			1
53250 Metals Process Spec1		1			1
53270 Metals Process Tech		1			
ACFT ELEC SYS MAINT (39)	(17)	(12)	(9)	(0)	(1)
42330 App A/C Elec Rpmn	1	1	-		
42350 Acft Elect Rpmn	14	10	8		1
42370 A/C Elec Rpmn Tech	2	1			
A/C HYD PNEU & UT (16)	(13)	(1)	(1)	(0)	(1)
42132 App Acft Hyd Rpmn	2				
42152 A/C Hyd Rpmn	8				1
42172 A/C Hyd Tech	3				
42251 Nec Acc/Eqq Rpmn		1	1		
ACFT INSTR MAINT (23)	(8)	(8)	(6)	(0)	(1)
42230 App Inst Rpmn		2	2		
42250 Instrument Rpmn	8	5	4		1
42270 Inst Rpmn Tech		1			
ACFT PROP MAINT (2)	(0)	(0)	(0)	(1)	(1)
42151 Acft Prop Rpmn				1	1
SUR EQ PAR DRO CHT (26)	(10)	(9)	(5)	(0)	(2)
58130 App Para Rigger	5		1		
58131 App Fab/Leather Wkr		1			
58150 Para Rigger	5	1			1
58151 Fab/Leather Wkr		4	2		1
58170 Para Fab Supv		2	2		
58250 Rubber Prod Rpmn		1			
ACFT WDWKG SHOP (2)	(0)	(0)	(1)	(0)	(1)
55230 App Woodworker			1		
55250 Woodworker					1
GROUND PWD EQUIP (27)	(10)	(8)	(4)	(0)	(5)
47230 App Ground Pow/Spt Eq Rpmn	2				1
47250 Ground Pow/Spt Eqp Rpmn	6	1	1		4
47270 Ground Pow/Spt Eqp Tech	2	1	2		
60330 App Vehicle Operator		1			
60350 Vehicle Operator		2	1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
GROUND PWD EQUIP (CONT)					
60351 Vehicle Dispatcher		1			
64151 Orgn Supply Specl		1			
70250 Clerk		1			
OFF MACH & EQP MAINT (2)	(0)	(1)	(0)	(0)	(1)
40130 App Office Mach Rpmn					1
40150 Office Machine Rpmn		1			

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PHASED DEPLOYMENT OF PERSONNEL
[illegible] STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
TACTICAL HOSPITAL UMD 9022 1 June 1955	(117)	(16)	(18)	(0)	(79)	(4)
TAC SQUADRON ELEMENT	2 x 3	(12)	(0)	(0)	(0)	(0)
9356 Med Off Avia Med		3				
90150 Aero Med Specl		3				
90250 Med Serv Specl		3				
90650 Med Admin Specl		1				
TAC GROUP HQ	(4)	(4)	(0)	(0)	(0)	(0)
9916 Commander		1				
90150 Aero Med Specl		1				
90250 Med Serv Specl		1				
90650 Med Admin Supv		1				
MAINTENANCE DISPENSARY	(18)	(0)	(18)	(0)	(0)	(0)
9043 Med Serv Admin Off			1			
9416 General Surgeon			1			
9826 General Dental Off			1			
40152 Med Exp Rptr			1			
62230 Spr Cook			1			
62250 Cook			2			
70250 Clerk			1			
90250 Med Serv Specl			2			
90750 Radiology Specl			1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RE-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
AIRBORNE DISPENSARY (CONT)					
90450 Med Lab Specl		1			
90550 Pharmacy Specl		1			
90670 Med Admin Supv		2			
90750 Preventive Med Specl		1			
98150 Dental Specl		1			
98250 Dental Lab Specl		1			
100 BED HOSPITAL (83)	(0)	(0)	(0)	(79)	(4)
9025 Med Serv Admin Off				1	
9034 Med Supply Specl				1	
9124 SN/Industl Engr				1	
9356 Med Off Avia Med				1	
9386 Internist					1
9446 Otolaryngologist				1	
9716 Nurse Admin				1	
9734 Nurse Opr Room				1	
9744 Nurse Anesthetist				1	
9751 Nurse General				7	
9826 General Dental Off				2	
9926 Veterinary Off Gen				1	
60310 Surface Transpt Mgr				2	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RP-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
100 BED HOSPITAL (CONT)					
60330 Apr Vehicle Opr				2	
60350 Vehicle Operator				1	
62010 Food Serv Attn				1	
62150 Baker				1	
62230 Apr Cook				2	
62250 Cook				8	
62270 Food Serv Supv				1	
64151 Org Supply Specl				1	
73251 Personnel Specl				1	
90010 Medical Helper				6	
90230 Apr Med Serv				10	
90250 Med Serv Specl				6	2
90270 Med Serv Tech				1	
90330 Apr Radiology Specl				1	
90350 Radiology Specl				1	
90450 Med Lab Specl				3	
90630 Apr Med Admin Specl				4	
90631 Apr Med Materiel Specl				1	
90650 Med Admin Specl				3	
90651 Med Materiel Specl				1	
90850 Veterinary Specl				1	
98130 Apr Dental Specl				1	
98150 Dental Specl				2	1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
HEADQUARTERS AIR BASE GROUP (121) T/O 1-8033 PS Part II 1 Jan 55	(1)	(10)	(17)	(68)	(25)
COMMAND (1)	(0)	(0)	(0)	(1)	(0)
7016 Deputy Commander				1	
UNIT COMMAND (1)	(0)	(0)	(0)	(0)	(1)
0026A Commander					1
UNIT ADMIN (5)	(0)	(0)	(0)	(2)	(3)
70230 App Clerk				1	1
73170 First Sergeant					1
73250 Class Specl				1	
73251 Pers Specl					1
UNIT SUPPLY (2)	(0)	(0)	(0)	(1)	(1)
64151 Org Sup Specl				1	1
PERSONNEL (2)	(0)	(0)	(0)	(2)	(0)
7316 Pers Staff Off				1	
73270 Pers Tech				1	
CHAPLAIN (3)	(0)	(0)	(2)	(1)	(0)
7924 Chaplain			1		
70330 App Chapl Ser Specl				1	
70350 Chapl Serv Specl			1		
GROUND SAFETY (1)	(0)	(0)	(0)	(1)	(0)
73430 Gnd Safety Specl				1	

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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
MIL PERSONNEL (12)	(0)	(0)	(4)	(3)	(4)
7324 Pers Off			1		
75000 Class Analyst				1	
70250 Clerk			1	1	
73250 Class Specl			1		1
73251 Pers Specl				1	1
73270 Pers Tech			1		1
PERSONAL SERVICES (7)	(0)	(0)	(2)	(5)	(0)
7344 Pers Ser Off			1	1	
70010 Admin Hlpr				1	
72150 Inform Specl				1	
73253 Per Specl			1	1	
74130 App Pry Good Specl				1	
COMPTROLLER (2)	(0)	(0)	(0)	(2)	(0)
0056P Comptroller				1	
70270 Admin Supv				1	
ANALYSIS (1)	(0)	(0)	(0)	(1)	(0)
73370 Manpwr Mgmt Tech				1	
FINANCE (11)	(0)	(3)	(3)	(2)	(3)
6774 Disb Off				1	
67150 Finance Specl		2	2		2
67270 Finance Supv		1		1	1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
STAT SERV	(8)	(0)	(2)	(2)	(3)	(1)
6834 Stat Serv Off			1			
22350 Draftsman				1	1	
68150 Stat Specl			1	1	1	
68170 Stat Ser Supv					1	1
MATERIEL	(5)	(0)	(0)	(0)	(3)	(2)
6416 Sup Staff Off					1	1
64151 Org Sup Specl					1	
64173 Org Sup Supv					1	1
ADJUTANT	(12)	(0)	(2)	(2)	(4)	(4)
7016 Adjutant					1	
7024 Asst Adjutant						1
70200 Asst Adjutant					1	
70010 Admin Hlpr					1	
70230 App Clerk				1	1	
70250 Clerk			1	1		2
70270 Admin Supv			1			1
JUDGE ADVOCATE	(5)	(1)	(0)	(1)	(3)	(0)
7824 Legal Off				1	1	
70230 App Clerk					1	
70252 Steno Specl		1				
70273 Legal Tech					1	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
INFO SERV (3)	(0)	(0)	(0)	(3)	(0)
7224 Info Serv Off				1	
72150 Info Specl				1	
72171 Hist Tech				1	
PASE TR ACFT MAINT (28)	(0)	(0)	(0)	(26)	(2)
4344 Acft Maint Off				1	
29352 A/B Radio Opr				2	
30150B A/C Rad Eq Rpmn				1	
43131A App A/C Mech				6	
43151A A/C Mech				9	1
43152W Acft Flt Mech				2	1
43171A A/C Maint Tech				1	
47250 Gnd Pow Eq Rpmn				2	
64151 Org Sup Specl				1	
70250 Clerk				1	
ACFT OPERATIONS (13)	(0)	(3)	(1)	(5)	(4)
1416/1435 Staff/Air Ops Off		2		1	1
27150 Air Psgr Ops Specl					2
27170 Air Trans Supv					1
70230 App Clerk				2	
70250 Clerk			1	1	
92230 App Sur Tr Per Eq Sp		1			
92250 Surv Tr Per Eq Spec				1	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
SUPPLY SQUADRON UMD 8160 1 Sept 55	(239)	(37)	(27)	(23)	(45	(107)
UNIT ADMIN	(5)	(0)	(0)	(2)	(3)	(0)
7324 Adjutant					1	
70250 Clerk				1		
73250 Class Specl				1		
73251 Pers Specl					1	
73270 Pers Tech					1	
UNIT SUPPLY	(2)	(0)	(0)	(0)	(2)	(0)
64131 App Org Sup Specl					1	
64173 Org Sup Supv					1	
FLYAWAY KITS	(9)	(9)	(0)	(0)	(0)	(0)
*6422 Sup Off		1				
64150 Whse Specl		3				
64152 Sup Rec Specl		4				
64175 Stk Control Tech		1				
MANAGE & PROCEDURES	(6)	(0)	(1)	(0)	(0)	(5)
6424 Sup Off						1
64152 Sup Rec Specl			1			1
64175 Stk Control Tech						1
70230 App Clerk						1
70250 Clerk						1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
INVENTORY INSPECTION	(16)	(0)	(2)	(1)	(6)	(7)
43171E A/C Maint Tech					1	
64150 Whse Specl			1	1	1	1
64152 Sup Rec Specl			1		1	2
64172 Sup Insp Tech					1	3
70230 App Clerk					2	
70250 Clerk						1
AF SERVICE STORE	(12)	(0)	(3)	(2)	(4)	(3)
64010 Sup Hlpr					1	
64130 App Whse Specl				1		
64132 App Sup Rec Specl					1	
64150 Whse Specl				1		
64152 Sup Rec Specl			2			
64171 Whse Supv					1	1
64174 Sup Rec Supv			1			1
64175 Stk Control Tech						1
70250 Clerk					1	
SERVICE UNIT	(60)	(0)	(4)	(6)	(4)	(46)
6424 Sup Off						1
43171E A/C Maint Tech					1	
64010 Sup Hlpr				1		
64130 App Whse Specl			1	1		10

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
SERVICE UNIT (CONT)					
64132 App Sup Rec Specl		1			10
64150 Whse Specl		1	1		13
64152 Sup Rec Specl		1	1	1	7
64171 Whse Supv				1	2
64174 Sup Rec Supv			1	1	1
64175 Stk Control Tech					1
70230 App Clerk			1		
70250 Clerk					1
GENERAL SERVICE UNIT (16)	(0)	(4)	(3)	(4)	(5)
64100 Sup Supt			1		
64010 Sup Hlpr			1	1	
64130 App Whse Specl		1			
64132 App Sup Rec Specl				1	
64150 Whse Specl			1		1
64152 Sup Rec Specl					1
64171 Whse Supv					1
64174 Sup Rec Supv				2	2
64175 Stk Control Tech		1			
70230 App Clerk		1			
70250 Clerk		1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
MATERIEL FACILILIES	(11)	(0)	(2)	(2)	(3)	(4)
55131 App Const Eq Opr			1	1		
55151 Cont Eq Opr			1			
55230 App Woodworker					1	
55250 Woodworker				1		1
60330 App Veh Opr					1	3
64171 Whse Supv					1	
MUNITION BRANCH	(1)	(0)	(0)	(0)	(1)	(0)
3216 Arm Staff Off					1	
ISSUE & RECEIPT	(2)	(0)	(1)	(0)	(1)	(0)
64150 Whse Specl					1	
64152 Sup Rec Specl			1			
LOADING & HANDLING	(42)	(7)	(9)	(7)	(0)	(19)
3254 Mun Off						1
46130 App Mun Specl			6	6		3
46150 Mun Specl		6	2			12
46170 Mun Supv		1	1	1		3
SALVAGE & DISPOSAL	(3)	(0)	(0)	(0)	(2)	(1)
64130 App Whse Specl						1
64150 Whse Specl					1	
64151 Org Sup Specl					1	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
42 RS-4

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
CLOTHING SALE STORE (3)	(0)	(0)	(0)	(3)	(0)
64150 Whse Specl				1	
64152 Sup Rec Specl				1	
64172 Sup Insp Tech				1	
PETROLEUM (34)	(17)	(1)	(0)	(0)	(16)
06454 Petroleum Supply Off					1
64152 Supply Records Specl		1			
64330 Apr Petrol Sup Specl	4				4
64350 Petrol Supply Specl	11				10
64370 Petrl Supply Supv	2				1
LIQUID OXYGEN (6)	(0)	(0)	(0)	(6)	(0)
56230 Apr Gas Genr Pit Opr				2	
56250 Gas Genr Plant Opr				4	
WATER ALCOHOL (5)	(3)	(0)	(0)	(2)	(0)
64330 Apr Petrol Sup Specl	3			1	
64350 Petrl Supply Specl				1	
EXPLO ORD DSP (2)	(1)	(0)	(0)	(0)	(1)
46171 Mun Disposal Tec	1				1
SUBSISTENCE (4)	(0)	(0)	(0)	(4)	(0)
06434 Supply Services Off				1	
64150 Warehouse Specl				2	
64270 Sales Store Supv				1	

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 MP-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
MOTOR VEHICLE SQUADRON (94) UMD 1-8158 1 Sept 55	(22)	(11)	(18)	(8)	(35)
COMMAND (1)	(0)	(0)	(0)	(1)	(0)
6016 Commander				1	
UNIT ADMIN (4)	(0)	(0)	(1)	(3)	(0)
70230 App Clerk				1	
73250 Class Specl			1		
73251 Pers Specl				1	
73270 Pers Tech				1	
TRANSPORTATION SERVICE (2)	(0)	(0)	(0)	(1)	(1)
27170 Air Ops Supv				1	
70250 Clerk					1
MTZ GRO EQ MAINT (42)	(0)	(8)	(11)	(2)	(21)
47000 Mtz Eq Mnt Supt					1
47131 App Auto Mech		2	1		
47151 Auto Rpmn		2	1		10
47152 Specl Veh Rpmn		1	3		2
47170 Veh Maint Tech		1	1		1
47250 Gnd/Pow Eq Rpmn				1	2
53150 Machinist			1		
53250 Mtl Proc Specl					1
53270 Mtl Proc Tech			1		
53331 App Bdy Rpmn/Fin					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
MTZ GRD EQ MAINT (CONT)					
53351 Bdy Rpmn/Fin			2		1
58151 Fab Ltr Worker			1		
64131 App Crg Sup Spec		1			
64150 Whse Specl				1	1
70250 Clerk		1			1
MOTOR TRANSPORTATION (45)	(22)	(3)	(6)	(1)	(13)
6034 Surf Trans Off				1	
60330 App Vech Opr	10		4		
60331 App Vech Dispt			2		
60350 Vech Opr	12	1			11
60351 Vech Dispt		1			1
60370 Mtr Vech Supv					1
70250 Clerk		1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
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ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
OPERATIONS SQUADRON (85)	(4)	(12)	(23)	(9)	(39)
T/O 1-8157 PS 1 Jan 54 UNIT ADMIN (5)	(0)	(0)	(3)	(2)	(0)
07324 Adjutant				1	
70230 Apprentice Clerk			1		
73250 Classification Specl			1		
73251 Personnel Specl			1		
73270 Personnel Technician				1	
UNIT SUPPLY (3)	(0)	(0)	(1)	(1)	(1)
64100 Supply Supt				1	
64131 Apr Orgn Supply Specl			1		
64151 Org Supply Specl					1
COMM (6)	(0)	(1)	(1)	(0)	(4)
29130 Apr Comm Center Sp		1	1		4
COMM EL MAI (5)	(0)	(0)	(2)	(1)	(2)
03034 Comm Officer				1	
64173 Org Sup Supv			1		
70230 Aprrn Clerk					1
70250 Clerk			1		1
TEL MAI (13)	(0)	(3)	(3)	(0)	(8)
03034 Comm Off					1
29150 Comm Center Specl					1
36132 Aprn Tel Instl Rpmn			1		1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
TEL MAI (CONT)					
36152 Tel Instl Rpmn		1	1		2
36172 Tel Instl & Rep Supv		1			
36231 Autm Con Off Eq Rpmn		1			
36250 Gen Off Eq Mech			1		2
36270** Gen Off Eq Supv					1 **
TT MAI (13)	(0)	(2)	(5)	(1)	(5)
29100 Com Center Opr Supt				1	
29130 Aprn Com Center Specl		1	1		
29150 Com Center Specl		1	2		3
29170 Com Center Supv					1
36330 Apr Comm Mach Rpmn			1		
36350 Comm Mach Rpmn			1		1
CRYPTO MAI (10)	(3)*	(1)	(0)	(0)	(6)
29230 Apr Cryto Opr	1	1			2
29250 Crypto Opr	2				2
29270 Crypto Oprs Supv					1
36371 Crypto Main Tec					1
GRO RAD MAI (18)	(1)	(3)	(4)	(0)	(10)
03034 Comm Off			1		
29330 Apr Grnd Radio Opr		1	1		2
29350 Grnd Radio Opr	1		1		2

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
GRO RAD MAI (CONT)					
29370 Rad Opr Supv					1
30450C Rad Antrac Eqp Rp					1*
30452A C/C L/M/H/DF&A/FM RF		1			1*
30452B C/C V/UMF DF&A/FM RF			1		1*
30472 Gnd Com Eq Mai Tec/L		1			
56150 Electrician					2
PHO IAB OP (8)	(0)	(2)	(4)	(0)	(3)
23010 Photo Helper		1	2		
23230 Aprn Still Photg		1	2		
23250 Still Photg					1
23270 Photo Tech					1
40330** AFF Camera Rpmn					1**
SYNTHETIC TRNG (4)	(0)	(0)	(0)	(4)	(0)
34350A NBTR Apqt - 1 2 Sp				1	
34350B NBTR Apqt - 3 Sp				2	
34370 Nav Bomb Trainer Tec				1	

* At certain stations in overseas areas, telephoto facilities will be pre positioned An additional requirement for 5 airmen, AFSC 30450, 2 S/Sgt and 3 A/1C, are authorized on a "required" basis. These spaces are not included in totals shown above.

**These AFSC indicated as pre-positioned personnel - but not listed in current UMD.

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
INSTALLATIONS SQUADRON (168) T/O 1-8159 1 June 55	(4)	(7)	(11)	(92)	(54)
COMMAND (1)	(0)	(0)	(0)	(0)	(1)
0026A/5516 Commander					1
UNIT ADMINISTRATION (5)	(0)	(0)	(1)	(4)	(0)
70230 Apprentice Clerk			1		
73170 First Sergeant			1		
73250 Classification Specl				1	
73251 Personnel Specl				1	
73270 Personnel Technician				1	
UNIT SUPPLY (2)	(0)	(0)	(0)	(2)	(0)
64131 Apr Orgn Supply Sp				1	
64151 Orgn Supply Specl				1	
REAL ESTATE MGT (6)	(0)	(0)	(0)	(4)	(2)
22250 Surveyor				2	
22350 Draftsman					1
64151 Orgn Supply Specl				1	1
70250 Clerk				1	
UTILITY OPERATION (38)	(0)	(0)	(0)	(31)	(7)
56010 Utility Helper				15	
56130 Apr Electrician				1	1
56150 Electrician				4	1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
UTILITY OPERATION (CONT)					
56330 Apr Water Sup Sn Specl				1	
56350 Water Supply Sn Specl					1
56379 Water Supply Sn Supv				1	
56430 Apr Plumber				2	1
56450 Plumber				4	1
56470 Plumbing Supv				1	
56550 Heating Specialist				1	
56630 Apr Refrg Specl					1
56650 Refrigeration Specl				1	1
FIRE CRASH (67)	(4)	(7)	(1)	(23)	(32)
57000 Firefighting Supt				1	
57010 Firefighting Helper				19	
57130 Apr Firefighter		3	1	2	14
57150 Firefighter	4	3			16
57170 Firefighting Supv		1			2
64151 Orgn Supply Specl				1	
MAINT REPAIR (49)	(0)	(0)	(8)	(29)	(12)
5524 Installation Engr					1
53250 Metals Process Specl				1	1
53330 Apr Sheet Metal Wkr				1	
53350 Sheet Metal Wkr			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON Fourth Phase	
		I	II	III	A	B
MAINT REPAIR (CONT)						
55010	Construction Helper				20	
55130	Apr Rds Grs Specl					2
55131	Apr Const Eqp Opr			1		1
55132	Apr Mas Coh Wkr				1	
55150	Roads Ground Specl			1		2
55151	Const Eqp Operator					1
55152	Mason Concrete Wkr				1	
55170	Road Ground Supv			1		
55230	Apr Woodworker				2	1
55231	Apr Painter					1
55250	Woodworker			2	2	1
55270	Building Crafts Supv			1		
64131	Apr Orgn Supply Specl			1		
70230	Apr Clerk				1	
70250	Clerk					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RF-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON Fourth Phase	
		I	II	III	A	B
FOOD SERVICE SQ T/O 1-8020 1 June 55	(110)	(36)	(15)	(14)	(30)	(15)
COMMAND	(1)	(0)	(0)	(0)	(1)	(0)
0026A Commander					1	
UNIT ADMINISTRATION	(4)	(0)	(0)	(1)	(3)	(0)
70230 App Clerk					1	
70250 Clerk				1		
73170 First Sergeant					1	
73250 Class Specl					1	
UNIT SUPPLY	(3)	(0)	(1)	(0)	(2)	(0)
64131 Apr Org Sup Specl					1	
64151 Org Sup Specl			1		1	
FOOD SERVICE	(102)	(36)	(14)	(13)	(24)	(15)
62000 Food Ser Supt		1				
62010* Food Ser Hlpr		12	6	6		6
62130 Apr Baker		1	1			
62150 Baker		2			1	1
62170 Baking Supv		1				
62230 App Cook		4	2	1	3	
62250 Cook		12	4	5	17	7
62270 Food Ser Supv		1	1	1	1	1
62330 App Meat Cutter		1				
62350 Meat Cutter		1			2	
*Requirement exceeds T/O -- I/O Augmentation		(82)				

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RR-47

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
AIR POLICE SQUADRON (226) T/O 8035 1 June 56	(208)	(4)	(0)	(7)	(107)
UNIT ADMIN	(0)	(0)	(0)	(3)	(1)
7324 Adjutant				1	
70230 Apr Clerk					1
73250 Classification Specl				1	
73251 Personnel Specl				1	
UNIT SUPPLY (4)	(0)	(2)	(0)	(0)	(2)
30432A GC L/M/H/DF&A/FM Apr Rpmn		1			
46230 Apr Wpns Mech					1
64151 Org Supply Specl		1			1
AIR POLICE (24)	(0)	(0)	(0)	(2)	(12)
7724 Ap Off					1
77100 Ap Supt				1	
77010 Ap Helper					2
77130 Apr Ap				1	
77150 Ap					9
SECURITY (177)	(84)	(2)	(0)	(0)	(91)
7724 Ap Off	2				2
70230 Apr Clerk		2			1
77010 Ap Helper	16				17
77130 Apr Ap	24				19

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PHASED DEPLOYMENT OF PERSONNEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
24 HR

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
SECURITY (CONT)						
77150	Ap	45				46
77170	Ap Supv	5				6
LAW INFORCEMENT *	(27)	(24)	(0)	(3)	(2)	(1)
7424	Ap Off					1
77010	Ap Helper	5				
77130	Apr Ap	5				
7743	Correction Specl				1	
77150	Ap	13				
77170	Ap Supv	1				
77173	Correction Supv				1	

*The deployment of personnel from the Law Enforcement Section is required to meet the security requirements outlined in SAC Air Police Deployment Criteria and should not be considered a Law Enforcement requirement.

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PART II - DEPLOYMENT OF PERSONNEL

SECTION D

PHASED DEPLOYMENT PERSONNEL TABLES - ONE AND TWO SQUADRONS

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PHASED DEPLOYMENT PERSONNEL TABLES
ONE AND TWO SQUADRONS

1. GENERAL:

a. This section of the plan designates the phase of deployment for each individual AFSC required to support one and/or two Strategic Reconnaissance Squadrons when required to operate from a forward base, seprate and remote from the remaining elements of the wing.

b. Normally, the Reconnaissance Squadron Commander will act as Task Force Commader when one squadron deploys. In the event of a two squadron deployment, the Task Force Commander and Control Element will normally be furnished from Wing Headquarters. In any event, the Task Force Commander will be designated by the Commander, 70th Strategic Reconnaissance Wing (M).

2. RECAPITULATION:

a. The recapitulation preceding the phasing tables provides an easy reference when detail is not required.

b. The first column " Organizational Element" list the squadrons of the Wing and Air Base Group Squadrons which provide support for this type deployment.

c. The second column "Air Echelon" is divided into three columns listing the number of individuals deployed in each phase by squadron. These individuals are phased by priority as to their requirement in launching the first strike.

d. The "Surface Echelon" has not been included in this section. Refer to Part II, Section C for the detailed listing of pre-positioned personnel. Dependent upon the length of the deployment and conditions at the forward base, additional personnel may be moved by air or surface transport to support this type deployment. They will move only when specifically directed.

3. PERSONNEL TABLES:

a. The structure of the personnel tables in this section is identical to the recapitulation tables noted in paragraph 2 above. The tables provide a detailed listing of the authorized AFSC's and can be used for more detailed planning.

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RECAPITULATION

NUMBER OF PERSONNEL BY PHASE

ONE STRATEGIC RECONNAISSANCE SQUADRON

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)		AIR ECHELON			SURFACE ECHELON	
		First Phase	Second Phase	Third Phase	Fourth Phase	
					A	B
Wing Headquarters	(9)	7	0	2		
Reconnaissance Squadron	(170)	112	22	36		
AWS Detachment	(1)	1	0	0		
Periodic Maint Squadron	(23)	0	2	21		
Arm-Electronics Squadron	(103)	60	28	15		
Field Maint Squadron	(82)	30	38	14		
TAC Hospital	(4)	4	0	0	a	b
Air Base Group Hq	(3)	0	0	3		
Supply Squadron	(17)	12	3	2		
Motor Vehicle Squadron	(11)	5	5	1		
Operations Squadron	(5)	3	1	1		
Installations Squadron	(4)	2	0	2		
Food Service Squadron	(13)	7	3	3		
Air Police Squadron	(41)	35	5	1		
TOTALS	(486)	278	107 c	101 c		
NORMALLY DEPLOYED IN RECONNAISSANCE AIRCRAFT	(60)	60	0	0		
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT	(426)	218	107	101		

See reverse side for notes a thru c.

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PHASED DEPLOYMENT OF PERSONNEL

ONE STRATEGIC RECONNAISSANCE SQUADRON

Notes:

a. Additional personnel may be later deployed by air or surface means when specifically directed.

b. Refer to Part II-C for the detailed listing of the forward base complement. None of these personnel will deploy with one squadron when this complement is in place.

c. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by two personnel. One in Phase II and one in Phase III, records administration personnel will not deploy.

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RECAPITULATION

NUMBER OF PERSONNEL BY PHASE

TWO STRATEGIC RECONNAISSANCE SQUADRONS

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)		AIR ECHELON			SURFACE ECHELON	
		First Phase	Second Phase	Third Phase	Fourth Phase	
					A	B
Wing Headquarters	(14)	9	3	2		
Reconnaissance Squadron	(340)	224	44	72		
AWS Detachment	(1)	1	0	0		
Periodic Maint Squadron	(31)	0	2	29		
Arm-Electronics Squadron	(185)	109	46	30		
Field Maint Squadron	(135)	38	63	34		
TAC Hospital	(8)	8	0	0	a	b
Air Base Group Hq	(5)	0	0	5		
Supply Squadron	(31)	21	5	5		
Motor Vehicle Squadron	(16)	8	6	2		
Operations Squadron	(6)	3	1	2		
Installations Squadron	(4)	2	0	2		
Food Service Squadron	(21)	11	6	4		
Air Police Squadron	(76)	70	5	1		
TOTALS	(873)	504	181c	188 c		
NORMALLY DEPLOYED IN RECONNAISSANCE AIRCRAFT	(120)	120	0	0		
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT	(753)	384	181	188		

See reverse side for notes a thru c.

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PHASED DEPLOYMENT OF PERSONNEL

TWO STRATEGIC RECONNAISSANCE SQUADRONS

Notes:

a. Additional personnel may be later deployed by air or surface means when specifically directed.

b. Refer to Part II-C for the detailed listing of the forward base complement. None of these personnel will deploy with two squadrons when this complement is in place.

c. When this recapitulation is used in conjunction with rotational TDY's of 90 days or less, reduce by four personnel. Two in Phase II and two in Phase III, records administration personnel will not deploy.

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Page II-C-3

PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE Sq. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
WING HEADQUARTERS T/O 1-1048PS 1 Jan 54	(9)	(7)	(0)	(2)	(14)	(9)	(3)	(2)
Operations and Training	(3)	(2)	(0)	(1)	(6)	(3)	(2)	(1)
0036 Task Force Cmdr.						1		
1426 Operations Staff Off.		1				1	1	
27170 Air Trans Supv.		1				1	1	
70250 Clerk				1				1
Maintenance Control	(5)	(4)	(0)	(1)	(8)	(4)	(1)	(1)
4344 Acft Maint Officer		1				1		
32170 K-Carrier Spe Tech		1				1		
43171E Acft Maintenance Tech		1				1		
64151 Crpn Supply Specl		1				1		
68150 Statistical Specl							1	
70250 Clerk				1				1
Quality Control	(1)	(1)			(2)	(2)		
43171E Acft Maint Tech		1				2		

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENTS AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
RECONNAISSANCE SQUADRON T/O 1-1479 P-S 1 July 1954	(170)	(112)	(22)	(36)	(340)	(224)	(44)	(72)
Command	(2)	(1)	(0)	(1)				
0066A Commander		1						
73170 First Sergeant				1				
Unit Administration	(4)	(0)	(2)	(2)				
07324 Adjutant			1					
70230 Apprentice Clerk				1				
73230 Aprn Classification Sp								
73251 Personnel Specl			1	1				
Unit Supply	(5)	(1)	(1)	(3)				
06424 Supply Officer				1				
64131 Aprn Orgn Supply Spec			1					
64151 Orgn Supply Spec		1						
70230 Aprn Clerk				1				
64173 Orgn Supply Supv				1				
Intelligence	(3)	(3)	(0)	(0)				
02054 Intelligence Officer		1						
20450 Intel Ops Specl		1						
20470 Intel Ops Tech		1						
Acft Maint	(78)	(61)	(0)	(17)				
04344 Acft Maint Off		1						
43131 Aprn Acft Mech								

NOTE: AFSC's and deployment will be the same as shown for one squadron except the number will be doubled.

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
7350TH TCSANG, SQUADRON (CONT'D)								
3654 Paint								
43151F Aircraft Mech		27		13				
43171E A/C Maint Supv		10		3				
43350 Vehicle Operator		2						
47231 Aprn Crew Sup Specl				1				
64151 Crew Supply Specl		1						
70250 Clerk		1						
Ops and Training	(2)	(1)	(7)	(4)				
01435 Air Operations Of		1	1					
01525F A/C Observ. Nav Bmbr			1	1				
02534 Still Photo Off			1					
03024 Elect Countermeasures Off			1					
27170 Air Transp Supv				1				
70230 Admn Clerk			1					
70250 Clerk			1					
92250 Surv Tr Pers Eqp. Specl			1	1				
92490 Sv Surv Tr Pers Eq Tech				1				
Combat Crews	(64)	(45)	(28)	(6)				
01245 Pilot ATR		30	0	6				
01525F A/C Observ Nav Bmbr		15	4					

NOTE:
APSC's and deployment will be the same as shown for one squadron except the number will be doubled.

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
AWS DETACHMENT	(1)	(1)	(0)	(0)	(1)	(1)	(0)	(0)
2524 Weather Officer		1				1		

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
PERIODIC MAINTENANCE SQUADRON T/O 1-717I P-S 1 July 1954	(23)	(0)	(2)	(21)	(31)	(0)	(2)	(29)
Dock Maintenance	(23)	(0)	(2)	(21)	(31)	(0)	(2)	(29)
04344 Acft Maint Off								1
43131E Aprn AC Mech				2				3
43151E AC Mechanic				14				20
43171E AC Maint Tech			1	4			1	5
60350 Vehicle Operator				1				
64151 Orgn Supply Speed			1				1	

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
ARMAMENT-ELECTRONICS SQUADRON T/O 1-7475 P-S 1 July 1954	(103)	(60)	(28)	(15)	(185)	(109)	(46)	(30)
Maintenance Supv	(4)	(2)	(2)	(0)	(6)	(2)	(3)	(1)
03234 Armament Sys Off		1				1		
03054 Air Electronics Off		1				1		
32000 Armament Sys Supt							1	
32170E Bomb Nav K Ser Sys Tech			1				1	
70230 Aprn Clerk								1
70250 Clerk			1				1	
Supply	(4)	(2)	(1)	(1)	(7)	(2)	(3)	(2)
64131 Aprn Orgn Supply Specl				1				1
64151 Orgn Supply Specl		1				1	1	
64152 Supply Records Specl			1				1	1
64173 Orgn Supply Supv		1				1		
70250 Clerk							1	
Maint Dispatch	(1)	(0)	(1)	(0)	(1)	(0)	(1)	(0)
70230 Aprn Clerk			1					
70250 Clerk							1	
Auto Pilot	(3)	(2)	(1)	(0)	(6)	(4)	(2)	(0)
42330R Aprn Instr Rpmn			1				1	
42350R Acft Elect Rpmn		2				3	1	
42370R Acft Elect Repair Tech						1		
Gun Sys Maint	(17)	(7)	(7)	(3)	(35)	(13)	(10)	(12)
32330C Aprn TS Only B-45 B-47 Mech								2

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
A & E (CONT'D) Gun Sys Maint								
32350C TS Only B-45 B-47 Mech		6	6	3	28	12	8	8
32370C TS Only B-45 B-47 Tech		1	1			1	2	2
Wpns & Small Arms Maint	(4)	(4)	(0)	(0)	(7)	(6)	(1)	(0)
46230 Aprn Weapons Mech							1	
46250 Weapons Mech		3				5		
46270 Weapons Maint Supv		1				1		
Bomb Nav Sys Maint	(34)	(15)	(10)	(9)	(54)	(30)	(14)	(10)
3234 Armament Sys Off							1	
32130E Aprn B/N K Ser Sys Mech		1	2	1		2	2	3
32150 Bm Nav K Ser Mech		13	4	4		22	5	4
32170E Bm Nav K Ser Sys Tech		1	4	4		6	6	3
ECM Maint	(4)	(2)	(2)	(0)	(7)	(3)	(3)	(1)
30153E Acft ECM Jamng Eqp Rpmn		1	2			2	2	1
30173 Acft ECM Maint Tech		1				1	1	
Comm & Nav Maint	(4)	(4)	(0)	(0)	(13)	(7)	(1)	(0)
30131A Aprn AC El Eqp Rpmn		1				1		
30151A AC El Nav Eqp Rpmn		2				5		
30170 AC Radar Maint Tech		1				1		
30171 AC El Nav Eqp Maint Tech							1	
Radio Maint	(9)	(7)	(2)	(0)	(13)	(12)	(2)	(1)
30130 Aprn AC Rad Nav Eqp Rpmn		1	1			3		
30150 AC Rad Eqp Rpmn		4	1			7	1	1
30170 AC Rad Maint Tech		2				2	1	

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
A & E (CONT'D)								
Photo Maint	(19)	(15)	(2)	(2)	(39)	(30)	(6)	(3)
2334 Still Photo Off							1	
40230 Aprn Photo Rpmn		1				1	1	1
40250 Photo Rpmn		12	1	1		26	1	1
40270 Photo Repair Tech		2	1	1		3	3	1

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
FIELD MAINTENANCE SQUADRON T/O 1-7169 P-S 1 July 1954	(82)	(30)	(38)	(14)	(135)	(38)	(63)	(34)
Maint Supervision	(3)	(1)	(2)	(0)	(3)	(1)	(2)	(0)
04344 A/C Maintenance Officer		1				1		
70250 Clerk			1				1	
Unit Supply	(2)	(0)	(2)	(0)	(3)	(0)	(3)	(0)
64151 Orgn Supply Specl			2				2	
70250 Clerk							1	
Propulsion BR	(3)	(0)	(3)	(0)	(5)	(0)	(4)	(1)
04344 A/C Maintenance Officer							1	
43270 Jet Engine Tech			1				1	
60330 Aprn Vehicle Operator								1
60350 Vehicle Operator			1				1	
64151 Orgn Supply Specl			1				1	
Fabrication BR	(0)	(0)	(0)	(0)	(1)	(1)	(0)	(0)
09616 Aero Engr						1		
Aero Repair BR	(1)	(0)	(1)	(0)	(1)	(0)	(1)	(0)
43171B A/C Maint Jet Overhaul Tech			1				1	
Materials Control	(1)	(0)	(1)	(0)	(3)	(0)	(2)	(1)
64151 Orgn Supply Specl			1				1	1
70250 Clerk							1	
Jet Engine Shop	(18)	(9)	(5)	(4)	(30)	(9)	(13)	(8)
43230 Aprn Jet Eng Mech			2	2			4	2

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
FIELD MAINTENANCE SQUADRON (CONT'D) Jet Engine Shop								
43250 Jet Engine Mech		7	3	2		7	7	6
43270 Jet Engine Tech		2				2	2	
Paint Shop					(1)	(0)	(0)	(1)
55251 Painter								1
Machine Shop	(1)	(0)	(1)	(0)	(3)	(0)	(1)	(2)
53130 Aprn Machinist								1
53170 Machine Shop Tech			1				1	1
A/C Wh & Tire Bu & Reclamation	(6)	(0)	(5)	(1)	(6)	(0)	(4)	(2)
43131E Aprn A/C Jet Ovrhl Mech			1				1	1
43151E A/C Overhaul Mech			2	1			3	1
43171E A/C Jet Overhaul Tech			1				1	
60350 Vehicle Operator			1				1	
A/C Structural Rep	(10)	(5)	(3)	(2)	(8)	(8)	(6)	(4)
53430 Aprn Airframe Rpmn			2	1			3	2
53450 Airframe Rpmn		5				8	1	1
53470 Airframe Tech			1	1			2	1
A/C Welding Shop	(1)	(0)	(1)	(0)	(2)	(0)	(2)	(0)
53250 Metals Processing Specl			1				1	
53270 Metals Processing Tech							1	
A/C Elect Sys Maint	(8)	(4)	(2)	(2)	(15)	(5)	(5)	(5)
42330 Aprn Electrical Rpmn				1				1

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RP-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ., RP-47			TOTAL	TWO SQ. RP-47		
		I	II	III		I	II	III
FIELD MAINTENANCE SQUADRON (CONT'D) A/C Elect Sys Maint								
42350 A/C Electrical Rpmn		3	2	1		4	4	4
42370 A/C Electrical Tech		1				1	1	
A/C Hydraulic Shop & IFR	(5)	(3)	(2)	(0)	(8)	(4)	(3)	(1)
42132 Aprn A/C Hyd Rpmn							1	
42152 A/C Hyd Rpmn		2	1			3	1	1
42172 A/C Hyd Tech		1				1		
42251 Mech Acc/Eqp Rpmn			1				1	
A/C Instr Maint.	(5)	(2)	(1)	(2)	(8)	(2)	(4)	(2)
42230 Aprn Instr Rpmn				1				1
42250 Instrument Rpmn		2	1	1		2	3	1
42270 Instr Rep Tech							1	
Sur Eq/Fab Drag Chute Shop	(7)	(3)	(3)	(1)	(12)	(4)	(4)	(4)
58130 Aprn Para Rigger			1				2	1
58150 Parachute Rigger		3				4		
58151 Fab & Leather Worker			1				1	1
58170 Para & Fab Supv			1				1	1
58250 Rubber Prod Rpmn				1				1
Ground Pwr Eqp	(10)	(3)	(6)	(1)	(14)	(4)	(7)	(3)
47230 Aprn Grd Pwr Sp/Eqp Rpmn			1				1	
47250 Grd Pwr Sp/Eqp Rpmn		2	2	1		3	3	3
47270 Grd Pwr Sp/Eqp Tech		1	1			1	1	

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RP-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RP-47			TOTAL	TWO SQ. RP-47		
		I	II	III		I	II	III
FIELD MAINTENANCE SQUADRON (CONT'D) Ground Pwr Eqp								
60330 Aprn Vehicle Operator			1				1	
60350 Vehicle Operator			1				1	

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITEL	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
TACTICAL HOSPITAL UMD 9022 1 June 1955	(4)	(4)	(0)	(0)	(8)	(8)	(0)	(0)
Tac Sq. Med Support Element	(4)	(4)	(0)	(0)	(8)	(8)	(0)	(0)
09356 Medical Off Avn Medicine		1				2		
90150 Aero Med Specl		1				2		
90250 Medical Serv Specl		1				2		
90650 Medical Admin Specl		1				2		

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
HQ, AIR BASE GP 1-8033 P-S 1 Jan 1955	(3)	(0)	(0)	(3)	(5)	(0)	(0)	(5)
Chaplain	(1)	(0)	(0)	(0)	(2)	(0)	(0)	(2)
7924 Chaplain				1				1
70350 Chap Serv Specl								1
Finance	(1)	(0)	(0)	(1)	(2)	(0)	(0)	(2)
67150 Finance Specl				1				2
Statistical Svs	(1)	(0)	(0)	(1)	(1)	(0)	(0)	(1)
68150 Statistical Specl				1				1

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
SUPPLY SQUADRON UMD 1-8160 1 Sept 55	(17)	(12)	(3)	(2)	(31)	(21)	(5)	(5)
Flyaway Kit	(5)	(5)	(0)	(0)	(8)	(8)	(0)	(0)
*06424 Supply Officer		1				1		
64151 Orgn Supply Specl		3				6		
64175 Orgn Supply Supv		1				1		
Petroleum Section	(5)	(4)	(1)	(0)	(10)	(8)	(2)	(0)
64330/50 Petroleum Sup Specl		4	1			7	2	
64370 Petroleum Sup Supv						1		
Munitions Loading & Handling	(5)	(2)	(2)	(1)	(10)	(4)	(3)	(3)
46130 Aprn Munitions Specl			2	1			3	3
46150 Munitions Specl		2				4		
Ord Disposal	(1)	(1)	(0)	(0)	(1)	(1)	(0)	(0)
46171 Munitions Disp Tech		1				1		
Inventory & Inspection	(1)	(0)	(0)	(1)	(2)	(0)	(0)	(2)
64152 Supply Records Specl				1				2

*When the Flyaway Kit Officer is not available or scheduled to deploy, the Unit Supply Officer of the Tactical Squadron will assure the duties of Flyaway Kit Officer.

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
MOTOR VEHICLE SQUADRON UMD 1-8158 1 Sept 55	(11)	(5)	(5)	(1)	(16)	(8)	(6)	(2)
Maintenance	(2)	(0)	(1)	(1)	(3)	(0)	(1)	(2)
47131 Aprn Automotive Mechanic				1				1
47151 Automotive Mechanic			1				1	1
Motor Pool	(9)	(5)	(4)	(0)	(13)	(8)	(5)	(0)
60330 Aprn Vehicle Operator			2				2	
60350 Vehicle Operator		4	2			7	3	
60370 Mtr Transp Supv		1				1		

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
OPERATIONS SQUADRON T/O 1-8157 P-S 1 Jan 54	(5)	(3)	(1)	(1)	(5)	(3)	(1)	(2)
Teletype Maint	(2)	(0)	(1)	(1)	(3)	(0)	(1)	(2)
36350 Comm Machine Rpmn								1
29150 Comm Center Specl			1	1			1	1
Crypto Maint	(2)	(2)	(0)	(0)	(2)	(2)	(0)	(0)
29250 Crypto Operator		2				2		
Grd Radio Maint	(1)	(1)	(0)	(0)	(1)	(1)	(0)	(0)
29350 Ground Radio Operator		1				1		

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
INSTALLATIONS SQUADRON T/O 1-8159 1 June 1955	(4)	(2)	(0)	(2)	(4)	(2)	(0)	(2)
Fire Fighters	(4)	(2)	(0)	(2)	(4)	(2)	(0)	(2)
59150 Firefighter		2		2		2		2

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
FOOD SERVICE SQUADRON T/O 1-8020 1 June 1955	(13)	(7)	(3)	(3)	(21)	(11)	(6)	(4)
Food Service								
62010 Food Serv Helper			3	1			5	2
62150 Baker		1		1		1	1	1
62230/50 Cook		6				10		
62270 Food Serv Supv				1				1

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PHASED DEPLOYMENT OF PERSONNEL
ONE AND TWO RB-47 SQUADRONS

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON							
	TOTAL	ONE SQ. RB-47			TOTAL	TWO SQ. RB-47		
		I	II	III		I	II	III
AIR POLICE SQUADRON T/O 1-8135 1 June 55	(41)	(35)	(5)	(1)	(76)	(70)	(5)	(1)
Unit Administration	(1)	(0)	(1)	(0)	(1)	(0)	(1)	(0)
70230 Apm Clerk			1				1	
Material	(1)	(0)	(0)	(1)	(1)	(0)	(0)	(1)
46230 Aprn Weapons Mech				1				1
Security	(39)	(35)	(4)	(0)	(74)	(70)	(4)	(0)
07724 Air Police Officer		1				2		
77130/50 *Air Policeman		32	4		68	64	4	
77170 Air Police Supv		2				4		

*Based on one (1) air police point guard per aircraft deployed on two shift basis, one relief guard per sq on 2 shift and two (2) air police FAK guards per kit on two shift basis.

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PART II - DEPLOYMENT OF PERSONNEL

SECTION E

TRANSIT MAINTENANCE TEAM PERSONNEL

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RB-47
TRANSIT MAINTENANCE PERSONNEL

AFSC	TITLE	WG HQ SQ	6TH STRAT RECON SQ	26TH STRAT RECON SQ	61ST STRAT RECON SQ	FIELD MAINT SQ	ARM & ELECT SQ	SUPPLY SQ
04344	AC Maint Officer	1						
43171E	Expediter	2						
43171E	Flight Chief		1	1	1			
43151E	AC Mechanic		4	4	4			
42152	Hydraulic					3		
42050	AC Elect Repmn					2		
42250	Instr Repmn					2		
43050	Jet Mech					4		
54252	Airframe Repmn					2		
03034	Arm Sys Off						1	
32170E	R-System						5*	
32150E	K-System						5*	
30170	Radar-Radio						1	
30150	Radio						4	
30151A	Radar						1	
42170	Auto Pilot						1	
84153	TAF Sup Spec							1
	Aggregate Total - 50	3	5	5	5	13	18	1

Team augmented by RB-47 Aircraft Crew Chiefs (431171E) who accompany unit aircraft.

*For return transit maintenance, if K-System is not required, delete these AFSC's.

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PART III

DEPLOYMENT OF MATERIEL

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PART III - DEPLOYMENT OF MATERIEL

SECTION A

GENERAL

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GENERAL

1. GENERAL:

a. This part contains the Unit Mission Equipment and Flyaway Kit allocations for the Staging Teams, phased deployment of the Wing and one and two Reconnaissance Squadrons, and the Transit Maintenance Team. A listing of the Absolute Essential Equipment for mounting the first strike is also contained herein.

2. STAGING TEAMS:

a. The materiel listings reflected in this part have been carefully screened to insure that authorized quantities of equipment have not been exceeded.

b. The possibility that both a pre-strike and post-strike team may be deployed has been given consideration. The combination of pre-strike and post-strike requirements does not exceed authorized quantities.

c. To clarify the responsibility of each tactical squadron for out loading staging team materiel, each squadron has been allocated a primary portion for the pre-strike, post-strike and pre-post teams commencing with the lowest numbered squadron. This assures an immediate readiness of the required materiel for any staging operation.

3. PHASE DEPLOYMENT:

a. The phasing tables show the amounts of materiel allocated to each deployment phase from the Wing and Air Base Group.

b. The materiel reflected in the first phase has been allocated to the same phase as the using personnel and the priority needs at the forward base.

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PART III - DEPLOYMENT OF MATERIEL

SECTION B

STAGING TEAM MATERIEL TABLES

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STAGING TEAM MATERIEL TABLES

1. GENERAL:

a. This section contains a recapitulation table and supporting detailed tables to reflect the materiel composition of Medium Staging Teams. The materiel listing shown herein is designed to fulfill the staging requirements for 15, 30 or 45 RB-47's within a given time period as explained in Part II, Section B, Paragraph 1 a of this plan.

2. RECAPITULATION:

a. The recapitulation in this section shows the weights of materiel by element for each of the three types and sizes of staging teams. The weights of materiel shown in the recapitulation were computed by extension of the unit weights shown in the supporting detailed materiel tables.

b. This materiel is drawn from the UTE resources of the wing which are the same as those of the Air Echelon. Thus, when staging teams are dispatched from the home station to a different forward base than that to which the Air Echelon is deploying, the Wing Air Echelon will be reduced by approximately the same amount of cargo.

3. MATERIEL TABLES:

a. The materiel tables herein show the following information by elements

(1) Stock number, Nomenclature, Unit, Unit Weight and Quantity and organization source providing the materiel.

b. Examination of the structure of the three sizes of teams shows that the increases in personnel and materiel from the 15 to 30 to 45 RB-47 aircraft teams are not twice and three times larger, respectively. The progression in team size takes into account that certain personnel and items of equipment are directly related to the number of aircraft to be serviced, and that some are not.

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RECAPITULATION-MEDIUM STAGING TEAMS
RB-47 Aircraft

WEIGHT OF MATERIEL (IN LBS)
FOR
15, 30, AND 45 A/C TEAMS

TYPE TEAM	ELEMENTS	MATERIEL (By Size & Type Team)		
		15 Acft Team	30 Acft Team	45 Acft Team
PRESTRIKE	CONTROL	1432	1432	1432
	MAINTENANCE	33745.5	42369.8	56004.3
	MEDICAL	1375	1375	1375
	SERVICE	656.5	656.5	1303
	TOTALS	37209	45833.3	60114.3
POSTSTRIKE	CONTROL	905	905	905
	MAINTENANCE	28377.4	43928.5	59641.4
	MEDICAL	1375	2750	2750
	SERVICE	636.5	656.5	1293
	TOTALS	31313.9	48240	64589.4
PRE POST	CONTROL	1982	1982	1982
	MAINTENANCE	58332.8	81615.6	110023.6
	MEDICAL	1375	2750	2750
	SERVICE	656.5	656.5	1313
	TOTALS	62346.3	87004.1	116068.6

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
Control Element											
NL	Records (In Box 6750-096035)	75.	1	1	1	1	1	1	1	1	1
7430-281-7053	Typewriter, std 15"	60.	3	3	3	3	3	3	3	3	3
INTELLIGENCE											
NL	Combat mission & target planning folders, survival materials & related items; misc files & publications.	500.*	1	1	1				1	1	1
8330-084050	Case, Intelligence Off Kit, M-1	87.*	1	1	1				1	1	1
8900-679418	Projector, H-1A	75.*	1	1	1				1	1	1
8900-679430	Projector, for slides, AP-1	25.*	1	1	1				1	1	1
6750-096035	Case, shipping AF orgn Eqp (set) (empty wt)	120.	3½	3½	3½				3½	3½	3½
7430-281-7053	Typewriter, std 15"	60. Hq				2	2	2	2	2	2
*NOTE: Intelligence materials as noted will be deployed as required by the Operations Order. Readiness of materials in the quantities shown is the responsibility of the three tactical squadrons and Wg Hq Intelligence Section.											
OPERATIONS & TRAINING											
NL	ECL 20-00-82 Set, Radiological Defense detection, indication and computation.	400. Hq				1	1	1	1	1	1
6750-096035	Case, shipping AF Orgn Eqp (set) (empty wt)	120. Hq				½	½	½	½	½	½
AWS DETACHMENT											
NL	Weather manuals, code books & misc supplies.	100. (box)	1 (Includes wt of Box)	1	1	1	1	1	1	1	1

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MEDIUM STAGING TEAMS - RE-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
CONTROL ELEMENT (Cont'd) NL											
CONTROL ELEMENT	TOTALS:	1432	1432	1432	1432	905	905	905	1982	1982	1982
MAINTENANCE ELEMENT											
	Miscellaneous Tools										
TAC SQUADRONS											
	Class 08-A										
7700-247110	Cord, ext 100 ft.	5.5									
		6th	1	2	2	1	1	2		1	2
		26th		1	2	1	2	2	1	1	2
		61st	1	1	2		1	2	1	2	2
7700-332420	Flashlight, taxi wand 8"	1.									
		6th	2	3	4	1	3	4	1	3	4
		26th	1	3	4	2	3	4	1	2	4
		61st	1	2	4	1	2	4	2	3	4
7700-529794	Light, explosion proof, 100 ft, type N-1	15.									
		6th	1	2	2	1	1	2		1	2
		26th		1	2	1	2	2	1	1	2
		61st	1	1	2		1	2	1	2	2
	Class 17-A										
8100-244758	Drill elec port 1/4"	3.									
		26th				1	1	1			
		61st							1	1	1
	Class 17-B										
7900-000800	Adapter-socket wrench ½" female to 3/4" male sq dr	.3									
		6th	2	2	2						
		26th				2	2	2			
		61st							2	2	2
7900-000802	Adapter socket wrench ½" male to 3/4" female	.2									
		6th	2	2	2						
		26th				2	2	2			
		61st							2	2	2

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-B (Cont)											
7900-016850	Bar socket wrench ext 3/4" sq dr, 8"	1. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-017650	Bar wrecking gooseneck 3/4" x 30"	8. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-250840 thru 7900-251800	Drill twist SS ¼" thru ½" (By 64ths) (Set of 17)	2. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-387480	Cage - tire 400 lb. hi press	.5 6th 26th 61st	2	4	6	2	4	6	2	4	6
7900-401794	Gun lub lever type 2102	5. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-411140	Hammer hand plastic insert face 1¼ lb.	3. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-426650	Handle wrench socket hinge 3/4" sq dr	2. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-555860	Pliers comb slip joint 10"	.5 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-653020	Saw hand cross cut	1. 6th 26th 61st	1	1	1	1	1	1	1	1	1

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
Class 17-B (Cont)												
7900-435045	Head, socket ¼" dr, 3/8" open	.4	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1
7900-435050	Head socket 3/8" dr, 3/4" open	.8	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1
7900-435055	Head socket 3/8" dr, 1-1/8" open	.3	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1
7900-435060	Head socket 1/2" dr, 1-1/4" open	1.	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1
7900-435065	Head socket 1/2" dr, 2-1/16" open	1.4	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1
7900-693150 thru 7900-693172	Socket 6 pt, 3/8" open thru 3-1/8" open	32.	6th	1	1	1						
			26th				1	1	1			
			61st							1	1	1

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MEDIUM STAGING TEAMS -- RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-B (Cont)											
7900-654300	Saw hand rip	1. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-664400	Screwdriver common 18" x 9/16" blade	.5 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-696500	Socket 12 pt. 3/8" sq dr extra deep	.2 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-697060 thru 7900-697750	Socket 12 pt ½" sq dr (incl extra deep) 5/8" thru 1¼" (By 16ths) (Set of 18)	5. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-698820 thru 7900-699120	Socket 12pt 3/4" sq dr 1 5/16" thru 2" (By16ths) (Set of 9)	6. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-774180	Tape measuring steel 100 ft.	1. 6th 26th 61st	1	1	1	1	1	1	1	1	1
7900-783982	Tool assy elec solderless terminal	2. 6th 61st	1	1	1				1	1	1
7900-787865	Tool flaring comb 1/8" to 3/4" cap	2. 6th 61st	1	1	1				1	1	1
7900-788670	Tool midget grease fitting	.2 6th 26th 61st	1	1	1	1	1	1	1	1	1

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
7900-788672	Tool std grease fitting	.2									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-793950	Tool valve repair std	.2									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-841894	Wrench crowfoot 12 pt ¼" sq dr, 3/8"	.2									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-841894-4	Wrench crowfoot 12 pt ¼" sq dr, 7/16"	.2									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-841897-4	Wrench crowfoot 12 pt 3/8" sq dr, 5/8"	.2									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-854262	Wrench open - double head 9/16" thru 1½" (Set)	3.									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
7900-859900	Wrench set turnbuckle hold & adj	2.									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
(Special Tools) Class 18-B											
9BBQ-P30023	Wrench assy pin spanner Q-spring	3.									
		6th	1	1	1		1	1			1
		26th		1	1	1	1	1		1	1
		61st			1			1	1	1	1

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MEDIUM STAGING TEAMS -RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 18-B (Cont)											
9BBQ-F30031	Protractor assy control surface	8. 6th 26th 61st	1	1	1	1	1	1	1	1	1
9BBQ-F30048	Template assy fuel l arm rigging	4. 6th 26th 61st	1	1	1	1	1	1	1	1	1
9BBQ-F30053	Protractor assy cont col adj	12. 6th 26th 61st	1	1	1	1	1	1	1	1	1
9BBQ-F65731	Lever eng mount insert and remove	15. 6th 26th 61st	1	1	1	1	1	1	1	1	1
9BBQ-F65931	Strut rotated eng supporting	10. 6th 26th 61st	2	2	2	2	2	2	2	2	2
9BBQ-F66013	Spreader jack eng fm firewall rotating	120. 6th 26th 61st	1	1	1	1	1	1	1	2	2
9BBQ-F66153	Lever drag chute release mech cocking	5. 6th 26th 61st	1	1	1	1	1	1	1	1	1
9BMD-45B1706-36	Wrench MLG axle nut 2-5/16" dia.	.5 6th 26th 61st	1	1	1	1	1	1	1	1	2

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
Class 18-B (Cont)											
9BMD-45B1706-80	Wrench MLG axle nut 5-1/16" dia.	.5									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	2
Class 19-A											
8200-368142	Jack assy. 50 ton, axle	550.									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
8200-630020	Maint Platform type B-4	470.									
		6th	2	4	6						
		26th				2	4	6			
		61st							2	4	6
Class 19-G											
8220-602650	Sling canopy B/RB-47 A/C	15.									
		26th				1	1	1			
		61st							1	1	1
Class (Federal)											
7430-281-7053	Typewriter 15"	60.									
		6th	1	1	1						
		26th				1	1	1			
		61st							1	1	1
Field Maintenance Squadron											
(Airframe Shop)											
Class 08-A											
7700-247112	Cord ext 100 ft, type AN-C-68 cable	5.5	1	1	2	1	1	2	1	1	2
7700-332390	Flashlight, tubular shape neoprene	1.	2	3	5	2	3	5	2	3	8
7700-332400	Flashlight cellulose base plastic material	1.	1	2	2	1	2	2	1	2	2

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-A											
8100-244758	Drill elec port ¼" cap, AC-DC 110 volt	3.	1	1	1				1	1	1
8100-244864	Drill pneu port ¼" cap, offset handle	3.	1	1	1	1	1	1	1	1	1
8100-945166	Wrench - pneu reversible ½" sq dr	12.				1	1	1	1	1	1
(Hydraulic Shop)											
Class 08-A											
7700-247112	Cord ext 100 ft, type AN-C-68 cable	5.5	1	1	2	1	1	2	1	1	2
(Instrument Shop)											
Class 08-A											
7700-247112	Cord ext 100 ft, type AN-C-68 cable	5.5		1	1		1	1		1	1
(Motorized Equipment Shop)											
Class 08-A											
7700-332390	Flashlight tubular shape neoprene	1.		1	1		1	1		1	1
7700-332400	Flashlight cellulose base plastic material	1.			1			1			1
(Sheet Metal Shop)											
Class 17-A											
8100-244758	Drill elec port ¼" cap, AC-DC 110 volt	3.				1	1	1	1	1	1

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MEDIUM STAGING TEAMS -RE-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORDN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-A (Cont)											
8100-404410	Warner pneu riveting 3/8" cap	3.0				1	1	1	1	1	1
Class 17-B											
7900-003700	Arbor hole saw for 5/8" to 1-1/8" saws	.5				1	1	1	1	1	1
7900-003760	Arbor hole saw for 1¼ to 4½" saws	.5				1	1	1	1	1	1
7900-401398	Gun blind rivet hand type	1.5				1	2	3	1	2	3
7900-654820 thru 7900-655510	Saw, hole 3/4" to 4" HS without arbor (lot)	5.				1	1	1	1	1	1
(Life Raft & Rubber Shop)											
Class 08-A											
7700-332390	Flashlight - Tubular shape neoprene	1.		1	1		1	1		1	1
(Engine Build-up Shop)											
Class 17-A											
8100-945166	Wrench, pneu reversible, ½" sq dr	12.	1	1	1				1	1	1
Class 18-A											
9AGE-1C2035-2	Spreader	75.	1	1	1	1	1	1	1	1	1
9AGE-1C367	Puller	8.	1	1	1	1	1	1	1	1	1
Class 19-C											
8220-406300	Sling soft maint erg, pt #1C611	220.	1	1	1	1	1	1	1	1	1

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MEDIUM STAGING TEAMS -- RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 50-G											
5030-650200	Powercycle, 2 wheel	150.	1	1	1	1	1	1	1	1	1
	J-47 engines	3635.	2	4	6	4	8	12	6	12	18
(Shop Stocks)											
Hydraulic	(lot)	45.	1	1	1	1	1	1	1	1	1
Electric	(lot)	45.	1	1	1	1	1	1	1	1	1
Instrument	(lot)	50.	1	1	1	1	1	1	1	1	1
Ground Power	(lot)	50.	1	1	1	1	1	1	1	1	1
Sheet Metal	(lot)	35.	1	1	1	1	1	1	1	1	1
Parachute	(lot)	30.	1	1	1	1	1	1	1	1	1
Jet Eng Bld-up	(lot)	50.	1	1	1	1	1	1	1	1	1
(Flyaway Kit Section)											
Prestrike Flyaway Kit		15000.	1	1	1						
Poststrike Flyaway Kit		10000.				1	1	1			
Pre-Poststrike Flyaway Kit		25000.							1	1	1
Armament & Electronic Sq											
(Bench Sets)											
Com/Nav											
	Radio Set AN/ARN-14	72.	1	1	1	1	1	1	1	1	1
	Radar Set AN/APN-11	200.	1	1	1	1	1	1	1	1	1
	Radar Set AN/APN-76	84.	1	1	1	1	1	1	1	1	1
	Radio Compass AN/ARN-6	75.	1	1	2	1	1	2	1	1	2
	Radio Set AN/ARC-21	200.	1	1	1	1	1	1	1	1	1
	Radar Set AN/ARN-12	25.	1	1	1				1	1	1
	Radio Set AN/ARC-27	84.	1	1	2	1	1	2	1	1	2
	Intercom Set AIC-10	40.	1	1	1	1	1	1	1	1	1

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
Auto Pilot											
	Auto Pilot A-12D	400.	1	1	1				1	1	1
K-system											
	Bomb/Nav system K-4A	5000.	1	1	2				1	1	2
Fire Control											
	Gun Charger & Servo A-5	120.	1	2	3				1	2	3
	Radar Set APG-32A	500.	1	1	1				1	1	1
Camera											
	Universal Camera Control System	500.	1	1	1				1	1	1
(Tool Crib)											
Class 08-A											
7700-529799-5	Light extension 50'	3.	2	3	4	2	2	2	3	3	4

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MEDIUM STAGING TEAMS - RF-4C
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT CUBE	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class XY-E											
7900-553965	Cannon plug pliers	.5	2	4	6	2	3	3	2	4	6
7900-696330	Socket 9/16, 3/8 dr, 12 pt	.2	2	4	6	2	3	3	2	4	6
7900-706801	Soldering Iron, 110V, AC	1.	2	4	4	1	2	2	2	4	4
7900-706802-8	Soldering Iron, 28V, DC	1.	2	2	2	1	1	1	1	2	2
Class 17-C											
7CAC-001148	Adapter Assy	3.	2	3	4				2	3	4
7CAC-002900-85	Adaptor, set tube socket MX-949/U	5.	1	1	1	1	1	1	1	1	1
7CAC-004000	PS-120 Field strength meter	2.	1	1	1				1	1	1
7CAC-028680	Ammeter I-139A	1.	1	2	2	1	1	1	1	2	2
7CAC-028975	Ammeter ME-29/U	3.	1	1	1				1	1	1
7CAC-040220	A-12D Analyzer w/adapter cable	45.	1	1	1				1	1	1
7CAC-170290-1383	Cable CX-1021/ARM-6	1.	1	1	1	1	1	1	1	1	1
7CAC-170276-2	Gauge Calibrator	23.	1	1	1				1	1	1
7CAC-170276-75	Calibrator UPM-11A	60.	1	2	2				1	2	2
7CAC-177680	TS-488/UP Cavity	27.	1	2	2				1	2	2
7CAC-274350	Dummy load URM-13	1.	1	1	1	1	1	1	1	1	2
7CAC-274353	Dummy ANT TS-108	4.2	2	2	2				2	2	2
7CAC-318208-55	BC-906-D Freq Meter	30.	1	2	3				1	2	3
7CAC-363092-3	TS-497 Sig Generator	35.	1	1	1	1	1	1	1	1	1
7CAC-363916-6	MD-83A/ARN Generator	50.	1	1	1				1	1	2

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT CUBE	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-G (Cont)											
7CAC-363926	TS-413C Sig Generator	35.	1	1	1	1	1	1	1	1	1
7CAC-363948	SG-1A/ARN Generator	75.	1	1	1				1	1	2
7CAC-363949	SG-22/ARN Generator	25.	1	1	1				1	1	1
7CAC-363954	I-198-B Sig generator	18.	1	2	3				1	2	3
7CAC-366350	Sig generator	7.	1	1	1				1	1	2
7CAC-409722	Data Repeater Indicator	30.	1	1	1				1	1	2
7CAC-457006	J-229 Junction Box (test) ARN-14	25.	1	1	1				1	1	1
7CAC-468580	Lead checker	10.	1	1	1				1	1	1
7CAC-580939	Multimeter ME-26/u	5.	1	1	1	1	1	1	1	1	1
7CAC-589073-3	PSM-6 Multimeter	9.4	7	8	10	1	2	3	7	8	10
7CAC-611119	Test Set TS-239	65.	1	1	1	1	1	1	1	1	2
7CAC-654700	Pressurization Kit MK-AUH	5.	1	1	1				1	1	1
7CAC-797050	T-101007 Tach Oscilliscope Strobotic	30.	1	1	1				1	1	1
7CAC-801318-5478	Test Set, TS-268/u	16.	1	1	1	1	1	1	1	1	1
7CAC-801318-5725	Tube tester, TV-7/u	25.	1	2	2	1	1	1	1	2	2
7CAC-801319-2137	Radar Test set AN/UPM-4A	120.	1	1	1				1	1	1
7CAC-801319-2185	Test Set AN/UPM-8	120.	2	2	2	1	1	1	2	2	2
7CAC-801319-218	Radar Test set AN/UPM-1	70.	1	1	1				1	1	1
7CAC-801319-2358	Test set TS-147D/UP	40.	1	2	2	1	1	1	1	2	2
7CAC-801319-2544	Wattmeter ARM-7	4.	1	1	1	1	1	1	1	1	1
7CAC-801319-65	Test set TS-653/APG	15.	1	1	1				1	1	1

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MEDIUM STAGING TEAMS - RB-47
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STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE			POST-STRIKE			PRE-POST		
			15	30	45	15	30	45	15	30	45
Class 17-C (Cont)											
7CAC-801803	Tester - ATO	30.	1	1	1				1	1	1
7CAC-801842-5	Portable Computer tester	70.	1	1	1				1	1	1
7CAC-801909	Sync-zercing tester	5.	1	2	2				1	2	2
7CAC-806025	N-1 Tester	54.	1	1	1				1	1	1
7CAC-979563-3	Meter wattmeter	5.	1	1	1	1	1	1	1	1	1
7CAC-979564-7	VRM-43 Wattmeter	22.	1	1	1	1	1	1	1	1	1
7CAD-801150	Tensiometer	8.	1	2	2				1	2	2
7CSG-101006	Cable Assy set	75.	1	1	1				1	1	1
7CSG-T101035	Power adapter cable assy	6.3	2	2	3				2	2	3
Class 18-C											
9CGE-147C456G-1	Resolver motor cut-out cable	2.	1	2	3				1	2	3
	Maintenance Element Totals		33745.5	42369.8	56004.3	28377.4	43928.5	59641.4	58332.8	81615.6	110023.6

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MEDIUM STAGING TEAMS - RB-47
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT ORGN	PRE-STRIKE 15	PRE-STRIKE 30	PRE-STRIKE 45	POST-STRIKE 15	POST-STRIKE 30	POST-STRIKE 45	PRE-POST 15	PRE-POST 30	PRE-POST 45
MEDICAL ELEMENT											
ECL 20-90-4	Dispensary, air transportable or equivalent (Only UEE wing support medical materiel).	1375	1	1	1	1	2	2	1	2	2
	Medical Element Totals:		1375	1375	1375	1375	2750	2750	1375	2750	2750
SERVICE ELEMENT											
Security:											
Class 08-A											
7700-331862	Flashlight 2-cell	.5	20	20	40	20	20	40	20	20	40
Ordnance											
A001-7142395	Gun, machine cal. .30 Browning M1919A6 with basic load of 2000 rnds of cal. .30 ammo.	203.	3	3	6	3	3	6	3	3	6
A001-6507052	Mount, tripod machine gun cal. .30, M2.	2.5	3	3	6	3	3	6	3	3	6
Signal											
2S-4502-21	Radio set (AN/PRC-21)	10.	3	3	5	3	3	4	3	3	6
	Service Element Totals:		656.5	656.5	1303	656.5	656.5	1293	656.5	656.5	1313.

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PART III - DEPLOYMENT OF MATERIEL

SECTION C

PHASED DEPLOYMENT MATERIEL TABLES

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PHASED DEPLOYMENT MATERIEL TABLES

1. General:

a. This section shows the allocation of materiel authorized the wing to the several phases for deployment by sections within each squadron. In the case of the Air Base Group support squadrons, an equitable portion of their materiel necessary for support is shown. These listings are based upon current Unit Mission Equipment (UME) column of the Unit Authorization Lists (UAL's).

2. Recapitulation:

a. The recapitulation preceding the phasing tables is for easy reference to total weights when other detail is not required.

(1) The first column "Organizational Element" lists the squadrons of the Wing plus the Air Base Group support squadrons. The figures shown in this column in parenthesis are the total materiel in the Air Echelon of each Squadron.

(2) The second column "Air Echelon" is divided into three columns listing the weight of materiel deployed in each phase by squadron. This materiel is phased by priority as to the requirement in the launching of the first strike.

(3) The third column "Surface Echelon" moves only when specifically directed. This materiel will move by surface or air transport. Listed in this column are the remainder of each squadron's UME authorization, with the exception of the Air Base Group support squadrons. The figures listed for these squadrons are an equitable share of the UME authorizations after consideration of requirements of both wings and the Air Refueling Squadron. Column "B" is that Unit Support type equipment which is listed in ECL 67-00-2 "Station Set" and 67-00-6 "Housekeeping Set", is impracticable to air transport and is prepositioned at the forward base.

(4) The remaining information included in the "Recapitulation" table is self explanatory.

3. Materiel Tables:

a. The materiel listed in the phasing tables includes Unit Mission Equipment (UME) less T/A 1-21 individual clothing and equipment, ECL 10-series kits issued to individuals based on AFSC's and weapons carried in the possession of individuals.

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b. Items are listed by functional T/O elements. Quantities and weights are shown for each line item. Weights are shown in airlift configuration.

c. For further guidance to the phasing tables, footnotes are provided at the end of the phasing tables.

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RECAPITULATION

WEIGHT OF MATERIEL (IN POUNDS) BY PHASE
STRATEGIC RECONNAISSANCE WING (M) JET - 45 RB-47

ORGANIZATIONAL ELEMENT (Total wt of Materiel in Air Echelon is in Parenthesis)	AIR ECHELON			SURFACE ECHELON	
	FIRST PHASE	SECOND PHASE	THIRD PHASE	Fourth Phase A	B
Wing Hq (9840)	1982	4752	3106	1412. a	
6th SRS (16316.4)	4874.3	7373.1	4069	19697& a b	
26th SRS (16316.4)	4888.3	7359.1	4069	19697& a b	
61st SRS (16316.4)	4965.3	7282.1	4069	19697& a b	
A & E Sq (38006)	15869.8	9984.5	12157.7	215 a	
Field Maint Sq(193343) d	56166.3d	64071.7 d	73105. d	215 a	
Per Maint Sq (8065)	0	0	8065	390 a	
Tac Hosp (21603)c	5514	16089. c	0	13699 a	
Air Base Gp Hq(1740)e	62	784	894	1982 a	1
Supply Sq (210167)g	69907. g	70007. g	70253. g	1277 a	
Mtr Veh Sq (0) h	0	0	0	1013 a	
Installations Sq (0)h	0	0	0	1354 a	
Operations Sq(1559)f	0	764	795	3395 a	
Food Service Sq (0)h	0	0	0	265 a	
Air Police Sq (776)	776	0	0	0	
Totals (534,048.2)	165,005	188,466.5	180,576.7	a & b 84,308	0
Normally deployed in Unit Aircraft (0)	0	0	0	0	0
Normally deployed in Support Aircraft (534,048.2)	165,005	188,466.5	180,576.7	0	0

(See notes a thru i on following page)

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NOTES:

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the wing for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Includes AF Form 263 loose equipment boxes, ECM antennas, wheel well covers and fuselage covers.

c. When this recapitulation is used in connection with rotational TDY's, reduce by 16,089 pounds. The (36-bed) Tactical Support Hospital (airborne infirmary) is not deployed on rotational TDY's except when specifically directed in the governing SAC Operations Order.

d. Includes flyaway kit power packages phased as follows in accordance with SAC Regulation 400-6 as amended:

45 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each.

Phase I 15 (5 each RB-47 Squadron)
Phase II 15 (5 each RB-47 Squadron)
Phase III 15 (5 each RB-47 Squadron)

3 J-47 engines in cans @ 4300 pounds each. (1 each RB-47 Squadron)

e. Includes administrative equipment for Chaplain and personnel services functions.

f. Includes equipment for photo lab and communications sections.

g. Includes equipment for flyaway kit section as follows:

1 RB-47 Flyaway Kit @ 45,000 pounds and FAK film @ 24,696 pounds in each phase.

h. Only T/A 1-21 property needed by deploying Food Service, Installations, and Motor Vehicle Squadron personnel to support the initial phase of combat operations. Weight of this T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

i. Materiel for fourth phase, Column B, is provided in the Station Set.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE [illegible] (JET)
45 RP-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
WING HEADQUARTERS SQ T/O 1-1048 F-8 1 Jan 54						
COMMAND						
Flags, cases & Flagstaffs (lot)					1	10
**Records (case)	1	45				
*Case shipping AF Orgn Eqp (set)	½	30				
HEADQUARTERS SQDN SECTION						
Kit, Chemical Agent Detector M9A2			1	5		
Kit, Test Impreg Clothing M-1			1	10		
Binocular, M13A1			1	5		
Flashlight, 2-cell			3	2		
Shear, trimmer, straight 10"			1	1		
Clock, alarm, hand wound					1	1
Sharpener, pencil					1	1
Typewriter, std 14"			1	60	1	60
Stapler, paper fastening					1	1
Dictionary, desk type					1	2
(a) Case, T.O. with personnel records					2	200
**Misc pubs & files (case)			1	150	2	250
*Case, shipping AF Orgn Eqp (set)			2	234	2	234
***ECL 20-56-4 Set, Util tool (1@ 215#)						
ADJUTANT (WG)						
Machine, duplicating, hand operated			1	164		
Shear, trimmer, straight, 10"			1	1		
Sharpener, pencil					1	1
Stapler, paper fastening					1	1
Typewriter, std 14"	3	180				
Dictionary, desk type					1	2
**Misc pubs & files (case			2	200	2	200
*Case, shipping AF Orgn Eqp (set)			½	59	½	58
***Machine, duplicating, spirit process, elec operated stencil process (1 @ 280#)						

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Page III-C-6

PHASED DEPLOYMENT OF PATRIOT
WITH STRATEGIC RECONNAISSANCE WING (SRW)
25 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
PERSONNEL						
Sharpener, pencil			1	1		
Shear, trimmer, straight, 10"			1	1		
Stapler, paper fastening			1	1		
Typewriter, std 14"			1	60	1	60
Dictionary, desk type			1	2		
**Misc files & pubs (case)			1	100		
*Case, shipping, AF Orgn Eqp (set)			¼	27		
INTELLIGENCE						
ECL 20-20-1 Set, Intell. (lot)	1	187			1	25
Safe, fld, comb lock			1	150		
Viewer, reader			1	250		
Shear, trimmer, straight, 10"					1	1
Typewriter, std. 14"	2	120				
Sharpener, pencil					1	1
Stapler, paper fastener					1	1
**Combat mission & target planning folders, survival materials & miscellaneous files & publications and expendable supplies	lot	500			1	50
*Case shipping, AF Orgn Eqp (set)	24	390			¼	27
***Table, tracing, glass top 36" x 48" (1@ 50#)						
***Recorder-reproducer, AN/CNQ-14 (1 @ 87#)						
OPERATIONS & TRAINING						
Safe, fld, comb lock			1	150		
Sharpener, pencil					1	1
Shear, trimmer, straight, 10"					1	1
Stapler, paper fastening					1	1
Typewriter, std. 14"			1	60	1	60
Clock, mech 8½" dia, 24 hr dial					1	5
Camera system, radar O-15A					1	15
Magazine, radar scope, O-15 cam					1	5

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PHASED DEPLOYMENT OF MATERIEL
7374 STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
OPERATIONS & TRAINING(CONT)						
Calculating Machine			1	45		
Dictionary, desk type			1	2		
**ECL 20-00-82, Set, radiological defense detection, indication and computation	1	400				
**Misc pubs & files			3	150	1	50
*Case, shipping, AF Orgn Eqp. (set)	¼	30			¼	27
*Case, technical order			3	60		
AWS Detachment						
Weather manuals, code books & misc supplies (box) (Includes wt of box)	1	100				
COMMUNICATIONS						
Radio set, AN/GRC-32B			1	160		
Sharpener, pencil			1	1		
Stapler, paper fastening			1	1		
Typewriter, std, 14"					1	60
**Misc pubs & files (case)			1	50		
*Case, shipping, AF Orgn Eqp (set)			¼	27		
MATERIEL						
Typewriter, std, 14"					1	60
Shear, trimmer, straight, 10"					1	1
Sharpener, pencil					1	1
Stapler, paper fastening					1	1
Perforator, paper, 3-hole					1	3
**Misc pubs & files (case)					1	50
*Case, shipping, AF Orgn Eqp. (set)					¼	27
SUPPLY (Wg)						
Typewriter, std, 14"					1	60
Perforator, paper, 3-hole					1	3
**Misc pubs & files (case)					1	50
*Case, shipping, AF Orgn Eqp (set)					¼	27

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PHASED DEPLOYMENT OF MATERIEL
TOPS STRATEGIC RECONNAISSANCE WING (JCS)
45 RP-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
LOGISTICS						
Typewriter, std. 14"			1	60		
**Misc pubs & files (case)			1	50		
*Case, shipping, AF Orgn Eqp (set)			¼	27		
MAINTENANCE CONTROL						
(Job Control)						
Status Boards & flow charts (lot)					1	40
**Misc forms, records & files (case)					1	150
*Case, shipping (set)					½	60
(Quality Control)						
Typewriter			1	60		
**Misc forms, records & files (case)			5	375		
**Technical Order files (case)			10	750		
*Case, Tech Order (***39 @ 780)			15	300		
(Reports & Analysis)						
Typewriter					6	360
Add & Sub Machine					1	45
Dictionary					1	2
Sharpener, pencil					1	1
Shear, trimmer, 10"					1	1
Stepler, paper fastening					1	1
**Misc forms, records & files (case)					3	235
*Case, shipping (set)					3/4	90
(Supply Liaison)						
Shear, trimmer, 10"			1	1		
**Aircraft Supply records (cab)			1	95		
**Supply catalogs (case)			7	525		
**Tech Orders (case)			1	75		
**Misc forms, records & files (case)			1	50		
*Case, T. O.			9	180		
(Standardization Team)						
**Misc forms, records & files, (case)					2	100
*Case, T. O.					2	40

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
COMPTROLLER - MANAGEMENT ANAL.						
Typewriter, std, 14"					1	60
Calculating machine					1	45
Shear, trimmer, 10"					1	1
Sharpener, pencil					1	1
Stapler, paper fastening					1	1
Dictionary, desk type					1	2
**Misc pubs & files (case)					1	150
*Case, shipping (set)					4	27
RECAPITULATION						
Command (75)		75		0		10
Hq Sq Sec (1216)		0		467		749
Adjutant (866)		180		424		262
Personnel (252)		0		192		60
Intelligence (1722)		1197		420		105
Operations & Training (1062)		430		467		165
AWS Detachment (100)		100		0		0
Communications (299)		0		239		60

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PHASED DEPLOYMENT OF MATERIEL
[illegible] STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Materiel (452)		0		0		143
Supply (454)		0		0		140
Logistics (457)		0		137		0
Maintenance Control (460)		0		2406		1125
Comptroller - Mgt Anal (487)		0		0		287
Totals (9823)		1982		4752		3106

NOTES:
*Weight indicated for shipping and technical Order cases is empty weight.
**Weight indicated for miscellaneous files and publications etc., is less weight of shipping cases.
***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 1412 pounds.

(a)For TDY rotations of 90 days or less, these records will not be deployed.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
6TH STRAT RECON SQ MED, JET						
T/O 1-1479-P-S, 1 July 54						
PERSONNEL & ADMIN.						
Guidon Flag, Case & Flagstaff (lot)					1	3
Shear, Trimmer, straight, 10"					1	1
Clock, alarm, hand wound					1	1
Typewriter, std 24"					1	65
Adding & Sub mach					1	22
Sharpener, pencil					1	1
Dictionary, desk type					1	2
(b) Case, T. C, with personnel records					2	200
**Misc pubs & files (case)			2	100	2	100
*Case, Shipping, AF Orgn Eqp (Set)			½	60	½	60
INTELLIGENCE						
ECL 20-20-1 Set, Intelligence	1	187			1	25
Safe, Field, Comb lock			1	150		
Viewer, reader			1	270		
Dictionary, desk type			1	2		
**Combat mission & target planning folders, survival materials & miscellaneous files and publications and expendable supplies	lot	500				
*Case, shipping, AF Orgn Eqp (set)	¾	390				
COMBAT CREWS						
(a) Kit, emergency sustenance, seat style, modified, type A-1. (60 @ 20.40#)						
OPERATIONS & TRAINING						
Safe, field, comb lock			1	150		
Shear, trimmer, straight, 10"			1	1		
(a) Parachute assy, chest style, (Spare per pressurized compartment)(15 @ 390#)						

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
43 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
OPERATIONS & TRAINING(CONT)						
Add & sub mach, listing 10 col, 1-60 hr-min					1	22
Typewriter, std, 15"			2	120		
Dictionary, desk type			1	2		
Radiac Meter			15	525		
ECL 20-00-81 Set, pers eqp (lot) (necessary portion only)					1	65
**Misc pubs & files (case)			2	100	1	50
*Case, technical order (1 @ 20)			2	40	2	40
*Case, Shipping, AF Orgn Eqp (set)			1½	180	½	60
MAINTENANCE						
ECL 20-00-34 Set, combat Sq, Flt line maint. (B/RB-47)						
Class 08-A (lot)	1	90	1	642		
Class 12 (lot)			1	200		
Class 13-C (lot)			1	10		
Class 16-A (lot)			1	50		
Class 17-A (lot)			1	360	1	490
Class 17-B (lot)	1	86.3	1	223.1		
Class 17-C (lot)			1	95		
Class 18-A (lot)			1	15		
Class 18-B (lot)	1	191	1	138		
Class 18-D (lot)			1	5		
Class 19-A (lot)	1	3370	1	2968	1	2256
*** (7412)						
Class 19-G (lot)	1		1	35		
*** (3840)						
Powercycle, 2 wh.			2	300		
Typewriter, std, 15"	1	60			1	60
Perforator, 3 hole					1	1
Stapler, paper fastening					1	1
Sharpener, pencil					1	1
**Technical Orders (40 vol case)			1	50	1	50
**USAF Stock list (40 vol case)			1	50	1	50

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RF-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE (CONT)						
**Misc files (case)					1	50
**Bench stock (lot)			1	100		
*Case, technical order			3	60	3	60
*Case, shipping, AF orgn Eqp (set)			4½	180	½	60
AF Form 263 equip not installed in acft, consisting of the following:						
***AF Form 263 loose equip box. (12 @ 6000#)						
***ECM antenna assy (180 @ 390#)						
***Polar Nav Panel Assy (15 @ 15#)						
***Acft Fuselage covers (15 @ 1285#)						
***Forward & aft wheel well covers (30 @ 540#)						
SUPPLY						
Kit, Chem Agent Detector, M9A2			1	5		
Kit, test impreg cloth, M-1			1	10		
Typewriter, std, 15"			1	60	1	60
Stapler, paper fastening					1	1
Flashlight, 2-cell					5	2
**Misc pubs & files (case)			1	50	2	150
*Case, shipping AF Orgn Eqp. (set)			½	60	½	60
***ECI 20-56-4 Set, Util. tool (1 @ 215#)						
RECAPITULATION						
Personnel & Adm (615)		0		160		455
Intelligence (1524)		1077		422		25

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3rd PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Combat Crews (0)		0		0		0
Opns & Training (1355)		0		1118		237
Maintenance (12364.4)		3797.8		5488.1		3079
Supply (458)		0		185		273
Totals: (26316.4)		4874.8		7303.1		4069

Notes:
*Weight indicated for shipping and technical order cases is empty weight.
**Weight indicated for miscellaneous files, pubs, etc. is less case weight.
***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 19,697 pounds.

(a) UME Survival type equipment for 15 combat crews that deploy in Unit Recon aircraft. The weight of this equipment, plus the T/A 1-21 clothing and equipment for crew members is not shown in the total weights, as it is included in the basic weight of the aircraft.

(b) For TDY rotations of 90 days duration or less, these records will not be deployed.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RR-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR THE CAD DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
26TH STRAT RECON SQ MED, JET T/O 1-479-P-S 1 July 54						
PERSONNEL & ADMIN						
Guidon Flag, Case & Flagstaff (lot)					1	3
Shear, Trimmer, straight 10"					1	1
Clock, alarm, hand wound					1	1
Typewriter, std 24"					1	65
Adding & Sub Mach					1	22
Sharpener, pencil					1	1
Dictionary, desk type					1	2
(b) Case, T.C, with personnel records					2	200
**Misc pubs and files (case)			2	100	2	100
*Case, Shipping, AF Orgn Eqp. (Set)			½	60	½	60
INTELLIGENCE						
ECL 20-20-1 Set, Intelligence	1	18½			1	25
Safe, Field, Comb lock			1	150		
Viewer, reader			1	270		
Dictionary, desk type			1	2		
**Combat mission & target planning folders, survival materials & miscellaneous files & publications and expendable supplies.	lot	500				
*Case, shipping, AF Orgn Eqp. (set)	3¼	390				
COMBAT CREWS						
(a) Kit emergency sustenance, seat style, modified, type A-1, (60 @ 2040#)						
OPERATIONS & TRAINING						
Safe, field, comb lock			1	150		
Shear, trimmer, straight 10"			1	1		
(a) Parachute assy, chest style. (Spare per pressurized compartment) (15 @ 390#)						

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
OPERATIONS & TRAINING (CONT)						
Add & Sub mach, listing, 10 col, 1-60 hr-min					1	22
Typewriter, std, 15"			2	120		
Dictionary, desk type			1	2		
Radiac meter			15	525		
ECL 20-00-81 Set, pers eqp (lot) (necessary portion only)					1	65
**Misc pubs & files (case)			2	100	1	50
*Case, technical order (1 @ 20)			2	40	2	40
*Case, Shipping, AF Orgn Eqp. (set)			1½	180	½	60
MAINTENANCE						
ECL 20-00-34 Set, combat Sq, Flt line Maint (B-47 & RB-47)						
Class 08-A (lot)	1	90	1	642		
Class 12 (lot)			1	200		
Class 13-C (lot)			1	10		
Class 16-A (lot)			1	50		
Class 17-A (lot)	1	3	1	357	1	490
Class 17-B (lot)	1	823	1	227	1	
Class 17-C (lot)			1	95		
Class 18-A (lot)			1	15		
Class 18-B (lot)	1	191	1	138		
Class 18-D (lot)			1	5		
Class 19-A (lot) ***(7412)	1	3370	1	2968	1	2256
Class 19-G (lot) ***(3840)	1	15	1	20		
Powercycle, 2 wh.			2	300		
Typewriter, std 15"	1	60			1	60
Perforator, 3 hole					1	1
Stapler, paper fastening					1	1
Sharpener, pencil					1	1

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE (CONT)						
**Technical Orders (10 vol case)			1	50	1	50
**USAF Stock list (10 vol case)			1	50	1	50
**Misc files (case)					1	50
**Bench stock (lot)			1	100		
*Case, Technical order			3	60	3	60
*Case, Shipping AF Orgn Eqp (set) AF Form 263 equip not installed in acft, consisting of the following:			4½	180	½	60
***AF Form 263 loose equip Box (12 @ 6000#)						
***ECM Antenna Assy (180 @ 390#)						
***Polar Nav Panel Assy (15 @ 15#)						
***Aft Fuselage covers (15 @ 1285#)						
***Forward & aft wheel well covers (30 @ 540#)						
SUPPLY						
Kit, Chem Agent Detector, M9A2			1	5		
Kit, Test impreg cloth, M-9			1	10		
Typewriter, std 15"			1	60	1	60
Stapler, paper fastening					1	1
Flashlight, 2-cell					5	2
**Misc Pubs & files (case)			1	50	2	150
*Case, shipping AF Orgn Eqp (set)			½	60	½	60
***ECL 20-66-4 Set, util, tool. (1 @ 215#)						
RECAPITULATION						
Personnel & Adm. (615)		0		160		455

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (VET)
45 RE-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION						
Intelligence (1524)		1077		422		25
Combat Crews (0)		0		0		0
Opns & Training (1355)		0		1118		237
Maintenance (12364.4)		3811.4		6474.1		3079
Supply (458)		0		185		273
Totals: (16316.4)		4888.4		7359.1		4069

NOTES:
*Weight indicated for shipping and technical order cases is empty weight

**Weight indicated for miscellaneous files, pubs, etc., is less case weight.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 19,697 pounds.

(a) UME Survival type equipment for 15 combat crews that deploy in Unit Recon aircraft. The weight of this equipment, plus the T/A L-21 clothing and equipment for crew members is not shown in the total weights, as it is included in the basic weight of the aircraft.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
(b) For TDY rotations of 90 days duration or less, these records will not be deployed.						

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULED FOR LOAD SELECTION					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
61ST STRAT RECON SQ (VED), AIT T/O L-[illegible]-S 1 July 62						
PERSONNEL & ADMIN						
GUIDON Flag, Case & Flagstaff (Lot)					1	3
Shear, Trimmer, straight 10"					1	1
Clock, Alarm, hand wound					1	1
Typewriter, std 24"					1	65
Adding & Sub Mach					1	22
Sharpener, pencil					1	1
Dictionary, desk type					1	2
(b) Case, T.C., with personnel records					2	200
**Misc pubs & files (case			2	100	2	100
*Case, Shipping AF Organ Sup (set)			½	60	½	60
INTELLIGENCE						
ACI 20-20[illegible] Set, Intelligence	1	107			1	25
Safe, Field, comb lock			1	150		
Viewer, reader			1	270		
Dictionary			1	2		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 DP-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
INTELLIGENCE (CONT)						
**Combat mission & target planning folders, survival materials and miscellaneous files and publications and expendable supplies.	lot	500				
*Case, shipping, AF Orgn Eqp. (set)	3¾	390				
COMBAT CREWS						
(a) Kit, emergency sustenance, seat style, modified, type A-1 (60 @ 2040#)						
OPERATIONS & TRAINING						
Safe, Field, comb lock			1	150		
Shear, trimmer, straight 10"			1	1		
(a) Parachute assy, chest style. (Spare per pressurized compartment) (15 @ 390#)						
Add & Sub mach, listing, 10 col, 1-60-hr-min.					1	22
Typewriter, std 15"			2	120		
Dictionary, desk type			1	2		
Radiac meter			15	525		
ECL 20-00-81 Set, pers eqp, (lot) (necessary portion only)					1	65
**Misc pubs & files (case)			2	100	1	50
*Case, Technical order, (1@ 20)			2	40	2	40

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DELIVERY					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
OPERATIONS & TRAINING (CONT)						
*Case, Shipping, AF Organ Eqp (set)			1½	180	½	60
MAINTENANCE						
ECL 20-00-34 Set, combat Sq. Flt line Maint (B-47 & RB-47)						
Class 08-A (Lot)	1	45	1	687		
Class 12 (Lot)			1	200		
Class 13-C (Lot)			1	10		
Class 16-A (Lot)			1	50		
Class 17-A (Lot)	1	3	1	357	1	490
Class 17-B (Lot)	1	86.1	1	223.1		
Class 17-C (Lot)			1	95		
Class 18-A (Lot)			1	15		
Class 18-B (Lot)	1	309	1	22		
Class 18-D (Lot)			1	5		
Class 19-A (Lot)	1	3370	1	4968	1	2256
***(7412)						
Class 19-G (Lot) *** (3840)		15	1	20		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE (CONT)						
Powercycle, 2 wh.			2	300		
Typewriter, std 15"	1	60			1	60
Perforator, 3 hole					1	1
Stapler, paper fastening					1	1
Sharpener, pencil					1	1
**Technical Orders (10 vol case)			1	50	1	50
**USAF Stock list, (10 vol case)			1	50	1	50
**Misc pubs (case)					1	50
**Bench stock (lot)			1	100		
*Case, Technical Order			3	60	3	60
*Case, shipping AF Orgn Eqp. (set)			4½	180	½	60
AF Form 263 equip not installed in acft, consisting of the following:						
***AF Form 263 loose equip box (1206000#) ***ECM Antenna Assy (180@ 390#) ***Polar Nav Panel Assy (15@ 15#) ***Aft Fuselage covers (15 @ 1285#) ***Forward & aft wheel well covers (30@540#)						

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY						
Kit, Chem Agent Detector, M9A2			1	5		
Kit, test impreg cloth, M-1			1	20		
Typewriter, std 15"			1	60	1	60
Stapler, paper fastening					1	1
Flashlight, 2-cell					5	2
**Misc pubs & files (base)			1	50	2	150
*Case, shipping AF Orgn Eqp (set)			½	60	½	60
***EOI 20-56-2, Set, util, tool (10215#)						
RECAPITULATION						
Personnel & Adm (615)		0		160		455
Intelligence (2524)		1077		422		25
Combat Crews (0)		0		0		0
Opns & Training (1355)		0		1118		237
Maintenance (12364.4)		3888.		3397.1		3079

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PHASED DEPLOYMENT OF MATERIEL
20TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT.)						
Supply (458)		0		185		273
Totals: (1616.4)		4965.3		7282.1		4069

NOTES:

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files, pubs, etc., is less case weight.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 19,697 pounds.

(a) UME Survival type equipment for 15 combat crews that deploy in unit Recon aircraft. The weight of this equipment plus the T/A 1-21 clothing and equipment for crew members is not shown in the total weights, as it is included in the basic weight of the aircraft.

(b) For TDY rotations of 90 days duration or less, these records will not be deployed.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
[illegible]

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
70TH A & E MAINT SQ						
T/O [illegible] July '[illegible]						
PERSONNEL & ADMIN						
Guidon flag, case & flagstaff (lot)					1	3
Safe, field, comb lock					1	175
Shear, trimmer, straight 10"					4	4
Clock, alarm, hand wound					1	1
Dictionary, desk type					1	2
Typewriter, std 14"			1	60	2	120
Typewriter, std 20"					1	65
**Misc pubs & files, office supplies, etc. (lot)			2	200	4	400
*Case, shipping, AF orgn Eqp (set)			1	56	1	56
(a) Case, T. O. with personnel records					3	300
MAINTENANCE SUPERVISION						
Safe, field, comb lock			1	175		
Typewriter, std 14"			1	60	1	60
Dictionary, desk type					1	2
Powercycle, 2 wheel			2	320		

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PHASED DEPLOYMENT OF MATERIEL
JOINT STRATEGIC RECONNAISSANCE WING (JSI)
45 RW-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE SUPERVISION (CONT)						
**Misc pubs & files (lot)			1	100	1	100
**Technical Orders (16 vol case)			3	240	10	800
**USAF Stock lists (16 vol case)			1	80	3	240
*Case, shipping AF Orgn Eqp (set)			1	134		
*Case, Technical Order			4	80	13	260
ECL 20-00-24 Set, A&E:						
Bench Sets						
(Com/Nav)						
Radio set AN/ARN-14	2	144	1	72		
Radar set AN/APN-11	2	400				
Radar set AN/APN-76	2	168				
Radio compass AN/ARN-6	4	300				
Radio set AN/ARC-21	2	400				
Radar set AN/ARN-12	1	25			2	50
Radio set AN/ARC-27	4	336				
Intercom set AIC-10	2	80				

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RR-47

LIST OF ITEMS PY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE SUPERVISION (CONT)						
(Auto Pilot)						
Auto pilot A-12-D	1	400			1	400
(K-System)						
Bomb/Nav System K-4A	1	4000	1	5000	1	5000
(Fire Control)						
Gun Charger & Servo A-5	3	360				
Radar Set APG-32A	1	500			2	1000
Fire Control System A5			1	1300	1	1300
(Camera)						
Universal camera control system	1	500				
Tool Crib						
Class 08-A (lot)	1	18	1	132		
Class 13-C (lot)					1	1
Class 17-A (lot)			1	100	1	395
Class 17-B (lot)	1	15.3			1	412.7
Class 17-C (lot)	1	1217.5	1	782.5		
Class 18-B (lot)					1	75

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
Tool Crib (Cont)						
Class 18-C (lot)	1	6			1	161
Class 18-D (lot)			1	60		
Class 19-G (lot)			1	90	1	100
Class 38 (lot)			1	20		
SUPPLY						
Typewriter, std, 14"			2	120	3	180
Adding & Sub machine					1	52
Flashlight, right angle					5	3
Kit, testing impregnite clothing			1	100		
**Bench stocks for all sections (lot)			2	400	1	200
**Misc pubs & files (case)			1	100	1	100
*Case, shipping, AF Orgn Eqp, (set)			1½	201	1	134
***BOI 20-50-4 Set, Utility tool (1 @ 215#)						
RECAPITULATION						
Pers & Adm (1444)				318		1126
Maint Supervision (2651)		0		1189		1462

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 WP-4*

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Bench Sets (27,735)		13613		6372		7750
Tool Crib (4,586)		2256.8		1184.9		1144.7
Supply (1590)		0		921		669
Totals: (38006)		15869.8		8984.9		12151.7

NOTES:

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for bench stocks, misc files, publications, etc. is less case weight.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 215 pounds.

(a) For TDY rotations of 90 days or less, these records will not be deployed.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RR-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
70TH FIELD MAINT SQUADRON T/O 1-7169 P-S 1 July 54						
PERSONNEL AND ADMIN						
Guidon Flag, case & Flagstaff (lot)			1	4		
Adding & sub machine					1	65
Clock, alarm, hand wound			1	1		
Dictionary, desk type			1	2		
Perforator			1	3		
Safe, field, comb lock			1	150		
Sharpener, pencil			1	1		
Typewriter, std 14"					1	65
(a) Case, T.O., with personnel records					3	300
**Misc pubs & files (case)			1	120	1	75
*Case, shipping, AF Orgn Eqp. (set)			¼	30	¼	30
MAINTENANCE SUPERVISION						
Powercycle, 2 wheel	2	300				
Typewriter, std 14"			1	65		
Dictionary, desk type					1	2

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
AS 38-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE SUPERVISION (CONT)						
Case, T. O. with T.O.'s					9	765
Pens & guides					1	3
**Misc files & pubs (case)			1	95		
*Case, shipping, AF Organ Eqp (set)			3/4	90	½	60
SUPPLY						
Calculating machine, 10 col.					1	65
Typewriter, std 14"			1	65		
Safe, field, comb lock			1	150		
Dictionary, desk type			1	2		
Flashlight, 2 cell			5	3		
Shear, 10"			1	1		
Kit, chemical agent detector			1	5		
Kit, testing clothing impregnate			1	5		
**Supply records, (case)			1	90		
**Stock lists (case)			2	200		
**Misc files & pubs and 20 day supply of expendable office supplies for all sections (lot)			1	100		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY (CONT)						
*Case, shipping, AF Crgn Eqp. (set)			½	60		
*Case, Technical Order			3	60		
***ECL 20-56-4 Set, utility, tool (1@ 215#)						
SHOPS						
Air Frame						
Class 01-F (lot)				15		15
Class 04-A (lot)				200		200
Class 04-B (lot)				80		80
Class 08-A (lot)		36		164		
Class 13-C (lot)				90		
Class 17-A (lot)		21		74		
Class 17-B (lot)				75		200
Class 17-C (lot)				200		
Class 18-B (lot)				340		
Class 19-G (lot)				1150		
Class 23-A (lot)				8		8
Class 24-LP (lot)				400		400

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INITIAL DEPLOYMENT OF MINUTEMAN
[illegible] STRATEGIC BOMB ASSEMBLY WING (SAC)
AS OF 1-67

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DELIVERY PHASE 1A		PHASE 1B		PHASE 2	
	Qty	Wt.	Qty	Wt.	Qty	Wt.
SHOPS (CONT)						
Air Frame (Cont.)						
Class 29 (Lot)				475		475
Class 29-LP (Lot)				3		3
Class 29C-LP (Lot)				3		3
Class 30-B (Lot)				50		
Class 43-LP (Lot)				30		30
Electrical Shop						
Class 02 (Lot)		20				
Class 03 (Lot)		20				
Class 03-C-2 (Lot)				55		55
Class 03-H (Lot)				65		65
Class 08-A (Lot)				32		
Class 08-B (Lot)		40		55		95
Class 08-C (Lot)				65		65
Class 08-F (Lot)				100		100
Class 08-G (Lot)				35		35

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
SHOPS						
Electric Shop (Cont)						
Class 16-R (lot)				65		65
Class 17-A (lot)				7		
Class 17-B (lot)				95		
Class 17-C (lot)				110		
Class 18-B (lot)				65		
Class 21-A (lot)				15		15
Class 23-A (lot)				35		35
Class 23-B (lot)				25		25
Class 24-LP (lot)				7		7
Class 29-LP (lot)				35		35
Hydraulic Shop						
Class 04-A (lot)		20		140		100
Class 04-B (lot)		40				25
Class 08-A (lot)		52				
Class 13-A (lot)						55
Class 17-A (lot)						40

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PHASED DEPLOYMENT OF MATERIEL
[illegible] STRATEGIC RECONNAISSANCE WING (JET)
45 PE-47

LIST OF TYPES OF ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	PHASE 67		PHASE 29		PHASE 39	
	Qty	Wt	Qty	Wt	Qty	Wt
SHOPS						
Hydraulic Shop (Cont)						
Class 17-P (lot)				125		235
Class 17-C (lot)						45
Class 18-B (lot)						30
Class 29-LP (lot)				24		12
**Misc files & pubs (lot)				7		7
Instrument Shop						
Class 04-A (lot)		30				
Class 04-B (lot)		40				
Class 05-D (lot)				24		
Class 08-A (lot)		11				
Class 08-B (lot)				6		
Class 08-C (lot)				6		
Class 08-E (lot)				9		
Class 08-G (lot)		30				
Class 16-E (lot)				9		
Class 17-C (lot)				200		260

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT		SCHEDULE FOR PHASED DEPLOYMENT					
		1st PHASE		2d PHASE		Xd PHASE	
		Qty	Wt	Qty	Wt	Qty	Wt
SHOPS							
Instrument Shop (Cont)							
Class 23-A	(lot)				6		
Class 29	(lot)				12		
Class 30-M	(lot)				36		
Ground Power Shop							
Class 04-A	(lot)				22		
Class 06-B	(lot)				48		
Class 08-A	(lot)		44				
Class 08-G	(lot)				1		
Class 16-Q	(lot)				2		
Class 16-R	(lot)				13		
Class 16-S	(lot)				35		
Class 17-A	(lot)		30		10		
Class 17-B	(lot)				110		
Class 17-C	(lot)				18		
Class 19-E	(lot)				2		
Class 19-F	(lot)				17		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RP-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
GROUND POWER SHOP (CONT)						
Class 24 (lot)		30				
Class 29 (lot)				23		
Class 51 (lot)				1		
Class 51-A (lot)				1		
Class 51-H (lot)				23		
Class 51-I (lot)				1		
Class 51-J (lot)				5		
Class 51-K (lot)				8		
Class - Fed (lot)				14		
Jet Engine Build-Up						
Class 02-Q (lot)		24		96		120
Class 04-A (lot)		26		274		300
Class 04-B (lot)				30		30
Class 08-A (lot)				40		
Class 13-C (lot)				3		
Class 17-A (lot)		12		38		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (SAC)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
Jet Engine Build-Up (Cont.)						
Class 17-B (lot)				250		
Class 17-C (lot)				65		
Class 18-A (lot)		166		14		
Class 18-B (lot)				90		90
Class 19-A (lot)				140		
Class 19-G (lot)		440				80
Note: Weight of Truck 8220-750500 included with Engine weight under FAK Power Package.						
Class 20-A (lot)				70		
Class 23-A (lot)				75		75
Class 29 (lot)		24		16		40
Class 29-LP (lot)				25		25
Class 29-C (lot)		26				
Class 29-C-LP (lot)				2		2
Class 34-B (lot)				65		65
Class 38 (lot)				2		

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MINED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (SAC)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
Jet Engine Build-Up (Cont.)						
Class Fed. (lot)				11		
Flyaway Kit Power Pkg & Engine Repair J-47 completely built up on truck 8220-750500.	15	54525	15	54525	15	54525
J-47 Raw, in can.	0		0		3	12900
Machine Shop						
Class 08-A (lot)				10		
Class 17-A (lot)				30		
Class 17-B (lot)				150		
Class 17-J (lot)				20		
Class 23-A (lot)				175		175
Class 23-A-LP (lot)				25		
Class 23-B (lot)				60		
Parachute Shop						
Class 01-F (lot)		30				
Class 04-B (lot)		30				
Class 17-B (lot)				2		

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PHASED DEPLOYMENT OF MATERIEL
[illegible] STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
Parachute Shop (Cont)						
Class 20-B (lot)				81		
Class 21-A (lot)				10		
Class 29 (lot)				50		
Paint, Dope & Fabric Shop						
Class 04-F (lot)				60		40
Class 13-C (lot)				6		
Class 17-A (lot)				20		
Class 17-B (lot)				20		
Class 25-B (lot)				6		
Class 29 (lot)				4		
Sheet Metal Shop						
Class 04-A (lot)				50		
Class 04-B (lot)				30		
Class 08-A (lot)				35		
Class 17-A (lot)		6.8		68.2		
Class 17-B (lot)		10.5		214.5		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
Sheet Metal Shop (Cont.)						
Class 18-D (lot)				6		
Class 23-A (lot)		30		70		100
Class 23-B (lot)				10		10
Class 23-B-LP (lot)				15		15
Class 24 (lot)				3		3
Class 29 (lot)		40				
Class 29-LP (lot)						15
Class 29-I (lot)						10
Class 43 (lot)				2		
Class Fed (lot)				50		50
Welding Shop						
Class 17-A (lot)				36		
Class 17-B (lot)				64		
Class 23-A (lot)				204		
Class 24 (lot)				10		
Life Raft Shop						
Class 04-B (lot)				9		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT		SCHEDULE FOR PHASED DEPLOYMENT					
		1st PHASE		2d PHASE		3d PHASE	
		Qty	Wt	Qty	Wt	Qty	Wt
Life Raft Shop (Cont)							
Class 08-A	(lot)		2		19		
Class 17-A	(lot)				20		
Class 18-D	(lot)				10		
Class 20-B	(lot)				10		
Class 21-A	(lot)				4		
Class 23-A	(lot)				1		
Class 29	(lot)				55		75
Class 43	(lot)				4		
50 Series Tags	(lot)				30		
Wood Mill Shop							
Class 08-D	(lot)						10
Class 17-A	(lot)						35
Class 17-B	(lot)						50
Class Fed	(lot)						15
RECAPITULATION							
Personnel & Admn (846)			0		311		535

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[illegible] DEPLOYMENT OF MATERIEL
[illegible] STRATEGIC RECONNAISSANCE WING (JET)
AS RB-47

LIST OF [illegible] BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Maintenance Supervision (1380)		300		250		830
Supply (806)		0		741		65
Air Frame (4828)		57		3357		1414
Electric Shop (2562)		90		865		597
Hydraulic Shop (957)		112		296		549
Instrument Shop (679)		111		308		260
Ground Power (458)		104		354		0
Jet Engine Build-up (179.326)		55243		55831		68252
Machine Shop (645)		0		470		175
Parachute Shop (203)		60		143		0
Paint, Dope & Fabric Shop (256)		0		116		40

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Sheet Metal Shop (844)		87.3		553.7		203
Welding Shop (314)		0		314		0
Life Raft Shop (239)		2		162		75
Wood Mill Shop (110)		0		0		110
Totals: (193,343)		66166.3		74071.7		73105

NOTES:
* Weight indicated for shipping and technical order cases is empty weight.
**Weight indicated for miscellaneous files and publications, etc., is less weight of shipping cases.
***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 215 pounds.

(a) For TDY rotations of 90 days or less, these records will not be deployed.

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
PERIODIC MAINT. SQUADRON T/O-1-7171 P-S 1 July 1954						
PERSONNEL & ADMINISTRATION						
Guidon flag, case & staff					lot	3
Safe, field, combination lock					1	175
*Box, set, shipping (set)					1	134
Adding & substracting machine					1	22
Clock, alarm, hand wound					1	1
Typewriter, standard 18-22 in.					1	65
Dictionary, desk type					1	2
(a) Case, T.O. with personnel record					2	200
**Misc. pub & files (case)					3	150
MAINTENANCE SUPERVISION						
*Case, T/O					5	100
***Safe, field combination lock (1 @ 175)						
*Box, set, shipping (set)					2	268
Typewriter, standard 13-15 in.					1	60
Dictionary, desk type					1	2

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
PERIODIC MAINT. SQUADRON (Cont'd) T/O-1-7171 P-S 1 July 1954						
**Technical Orders (10 vol. case)					3	180
**USAF Stock Lists (10 vol. Case)					2	120
**Miscellaneous files & publications (case)					2	100
DOCK MAINTENANCE						
ECL 20-00-44 Set Periodic Maint. Sq. (RB-47)						
Class 8405 (lot)					1	3
Class 08A (lot)					1	564
Class 17A (lot)					1	299
Class 17B (lot)					1	636
Class 17C (lot)					1	104
Class 18A (lot)					1	42
Class 18B (lot)					1	908
Class 18D (lot)					1	3
Class 19A (lot)					1	2810
Class 19C (lot)					2	60
Powercycle, 2 wheel					2	230

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
PERIODIC MAINT. SQUADRON (Cont'd) T/O-1-7171 P-S 1 July 1954						
Bench stock (case)					2	200
*Box, set, shipping (set)					2	268
SUPPLY						
Kit, chemical agent detector					1	5
Kit, testing impregnate clothing					1	3
***ECL 20-56-4 Set utility, tool (1 @ 215 lbs)						
Shears, trimmer					1	1
*Box, set, shipping (set)					1	134
Flashlight, 2 cell					5	3
Typewriter, standard 13-15 in.					1	60
**Miscellaneous publications and files (case) Aux. Eq. ***Boot Hip 5@50#					3	150
RECAPITULATION						
Personnel and Adm. (752)						752
Maint. Supervision (830)						830
Dock Maintenance (RB-47) (6127)						6127

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JET)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT					
	1st PHASE		2d PHASE		3d PHASE	
	Qty	Wt	Qty	Wt	Qty	Wt
PERIODIC MAINT. SQUADRON (Cont'd) T/O-1-7171 P-S 1 July 1954						
Supply (356)						356
TOTAL: (8065)		0		0		8065
NOTES:						
*Weight indicated for shipping and Tech Order cases is empty weight.						
**Weight indicated for miscellaneous files and publications, etc. is less weight of shipping cases.						
***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel is 390 pounds.						
(a) For TDY rotations of 90 days or less, these records will not be deployed.						

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PHASED DEPLOYMENT OF MATERIEL
TACTICAL AIR CONTROL/SURVEILLANCE WING (TAW)
45 MT-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
TACTICAL HOSPITAL (UMD 9022, Part II AE, II AT and 3X part II AD) 1 June 55						
TACTICAL MEDICAL SUPPORT HEADQUARTERS ELEMENT						
Flags, cases & flagstaff (1st)	1	4				
(b) Kit, Chem Agent Detector M18A2. (1 @ 5#)						
(b) Tent, squad M1945. 2 @ 230#						
(b) Heater, space, non-electric, radiant type. 2 @ 180#						
(b) Burner, oil stove, tent. 2 @ 56#						
(b) Machine, add & sub. 2 @ 70#						
(b) Lantern, gasoline, designed for leaded gasoline. 3 @ 15#						
(b) Can, blits, rectangular, 6 gal w/carrying handle. 2 @ 70#						
(b) Maul, wood. 1 @ 9#						
(b) Kit, airplane crash. 2 @ 93#						
(b) Kit, telescopic splint. 2 @ 12?#						
(b) Typewriter std. 2 @ 0?#						

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (JTF)
AS 83-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
TAC MED SUPPORT HQ (CONT)						
(b) Can, water, 5 gal. 1 @ 10#						
Clock, alarm, handwound	1	1				
Seal, lever, official, 1½ in dia, Brass lower die and steel upper die	1	2				
Flashlight, 2-cell, prefocused rt Angle, spot-light	1	1				
(b) Sharpener, pencil. 1 @ 1#						
(b) Perforator, paper. 1 @ 2#						
(b) Shears, trimmer, 10". 1 @ 1#						
(b) Stapler, paper fastening. 1 @ 1#						
ECL 20-90-2 Set, air transportable dispensary	1	1375				
TACTICAL MEDICAL SUPPORT ELEMENT						
(c) Kit, Chem Agent Detector M9A2, 3 @ 1b#						
(c) Tent, squad M1945. 6 @ 2610#						
(c) Maul, wood. 3 @ 9#						
(c) Can, water, 5 gal. 3 @ 30#						
(c) Can, blitz, 6 gal. 6 @ 60#						

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PHASED DEPLOYMENT OF MATERIEL
FOR STRATEGIC RECONNAISSANCE WING (SRW)
AF TP-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
TAC MED SUPPORT ELEMENT (CONT)						
(c) Lantern, gasoline, designed for leaded gasoline. 9 @ 45#						
(c) Burner, oil stove, tent. 6 @ 168#						
(c) Perforator, paper. 3 @ 6#						
(c) Heater, space. 6 @ 30#						
(c) Kit, airplane crash. 3 @ 279#						
(c) Kit, telescopic, splint. 3 @ 375#						
Clock, alarm, hand wound	3	3				
Flashlight, 2-cell, prefocused rt angle, spotlight	3	3				
ECL 20-90-4 Set, air transportable dispensary (1 each tac recon sq, 1375# each)	3	4125				
(c) **Box, cot, wood. 15 @ 1200#						
TACTICAL SUPPORT HOSPITAL						
*ECL 20-90-28 Infirmary, Medical equipment (36 bed Air transportable)			1	12500		
*Kit, Chem Agent Detector M9A2			1	5		
*ECL 20-90-4 Set, air transportable dispensary			1	1375		

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (VLF)
45 RW-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
TACTICAL SUPPORT HOSPITAL (CONT)						
Flag, Red Cross			1	2		
(d) Tent, squad M1945. 3 @ 1305#						
(d) Heater, space, non-electric, radiant type. 14 @ 1260#						
(d) Can, water, 5 gal. 3 @ 30#						
(d) Heater, immersion type, for can corrugated nesting. 3 @ 135#						
(d) Burner, oil stove, tent. 14 @ 392#						
(d) Lantern, gasoline. 12 @ 60#						
(d) Can, Flitz, rectangular, 6 gal w/carrying handle. 14 @ 140#						
*Maul, wood.			1	3		
*Kit, airplane crash			2	186		
*Kit, telescopic splint			2	250		
* (d) Tent, sectional, hospital, complete w/liner, vestibule, pins & poles. 2 @ 3740#						
* (d) Screen, latrine, complete w/pins & poles. 2 @ 278#						

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	Vehicle for Issued Equipment					
	Basic Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SAC WEIGHT IN MILES (CON'T)						
ECL 20-90-18 Dental Kit			2	10		
*ECL 20-90-17 Kit, Field, Dental, Operating			1	350		
*ECL 20-90-2 Kit, Field, Dental			2	250		
*Kit, Field, Dental Operating			1	528		
*ECL 20-60-3 Food Service Equipment			1	225		
* (d) ECL 20-96-4 Set, Dining Hall, Mess						
*ECL 20-90-14 Kit, AF Physical Exam, Field			1	73		
*Surgical Instrument & supply set.			9	65		
(d) Tank, water, canvas, sterilizing, 3% cu. yd. complete w/spigot & cover. 2 6 250						
(d) Saw, Knife, ice 1 each. 2 1 4#						
(d) Range, Field, M1937, 3 units, set. 2 1750						
(d) Generator, set, gasoline engine driven, 2.5 KW, AC, 110V, 60 cys, 1 ph, 2 wires, 250CM, 3600 RPM, portable, type G-11A, 2 6 540#						
(d) Cafe, Field, Knockdown type. 2 6 250						
(d) Machine, numbering. 2 1 2#						
Clock, alarm			1	1		

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT						
	Qty	Wt	Qty	Wt	Qty	Wt
TAC SUPPORT HOSP (CONT)						
Flashlight, 2-cell, prefocusel, rt angle, spotlight			2	1		
Perforator, paper			1	2		
Stapler, paper fastening			1	1		
Sharpener, pencil			1	1		
Shears, trimmer, 10"			1	1		
Typewriter, std 14"			1	60		
(d) Machine, add & sub. 1 @ 70#						
Misc pubs & files (lot)			1	200		
RECAPITULATION						
Tac Med Spt Hq (1383)		1383		0		0
Tac Med Spt Element (4131)		4131		0		0
Tac Spt Hosp (16089)		0		16089		0
TOTALS: (21603)		5514		16089		0

NOTES:
(a) Only Medical materiel and administrative TOE will deploy except when adequate shelter and utilities are not available at [illegible]

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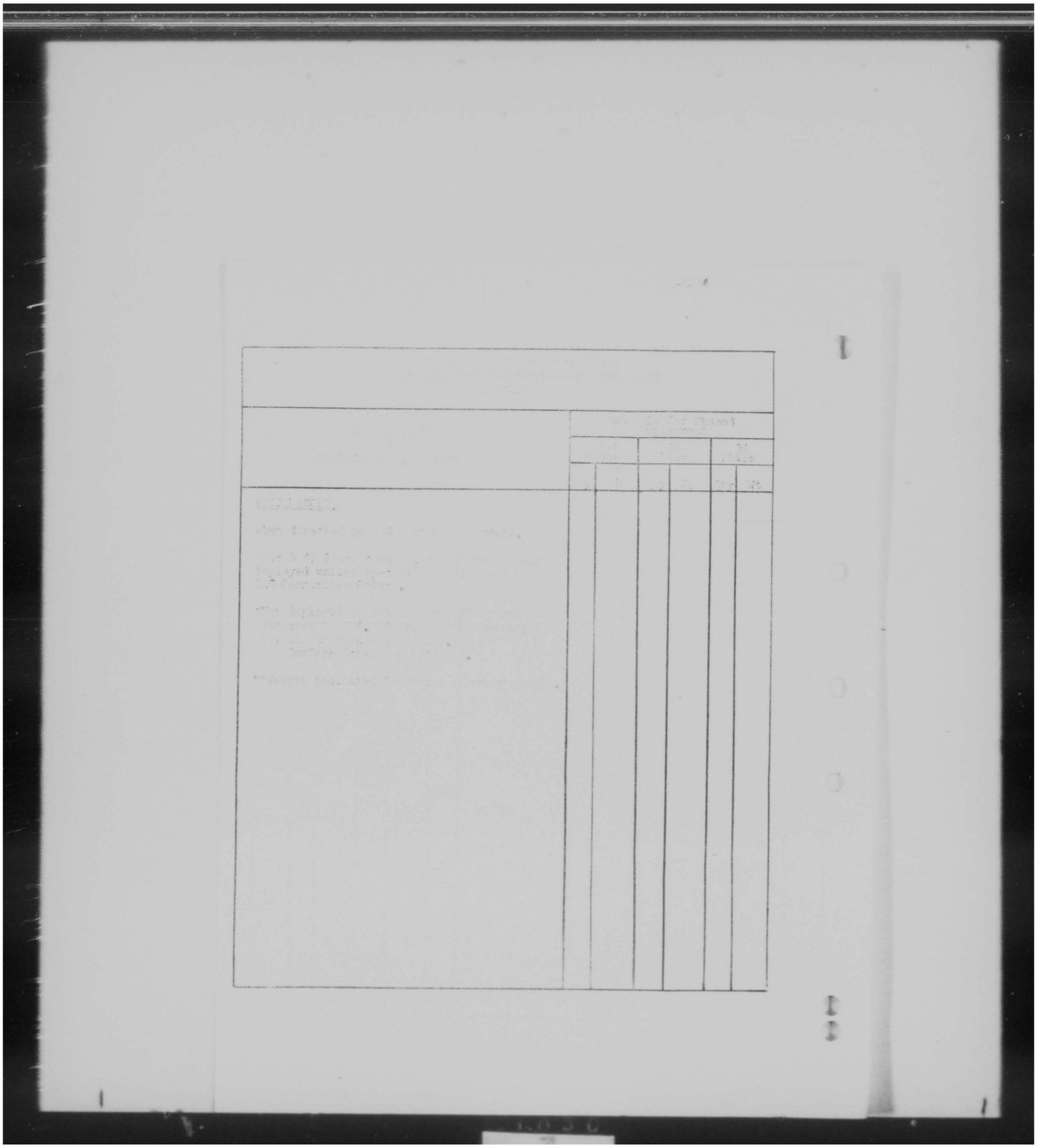

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LIST OF ITEMS BY FUNCTIONAL ELEMENT	Suitable for Issued Equipment					
	1ST Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
HEADQUARTERS AIR BASE GROUP T/O 1-6033 P-S, Part II, 1 Jan 55						
UNIT ADMIN						
***Typewriter, std 14" (1 @ 60#)						
***Add & sub mach. (1 @ 22#)						
***Shear, trimmer 10". (1 @ 1#)						
***Clock, alarm, (1 @ 1#)						
***Clock, mech, spring driven 8½" dia, 24 hour dial (1 @ 5#)						
*Case, shipping AF Orgn Cap (set) ***(1 @ 117#)						
Misc rubs & files (case) * 2 @ 200#)						
UNIT SUPPLY						
***Kit, Chem Agent Detector, M9A2. (1 @ 5#)						
***TCI 20-56-4 Set, Utility tool. (1 @ 21#)						
***Binocular, M.I.L. (1 @ 5#)						
***Flashlight, D-cell. (3 @ 3#)						

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LIST OF ITEMS BY QUANTITATIVE ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
EMPLOYEES						
*Case, shipping AF Cmpn Sup (Cot) *** (4 @ 22#)						
Misc Pubs & Files (Trans) *(1 @ 50#)						
CHAPLAIN						
Typewriter std 14"					1	60
***Organ, folding chpl(1 @ 240#)						
MILITARY [illegible]						
Typewriter std 14"					1	60
*Case, shipping AF Org Sup (Cot)					½	27
**Misc pubs & files. (Trans)					1	50
[illegible]						
Typewriter std 14"					1	60
*Case, shipping AF Cmpn Sup. (Cot)					½	30
**Misc pubs & files. (Trans)					1	65
[illegible]						
Pay, money			1	2		
Safe, field, [illegible]					1	120

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (SAC)
45 RB-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
FINANCE (CONT)						
Machine, calculating, non-listing			1	45		
Typewriter, std 14"			1	60	1	60
Paytable, book, visible file			12	12		
***Case, brief, (1 @ 2#)						
***Machine, embossing, address plate graphno-type, model 6153. (2@270#)						
*Case, shipping AF Orgn Eqp. (set)			½	60	¼	30
**Misc pubs & files, (case)			1	100	1	100
STAT SERVICES						
Safe, field, comb lock			1	150		
Typewriter, std 14"			1	60		
MATERIEL						
***Typewriter, std 14" (1@ 60#)						
*Case, shipping AF Orgn Eqp. (Set) *** (¼ @ 30#)						
Misc pubs & files (case) *(1 @ 50#)						
ADJUTANT						
***Box, cash and stamps. (2@ 10#)						
Safe, Field, comb lock			1	150		

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	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
			1	1		
			1	2		
			1	60	1	60
			4	30	4	30
			1	50	1	50
					1	2
					1	60

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LIST OF ITEMS BY CLASSIFICATION OF ALLIANCE	Periods for Phased Deployment					
	1 Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
AGENCY OPERATIONS (CONT)						
***Add & sub meth. hand oper 10#, 60 cyc, 10 col, 1-60 hr-min. (1 @ 22#)						
***Clock, mech. spring driven, 8" dia. 24 hr dial. (1 @ 5#)						
***Dictionary, desk type (1 @ 2#)						
***Stapler, paper fastening (1 @ 1#)						
RECAPITULATION						
UNIT ADMIN (0) (***406)		0		0		0
UNIT SUPPLY (0) (***220)		0		0		0
PERSONNEL (0) (***77)		0		0		0
CHAPLAIN (60) (***225)		0		0		60
MILITARY PERSONNEL (137)		0		0		137
PERSONNEL SERVICES (256)		0		0		256
FINANCE (619) (***272)		0		279		340
MAT SERVICES (220)		0		220		0

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (XXXI)						
MATERIEL (0) (***40)		0		0		0
ADJUTANT (435) (***60)		0		295		140
JUDGE ADVOCATE (64)		62		0		2
AOPT OPERATIONS (60) (***180)		0		0		60
TOTALS (1740)		62		784		894

NOTES:

*Weight indicated for shipping and technical order cases, etc. is empty weight.

**Weight indicated for misc pubs & files, etc., is less weight of shipping case.

***Denotes items not considered essential for support of initial period of operation. This equipment will be deployed in Phase IVA. Weight of this material is 1983 lbs.

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY SQUADRON (UMD 8160, Part II, IIP & IIC) 1 Sept 55						
UNIT ADMIN						
Safe, Field, comb lock					1	150
Add & Sub mach					1	22
Shear, trimmer, 10"					1	1
Clock, alarm, hard wound					1	1
Typewriter, std 14"					1	60
Dictionary, desk type					1	2
Stapler, paper fastening					1	1
**Misc pubs & files (case)					1	50
*Case, Shipping, AF Orgn Eqp (set)					1/4	30
FLYAWAY KITS						
Motorcycle, 2 wheel	1	150				
Typewriter, std 14"	1	60				
Stapler, paper fastening	1	1				
*Case, technical order	4	(b)	4	(b)	4	(b)
Tin, cargo, 2-piece, split type	30	(b)	30	(b)	30	(b)
(a) Flyaway Kits 15 acft B-47 Strat Recon Sq Tdy (Unit)	1	45000	1	45000	1	45000

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	Vehicle for Phased Deployment					
			2d Phase		3d Phase	
	Qty		Qty	Wt	Qty	Wt
5 Tool Kits (Cl Ia)						
DAF film (lot)	1	24(96)	1	24(96)	1	24(96)
[illegible]						
***Kit 5 Tab mark. (1 @ 120)						
***Typewriter, std 14" (1 @ 60)						
[illegible]						
Typewriter, std 14"					1	60
***20" carriage. (2 @ 120)						
*Case, shipping AF Frgn Sup. (set)					1/2	40
**Misc tubs, files & TM/AF stock lists, etc. (case)					2	120
[illegible]						
Stapler, paper fastening			1	1		
Typewriter, std 14"			1	120		
***20" carriage (1 @ 60)						
*Case, technical order ***(2 @ 40#)			2	40		
Misc tubs, files & TM/AF stock lists, etc. (case) *(2 @ 150#)			2	150		

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
MATERIEL FACILITIES						
*Case, technical order. ***(1 @ 20#)						
Misc pubs & files. (case) *(1 @ 75#)						
UNIT SUPPLY						
***ECL 20-56-4 Set, Utility tool. (1 @ 215#)						
***Kit, testing, impreg clothing (1 @ 3#)						
***Flashlight, 2-cell. (5 @ 3#)						
***Typewriter, std 14" (1 @ 60#)						
*Case, shipping AF Orgn Eqp (set) ***2 @ 234#)						
Misc pubs & files (case) * (2 @ 200#)						
RECAPITULATION						
Unit Admin (317)		0		0		317
Flyaway Kits (209,299)		69607		69696		69696

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	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
A-CAVALRY (X-45)						
Inventory & Inspection (0)		0		0		0
Service Unit (220)		0		0		240
General Service Tr... (311)		0		311		0
Material Facilities (0)		0		0		0
Unit Supply (0)		0		0		0
TOTALS (2,531)		69907		70007		70253

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for misc pubs & files. Wt. is less weight of cases.

***Denotes items not considered essential to support of initial period of operations. This equipment will be programmed in Phase IV. Weight of this material is 1,979 lbs.

(a) Weights for flyaway kits incl... Weights for ... supply cases are included in weight of flyaway kits. ... packages and engines authorized in flyaway kits are included in ... listings.

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PHASED DEPLOYMENT OF MATERIEL
TOUR STRATEGIC RECONNAISSANCE WING (SAC)
45 BW-A

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
MOTOR VEHICLE EQUATION (UMD 1-2158, Part II) 1 Sept 55						
COMMAND						
Guidon Flag, Case & Flagstaff, 1 @ 3#						
PERSONNEL & ADMINISTRATION						
Safe, Field, Comb Lock, 1 @ 150#						
Shear, Trimmer, Straight 10" Overall 1 @ 1#						
Add & Sub Mach, Listing, Elec and Hand Operated, 10 Column, 1 @ 45#						
Clock, Alarm Hand Wound, 1 @ 1#						
Typewriter, Std 20" carriage, 1 @ 65#						
Dictionary, Desk Type, 1 @ 2#						
Miscellaneous Pubs, 1 @ 100#						
MAINTENANCE						
Typewriter, Std 14" carriage, 1 @ 60#						
Dictionary, Desk Type, 1 @ 2#						
Miscellaneous Pubs, 1 @ 150#						

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ITEMS OF TOOLS TO ORGANIZATIONAL EQUIPMENT	Schedule for Phased Equipment					
	1st Phase		2nd Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
MOTOR POOL						
Miscellaneous Files & Tools, 1 @ 5#*						
SUPPLY						
Kit, Chemical Agent Detector, M18A1, 1 @ 8#*						
MCI 80-96-4, Set, Tool, Utility, 1 @ 5#*						
Flashlight, Two Cell, Professional, 90 Angle, Spotlight, 1 @ 4#*						
Machine, Stencil Cutting, 1#, 1 @ 50#*						
Typewriter, 3#8 1#5, 1 @ 42#*						
Miscellaneous Files & Tools, 1 @ 5#*						
NOTE:						
Motor Vehicle Signaling Material is not considered essential for the initial period of operation and will be deployed in phase IVA. Weight of this material is 1013 pounds.						

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PHASED DEVELOPMENT OF MATERIEL
TOTE GENERATING PROCESSING (Less Item)
45 TO 47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
INSTALLATION SQUADRON (T/O 1-8159 Part II) 1 June 55						
COMMAND						
Guidon Flag, Case & Flagstaff, 1 @ 3#						
PERSONNEL AND ADMINISTRATION						
Safe, Field, Combination lock, 1 @ 150#						
Shear, Trimmer, Straight 10" 1@ 1#						
Clock, Alarm, Hand Wound, 1 @ 1#						
Typewriter, Std 20" carriage, 1 @ 65#						
Dictionary, Desk Type, 1 @ 2#						
Misc Files & Pubs, 1 @ 50#						
MAINTENANCE AND REPAIR						
Demolition Equipment, Set No. 1, 1 @ 200#						
ECL 20-53-1, Set, Portable Welding 1 @ 75#						
Safe, Field, Combination Lock 1 @ 150#						
Level, Locket, 4 @ 2#						

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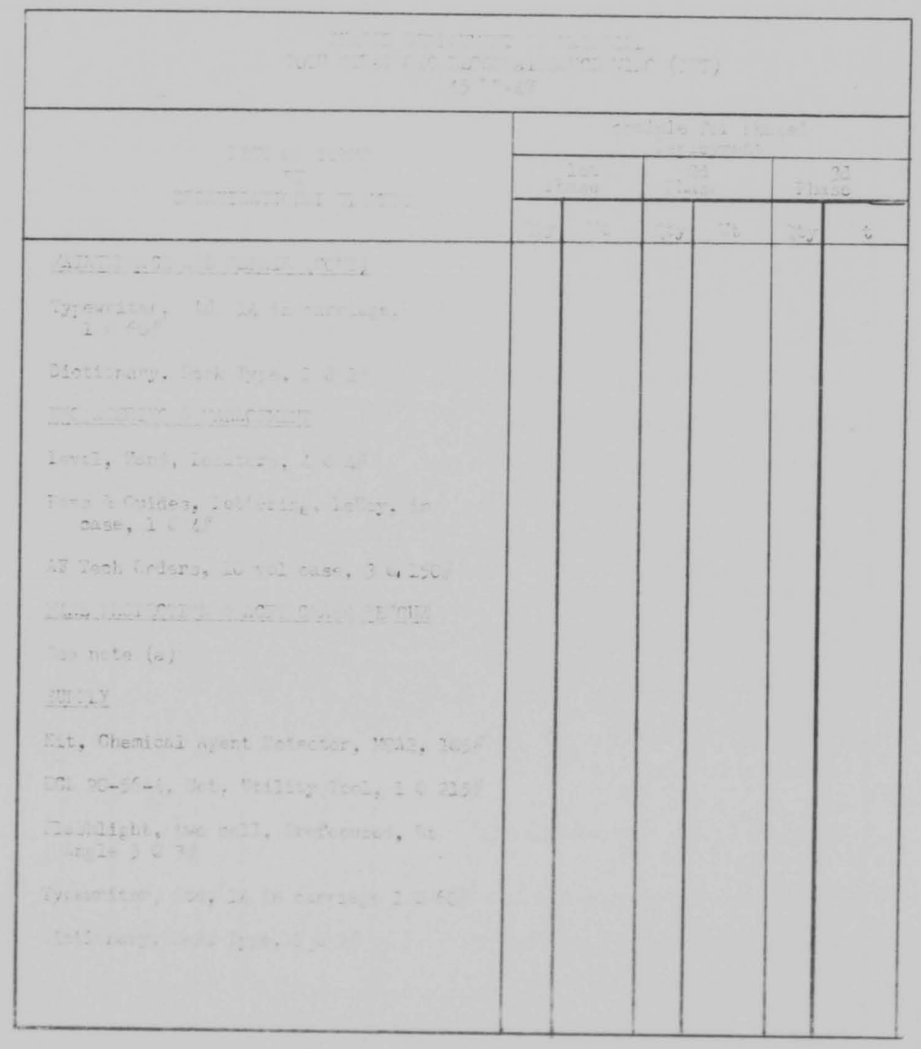

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PHASE ACTIVATION OF MATERIEL
TUSK AUTOMATIC RECOVERY SYSTEM (ARS)
AS RS-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Planned Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY (CONT)						
Misc Publications, 1 @ 130#						
NOTE:						
(a) No UMR authorized this element except T/A 1-21 property which is included in the weight of 300 pounds for each individual deploying.						
(b) Installation Squadron Materiel is not considered essential for the initial period of operation and will be deployed in Phase IVA. Weight of this materiel is 1354 pounds.						

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Theater Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
CPELMNV/JG 2NUMBER (T/O 14-[illegible], Sect II, 21A) 1 Jan 54						
HEADQUARTERS						
Safe, field, comb lock					1	150
Add & Sub mach					1	22
Typewriter, std 14" ***(1 & SC/W)					1	60
Clock, alarm					1	1
Dictionary, desk type					1	2
Stapler, paper fastening					1	1
Sharpener, pencil					1	1
*Case, shipping, AT orgn Eqp. (set)					4	27
***Misc pubs & files. (case)					1	75
UNIT SUPPLY						
Kit, Chem Agent Detector M18A2					1	5
Flashlight, [illegible]					3	3
Typewriter, std 14"					1	65
***Stamp, time clock, 0-23 hrs day, month, year. (3 ea)						

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PHASED DEPLOYMENT OF MAJ UNIT
70TH STRATEGIC RECONNAISSANCE WING (SRT)
45 RF-4C

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Movement Shipments					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
UNIT SUPPLY (CONT)						
*Case, shipping, AF Orgn Eqp (set) ***(2 @ 202#)					1	116
Misc pubs & files (case) *(1 @ 100#)					2	150
COMMUNICATIONS						
***Frequency meter, AN/URM-79. (2 @ 42#)						
***Code tng set, AN/GSC-T1. (1 @ 35#)						
Clock, mech, spring driven, 8½" dia, 24 hr dial					1	5
Stamp, time, elec, 0-24 hrs, day, mo, yr.					1	7
*Case, shipping, AF Orgn Eqp (set)					½	30
**Misc pubs & files (case)					1	75
PHOTO LABORATORY						
ECL 20-23-5 Set, Base/Wing, photo facilities						
Class 08-A (lot)			1	10		
Class 10-B (lot) ***(1 lot @ 2753#)			1	600		
Class 10-D (lot) ***(1 lot @ 150#)			1	38		

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PHASED DEPLOYMENT OF MATERIEL
WITH STRATEGIC RECONNAISSANCE WING (SAC)
45 RW-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
PHOTO LABORATORY (CONT)						
Class 17-A (lot)			1	3		
Class 17-B (lot)			1	85		
Class 17-C (lot)			1	27		
Class 25-P (lot)			1	1		
RECAPITULATION						
UNIT ADMIN (339)		0		0		339
UNIT SUPPLY (339)		0		0		339
COMMUNICATIONS (117)		0		0		117
PHOTO LABORATORY (764)		0		764		0
TOTALS (1559)		0		764		795

NOTES:
*Weight indicated for shipping and technical order cases is empty wt.

**Weight indicated for misc pubs & files, etc., is less weight of cases.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 3598 lbs.

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Weight for Phase Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
FOOD SERVICE SQUADRON (T/O 1-3020 Part IIB, 1 Jun 55						
Kit, Chemical Agent Detector M9A2. 1 @ 5#						
Safe, Field, Comb Lock. 1 @ 150#						
Guidon Flag, Case & Flagstaff, 1 @ 5#						
Flashlight, Two Cell, Inrfocused, 90 Angle. Spotlight. 5 @ 3#						
Clock, Alarm, Hand wound, 2 @ 1#						
Numbering Mach, Office type, Hand Oper Automatic Action, 7 Print Wheels, 4 Movements, dial type Reg. Self Inking. 1 @ 1#						
Dictionary, Desk Type. 1 @ 2#						
Miscellaneous Files & Tubs, 1 @ 100#						
NOTE. Food Service Squadron Material is not considered essential for initial period of operation and will be deployed in Phase IVA. The weight of this material is 265 pounds.						

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PLANNED DEPLOYMENT OF MATERIEL
FOR STRATEGIC RECONNAISSANCE WING (VLR)
AS RD-47

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
AIR POLICE SQUADRON (T/O 8036, Parts II, D, J & M, 2XIIF, 4XIIE) 1 Jan 55						
UNIT ADMIN						
UNIT SUPPLY						
AIR POLICE						
(a) Security						
Kit, Chemical Agent Detector M9A2	1	5				
Flashlight, 2-cell	5	3				
Binocular, M13A1	4	20				
Handcuffs	8	5				
Launcher, grenade, cal. .30, M7A3	22	18				
Bayonet, M-1917 w/scabbard	108	108				
Gun, machine, cal. .30, Browning M1919A6.	12	216				
Mount, tripod, machine gun, cal. .30, M2	12	30				
Pistol, Pyrotechnic, AN-M8 w/mount M1	6	12				
Shotgun, 12 gage, riot type	11	93				
Radio set, AN/PRC-2.	9	90				

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PHASED DEPLOYMENT OF MATERIEL
70TH STRATEGIC RECONNAISSANCE WING (SAC)
45 RF-4C

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
AIR POLICE Security (Cont.)						
Public Address Set, AN/PIP-1	2	70	-			
Misc pubs & files (lot)	1	100				
RECAPITULATION						
Unit Admin (0)		0		0		0
Unit Supply (0)		0		0		0
Air Police (0)		0		0		0
Security (776)		776		0		0
TOTALS: (776)		776		0		0

NOTES:

(a) Materiel requirements computed in accordance with SAC Air Police Deployment Criteria.

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PART III - DEPLOYMENT OF MATERIEL

SECTION D

PHASED DEPLOYMENT MATERIEL TABLES
ONE AND TWO SQUADRONS

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PHASED DEPLOYMENT MATERIEL TABLES
ONE AND TWO SQUADRONS

1. GENERAL:

a. This section indicates the allocation of materiel each unit will provide to support one and two Reconnaissance Squadron(s) when required to operate from a forward base separate and remote from the balance of the Wing.

2. RECAPITULATION:

a. The recapitulation preceding the phasing table provides ar easy reference for total weights when other detail is not required.

b. The first column "Organizational Element" lists the squadrons of the Wing and Air Base Group Squadron which provide materiel support for this type deployment.

c. The "Surface Echelon" has not been included in this section. Depending upon the length of the deployment and conditions at the forward base, additional materiel may be moved by air or surface transport to support this type of deployment. This additional materiel will only be moved when specifically directed.

3. MATERIEL TABLES:

a. The materiel listed in the phasing tables includes Unit Mission Equipment (UME) less T/A 1-21 individual clothing and equipment, ECL 10-Series Kits issued to individuals based on AFSC's and weapons carried in the possession of individuals.

b. Items are listed by functional T/O elements. Quantities and weights are shown for each line item. Weights are shown in airlift configuration.

c. For further guidance to the phasing tables, footnotes are provided at the end of the phasing tables.

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RECAPITULATION
WEIGHT OF MATERIEL (IN POUNDS) BY PHASE
DEPLOYMENT OF ONE STRATEGIC RECONNAISSANCE SQUADRON

ORGN. ELEMENT (TOTAL WT. OF MATERIEL IS SHOWN IN PARENTHESIS)	AIR ECHELON			SURFACE ECHELON	
	FIRST PHASE	SECOND PHASE	THIRD PHASE	FOURTH PHASE	
				A	B
STRAT RECON SQ (16309.4)	4965.3	7275.1	4069		
AWS DETACHMENT (100)	100	0	0		
PERIODIC MAINT SQ (898.5)	0	0	898.5		
ARM ELECT MAINT SQ (9601)	9536	65	0		
FIELD MAINT SQ (67800)c	19205.3c	24482.7c	24112c		
TACTICAL HOSPITAL (1377)	1377	0	0		
HQ AIR BASE GP (200)	0	0	200		
SUPPLY SQ (69906)d	39906d	30000d	0	a	b
MOTOR VEHICLE SQ (0)e	0	0	0		
OPERATIONS SQ (0)e	0	0	0		
INSTALLATIONS SQ (0)e	0	0	0		
FOOD SERVICE SQ (0)e	0	0	0		
AIR POLICE SQ (210)	210	0	0		
TOTALS (166401.9)	75299.6	61822.8	29279.5		
NORMALLY DEPLOYED IN UNIT AIRCRAFT (0)	0	0	0	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT (166401.9)	75299.6	61822.8	29279.5	0	0

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NOTES:

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the squadron for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for fourth phase, Column F, is provided in the Station Set.

c. Includes flyaway kit power packages phased as follows:

15 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each:

Phase I	5 each
Phase II	5 each
Phase III	5 each

1 each J-47 engine in can @ 4300 pounds.

d. Includes equipment for flyaway kit section as follows:

1 RB-47 Flyaway Kit @ 45000 pounds.
FAK film @ 24006 pounds.

e. Only T/A 1-21 property needed by deploying Motor Vehicle, Operations, Installations, and Food Service Squadron personnel to support the initial phase of combat operations. Weight of the T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

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RECAPITULATION
WEIGHT OF MATERIEL (IN POUNDS) BY PHASE
DEPLOYMENT OF TWO STRATEGIC RECONNAISSANCE SQUADRON

ORGN. ELEMENT (TOTAL WT. OF MATERIEL IS SHOWN IN PARENTHESIS)	AIR ECHELON			SURFACE ECHELON FOURTH PHASE	
	FIRST PHASE	SECOND PHASE	THIRD PHASE	A	B
STRAT RECON SQ (16309.4)	9930.6	14550.2	8138		
AWS DETACHMENT (100)	100	0	0		
PERIODIC MAINT SQ (1088)	0	0	1088		
ARM ELECT MAINT SQ (15410.8)	15215.8	130	65		
FIELD MAINT SQ (129928)c	37467.3c	43880.7c	48580c		
TACTICAL HOSPITAL (2754)	2754	0	0		
HQ AIR BASE GP (310)	0	0	310		
SUPPLY SQ (114906)d	54906d	30000d	30000d	a	b
MOTOR VEHICLE SQ (0)e	0	0	0		
OPERATIONS SQ (0)e	0	0	0		
INSTALLATIONS SQ (0)e	0	0	0		
FOOD SERVICE SQ (0)e	0	0	0		
AIR POLICE SQ (377)	377	0	0		
TOTALS (281183.2)	120750.7	88560.9	88181		
NORMALLY DEPLOYED IN UNIT AIRCRAFT (0)	0	0	0	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT (281183.2)	120750.7	88560.9	88181	0	0

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NOTES:

a. UAL equipment not recommended for air deployment, and T/A 1-21 (individual) items for personnel in Phase IVA, will be deployed in Phase IVA. Balance of the T/O MEAL equipment required to equip the squadron for sustained operations after the first 90 days is to be shipped from "Readiness Reserve" by Air Materiel Command when directed.

b. Materiel for fourth phase, Column B, is provided in the Station Set.

c. Includes flyaway kit power packages phased as follows:

30 J-47s completely built up on trucks 8220-750500 @ 3635 pounds each:

Phase I	10 each
Phase II	10 each
Phase III	10 each

2 each J-47 engines in can @ 4300 pounds each

d. Includes equipment for flyaway kit section as follows:

2 RB-47 Flyaway Kits @ 45000 pounds each and FAK film @ 24696 pounds for each kit.

e. Only T/A 1-21 property needed by deploying Motor Vehicle, Operations, Installations, and Food Service Squadron personnel to support the initial phase of combat operations. Weight of this T/A 1-21 clothing and equipment is included in the weight of 300 pounds for each person deploying.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
STRATEGIC RECONNAISSANCE SQUADRON (6th, 26th, 61st) T/O 1-1479-P-S 1 July 54												
PERSONNEL & ADMIN												
Guidon Flag, case & Flagstaff (lot)					1	3					1	3
Shear, Trimmer, straight 10"					1	1					1	1
Clock, alarm, hand wound					1	1					1	1
Typewriter, std 24"					1	65					1	65
Adding & Sub Mach					1	22					1	22
Sharpener, pencil					1	1					1	1
Dictionary, desk type					1	2					1	2
(b) Case, T.O. with personnel records					2	200					2	200
**Misc pubs & files (case)			2	100	2	100			2	100	2	100
*Case, shipping, AF Orgn Eqp (set)			½	60	½	60			½	60	½	60
INTELLIGENCE												
ECL 20-20-1 Set, intelligence (lot)	1	187			1	25	1	187			1	25

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
INTELLIGENCE (CONT)												
Safe, Field, comb lock			1	150					1	150		
Viewer, reader			1	270					1	270		
Dictionary			1	2					1	2		
**Combat mission & target planning folders, survival materials and miscellaneous files & publications and expendable supplies	lot	500					lot	500				
*Case, shipping, AF Orgn Eqp (set)	3¼	390					3¼	390				
COMBAT CREWS												
(a) Kit, emergency sustenance, seat style, modified, type A-1. (60 @ 2040#)												
OPERATIONS & TRAINING												
Safe, field, comb lock			1	150					1	150		
Shear, trimmer, 10"			1	1					1	1		
(a) Parachute assy, chest style. (Spare per pressurized compartment) (15 @ 390#)												

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
OPERATIONS & TRAINING (CONT)												
Add & Sub Mach					1	22					1	22
Typewriter, std, 15"			2	120					2	120		
Dictionary, desk type			1	2					1	2		
Radiac meter			15	525					15	525		
ECL 20-00-81 Set, pers eqp (lot) (necessary portion only)					1	65					1	65
**Misc pubs & files (case)			2	100	1	50			2	100	1	50
*Case, T. C. (1 @ 20#)			2	40	2	40			2	40	2	40
*Case, shipping set)			1½	180	½	60			1½	180	½	60
MAINTENANCE												
ECL 20-00-34 Set, combat Sq, Flt line maint. (B & RB-47)												
Class 08-A (lot)	1	45	1	687			1	45	1	687		
Class 12 (lot)			1	200					1	200		
Class 13-C (lot)			1	10					1	10		
Class 16-A (lot)			1	50					1	50		

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
MAINTENANCE (CONT)												
Class 17-A (lot)	1	3	1	357	1	490	1	3	1	357	1	490
Class 17-B (lot)	1	86.3	1	223.1			1	86.3	1	223.1		
Class 17-C (lot)			1	95					1	95		
Class 18-A (lot)			1	15					1	15		
Class 18-B (lot)	1	309	1	20			1	309	1	20		
Class 18-D (lot)			1	5					1	5		
Class 19-A (lot) ***(7412	1	3370	1	2968	1	2256	1	3370	1	2968	1	2256
Class 19-C (lot) ***3840	1	15	1	20			1	15	1	20		
Powercycle, 2 wh.			2	300					2	300		
Typewriter, std, 15"	1	60			1	60	1	60			1	60
Perforator, 3 hole					1	1					1	1
Stapler, paper fastening					1	1					1	1
Sharpener, pencil					1	1					1	1
**Technical Orders (10 vol case)			1	50	1	50			1	50	1	50

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
MAINTENANCE (CONT)												
**USAF Stock list (10 vol case)			1	50	1	50			1	50	1	50
**Misc files (case)					1	50					1	50
**Bench stock (lot)			1	100					1	100		
*Case, T. O.			3	60	3	60			3	60	3	60
*Case, shipping (set)			4½	180	½	60			4½	180	½	60
AF Form 263 equip not installed in acft, consisting of the following:												
***AF Form 263 loose equip box (12 @ 4000#)												
***ECM Antenna assy. (180 @ 390#)												
***Polar Nav Panel Assy (15 @ 15#)												
***Aft fuselage covers (15 @ 1285#)												
***Forward & aft wheel well covers (30 @ 540#)												

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
SUPPLY												
Kit, Chem Agent Detector, M9A2			1	5					1	5		
Kit, test impreg cloth, M-1			1	10					1	10		
Typewriter, std, 15"			1	60	1	60			1	60	1	60
Stapler, paper fastening					1	1					1	1
Flashlight, 2-cell					5	2					5	2
**Misc pubs & files (case)			1	50	2	150			1	50	2	150
*Case, shipping (set)			½	60	½	60			½	60	½	60
***ECL 20-56-4 Set, util, tool (1 @ 215#)												
RECAPITULATION												
1 SQ 2 SQ												
PERSONNEL & ADMIN (615) (615)		0		160		455		0		160		455
INTELLIGENCE (1524) (1524)		1077		422		25		1077		422		25

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
RECAPITULATION (CONT)												
1 SQ 2 SQ												
COMBAT CREWS (0) (0)		0		0		0		0		0		0
OPERATIONS & TRAINING (1355) (1355)		0		1118		237		0		1118		237
MAINTENANCE (12357.4) (12357.4)		3888.3		5390.1		3079		3888.3		5390.1		3079
SUPPLY (458) (458)		0		185		273		0		185		273
TOTALS: (16309.4) (16309.4)		4965.3		7275.1		4069		4965.3		7275.1		4069

NOTES:

*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files, pubs, etc., is less case weight.

***Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this material is 19,697 pounds.

(a) UME Survival type equipment for 15 combat crews that deploy in unit Recon aircraft. The weight of this equipment, plus the T/A 1-21 clothing and equipment for crew members is not shown in total weights, as it is included in the basic weight of the aircraft.

(b) For TDY rotations of 90 days duration or less, these records will not be deployed.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
AWS DETACHMENT												
Weather manuals, code books & misc supplies (box) (Includes wt of box)	1	100					1	100			-	
TOTALS:		100						100				
1 SQ 2 SQS												
(100) (100)												

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
PERIODIC MAINTENANCE SQ T/O 1-7171 P-S 1 July 54												
PERIODIC & PRE-POST DOCK												
*Case Technical Order					2	40					2	40
**Technical order files (case)					1	60					1	60
**USAF Stock lists (case)					1	60					1	60
**Misc files & publications (case)					1	50					2	100
Powercycle, 2 wheel					1	150					1	150
Box shipping (charts, forms, cards, etc.)					2	267					2	267
*Case, shipping. (Set)					½	67					½	67
Dock stock expendables					lot	50					lot	50
Spreader assy, eng					1	63					2	126
Strut, rotation eng support					4	30.5					8	61
Clamp, combustion chamber compressor					1	20					2	40
Clamp, combustion chamber expander					1	20					2	40
Lever, eng mount pin					1	4					2	8

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
PERIODIC & PRE-POST DOCK (CONT)												
Gage, tire pressure high stage					1	1					2	2
Fuel reg, link template					1	1					1	1
Protractor, control surface alignment					1	3					1	3
Tool, door seal					1	1					1	1
Lock assy, outrigger strut					1	10					1	10
Gage, flap					1	1					2	2
RECAPITULATION												
TOTALS						898.5						1088
1 SQ (898.5) 2 SQS (1088)												

NOTES:
*Weight indicated for shipping and technical order cases is empty weight.

**Weight indicated for miscellaneous files and publications etc., is less weight of shipping cases.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
ARMAMENT & ELECTRONICS SQ T/O 1-7475 P-S 1 July 54												
MAINTENANCE SUPERVISION												
Typewriter, std 14"			1	65					1	65	1	65
SUPPLY												
Typewriter, std 14"									1	65		
ECL 20-00-24 Set, A & E:												
(Bench Sets) Com/Nav												
Radio Set AN/ARN-14	1	72					2	144				
Radar Set AN/APN-11	1	200					1	200				
Radar Set AN/APN-76	1	84					1	84				
Radio Compass AN/ARN-6	1	75					2	150				
Radio Set AN/ARC-21	1	200					1	200				
Radar Set AN/ARN-12	1	25					1	25				
Radio Set AN/ARC-27	1	84					2	168				
Intercom Set AIC-10	1	40					1	40				

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
AUTO-PILOT												
Auto Pilot A-12-D	1	400					1	400				
K-SYSTEM												
Bomb/Nav System K-4A	1	5000					2	10000				
FIRE CONTROL												
Gun Charger & Servo A5	1	120					2	240				
Radar Set APG-32A	1	500					1	500				
CAMERA												
Universal Camera Control System	1	500					1	500				
(TOOL CRIB)												
Class 08-A (lot)	1	15					1	15				
Class 17-B (lot)	1	7.8					1	8.8				
Class 17-C (lot)	1	1898.2					1	2136				
Class 18-C (lot)	1	45					1	135				
*Case, Shipping AF Orgn Eqp (set)	2¼	270					2¼	270				

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
RECAPITULATION												
1 SQ 2 SQS												
MAINTENANCE SUPERVISION				65						65		65
(65) (130)												
SUPPLY										65		
(0) (65)												
BENCH SETS		7300						12651				
(7300) (12651)												
TOOL CRIB		2236						2564.8				
(2236) (2564.8)												
TOTALS:		9536		65				15215.8		130		65
(9601) (15410.8)												
NOTES:												
*Weight indicated for shipping cases is empty weight.												

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
FIELD MAINT SQ T/O 1-7169 P-S 1 July 54												
MAINTENANCE SUPERVISION												
Clock, alarm, hand wound			1	1					1	1		
Perforator			1	3					1	3		
Sharpener, pencil			1	1					1	1		
Powercycle, 2 wheel	1	150					1	150	1	150		
Typewriter, std. 14"			1	65					1	65		
Dictionary, desk type									1	2		
Case, T. O. w/T.O's					3	255					3	255
**Misc pubs & files (case)			1	32					1	35		
*Case, shipping, AF Orgn Eqp (set)			½	30					½	60		
SUPPLY												
Typewriter, std, 14"									1	65		
Dictionary, desk type									1	2		
Flashlight, 2-cell			5	3					5	3		

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
SUPPLY (CONT)												
Shear, 10"									1	1		
Kit, Chem Agent detector									1	5		
Kit, testing clothing impreg									1	5		
**Stock lists (case)									2	200		
**Misc pubs & files and 20 day supply of expendable office supplies (case)			1	100					1	100		
*Case, shipping. (set)			½	60					½	60		
*Case, technical order									2	40		
SHOPS												
Airframe												
Class 01F (lot)				10						10		10
Class 04A (lot)				175						175		175
Class 04B (lot)				60						60		60
Class 08A (lot)		17		133				21		139		
Class 13C (lot)				70						70		

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
SHOPS (CONT) Airframe												
Class 17A (lot)		21		59				21		59		
Class 17B (lot)						150				50		150
Class 17C (lot)				150						150		
Class 18B (lot)				250						250		
Class 19G (lot)				1150						1150		
Class 23A (lot)				5						5		5
Class 24 LP (lot)				300						300		300
Class 29 (lot)				405						405		405
Class 29-LP (lot)				2						2		2
Class 29C-LP (lot)				2						2		2
Class 34B (lot)				40						40		
Class 43-LP (lot)				20						20		20
Electric Shop												
Class 02		30						30				
Class 03		20						20				

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
Electric Shop (Cont)												
Class 03C2 (lot)				40						40		40
Class 03H (lot)				50						50		50
Class 08A (lot)				25						25		
Class 08B (lot)		40		35				40		75		35
Class 08C (lot)				50						50		50
Class 08F (lot)				75						75		75
Class 08G (lot)				25						25		25
Class 16R (lot)				50						50		50
Class 17A (lot)				5						5		
Class 17B (lot)				80						80		
Class 17C (lot)				90						90		
Class 18B (lot)				50						50		
Class 21A (lot)				10						10		10
Class 23A (lot)				20						20		20
Class 23B (lot)				15						15		15

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
Electric Shop (Cont)												
Class 24 LP (lot)				5						5		5
Class 29 LP (lot)				25						25		25
Hydraulic Shop												
Class 04A (lot)		20		10		10		20		10		10
Class 04B (lot)		40				25		40				25
Class 08A (lot)		52						52				
Class 13A (lot)						20						20
Class 17A (lot)						40						40
Class 17B (lot)				100		200				100		200
Class 17C (lot)						30						30
Class 18B (lot)						30						30
Class 29 LP (lot)				5		5				5		5
**Misc Pubs & files (case)						7						7
INSTRUMENT SHOP												
Class 04A (lot)		5						10				

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
INSTRUMENT SHOP (CONT)												
Class 04B (lot)		2						4				
Class 05D (lot)				8						16		
Class 08-A (lot)		11						11				
Class 08B (lot)				6						6		
Class 08C (lot)				2						4		
Class 08E (lot)				3						6		
Class 08G (lot)		30						30				
Class 16T (lot)				3						6		
Class 17C (lot)				200		200				200		200
Class 23A (lot)				2						4		
Class 29 (lot)				4						8		
GROUND POWER SHOP												
Class 04A (lot)				22						22		
Class 06B (lot)				15		15				15		15
Class 08A (lot)		44						44				

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	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
GROUND POWER SHOP (CONT)												
Class 08G (lot)				1						1		
Class 16Q (lot)				2						2		
Class 16R (lot)				13						13		
Class 16S (lot)				35						35		
Class 17A (lot)		30						30				
Class 17B (lot)				55		55				55		55
Class 17C (lot)				9		9				9		9
Class 19E (lot)				2						2		
Class 19F (lot)				17						17		
Class 24 (lot)		30						30				
Class 29 (lot)				23						23		
Class 51 (lot)				1						1		
Class 51A (lot)										1		
Class 51H (lot)										23		

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
GROUND POWER SHOP (CONT)												
Class 51I (lot)				1						1		
Class 51J (lot)				5						5		
Class 51K (lot)				8						8		
Class - Feb (lot)				14						14		
JET ENGINE BUILD-UP												
Class 02Q (lot)		24		50		26		24		100		76
Class 04A (lot)		26		125		99		26		250		224
Class 04B (lot)				10		10				20		20
Class 08A (lot)				30						30		
Class 13C (lot)				2						2		
Class 17A (lot)		12		28				12		28		
Class 17B (lot)				200						200		
Class 17C (lot)				50						50		
Class 18A (lot)		83						83		65		
Class 18B (lot)				75						75		75

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
JET ENGINE BUILD-UP (CONT)												
Class 19A (lot)				60						120		
Class 19G (lot)		220						220				200
NOTE: Weight of Truck 8220-750500 included with engine weight under FAK Power Package)												
Class 20A (lot)				30						60		
Class 23A (lot)				30		30				60		60
Class 29 (lot)		12				15		24				30
Class 29 LP (lot)				10		10				20		20
Class 29C (lot)		13						26				
Class 29C-LP (lot)				1		1				2		2
Class 34B (lot)				50						50		50
Class 38 (lot)				1						1		
Class - Fed (lot)				5						5		
Flyaway Kit Power Package & Eng Rpr - J-47 completely built up on 8220-750500 Truck	5	18175	5	18175	5	18175	10	36350	10	36350	10	36350

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
Jet Engine Build-Up (Cont)												
J-47 Raw, in can					1	4300					2	8600
MACHINE SHOP												
Class 08A (lot)				10						10		
Class 17A (lot)				10						10		
Class 17B (lot)				76						91		
Class 23A (lot)				125		125				125		125
Class 23A LP (lot)										15		
Class 23B (lot)				30						30		
PARACHUTE SHOP												
Class 01F (lot)		30						30				
Class 04B (lot)		15						30				
Class 17B (lot)				2						2		
Class 20B (lot)				81						81		
Class 21A (lot)				10						10		
Class 29 (lot)				50						50		

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
PAINT, DOPE & FABRIC SHOP												
Class 04B (lot)				30		20				60		40
Class 13C (lot)				3						6		
Class 17A (lot)				10						20		
Class 17B (lot)				5						10		
Class 25B (lot)				3						6		
Class 29 (lot)				2						4		
SHEET METAL SHOP												
Class 04A (lot)				50						50		
Class 04B (lot)				30						30		
Class 08A (lot)				20						35		
Class 17A (lot)		6.8		43.2				6.8		68.2		
Class 17B (lot)		10.5		164.5				10.5		214.5		
Class 18D (lot)				6						6		
Class 23A (lot)		15		85		100		30		70		100

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
SHEET METAL SHOP (CONT)												
Class 23B (lot)				10		10				10		10
Class 23B LP (lot)				15		15				15		15
Class 24 (lot)				3						3		3
Class 29 (lot)		20						40				
Class 29 LP (lot)						15						15
Class 29I (lot)						10						10
Class 43 (lot)				2						2		
Class - Fed (lot)				50		50				50		50
WELDING SHOP												
Class 17A (lot)				18						18		
Class 17B (lot)				32						32		
Class 23A (lot)				77						102		
Class 24 (lot)				5						5		
LIFE RAFT SHOP												
Class 04B (lot)				9						9		

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RR-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
LIFE RAFT SHOP (CONT)												
Class 08A (lot)		1		20				2		19		
Class 17A (lot)				20						20		
Class 18D (lot)				10						10		
Class 20B (lot)				10						10		
Class 21A (lot)				4						4		
Class 23A (lot)				1						1		
Class 29				55		50				55		75
Class 43				2						4		
50 series tags (lot)				20						30		
RECAPITULATION												
1 SQ 2 SQ												
MAINT SUPV (537) (722)		150		132		255		150		317		255
SUPPLY (163) (481)		0		163		0		0		481		0

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
RECAPITULATION (CONT)												
1 SQ 2 SQS												
AIR FRAME (3019) (4058)		38		2831		150		42		2887		1129
ELECTRIC (740) (1180)		90		650		0		90		690		400
HYDRAULIC (594) (594)		112		115		367		112		115		367
INSTRUMENT (476) (505)		48		228		200		55		250		200
GROUND POWER (406) (430)		104		223		79		104		247		79
JET ENG BLD-UP (60163) (119963)		18565		18932		22666		36765		37491		45707
MACHINE (376) (406)		0		251		125		0		281		125
PARACHUTE (188) (203)		45		143		0		60		143		0
PAINT, DOPE & FABRIC (73) (146)		0		53		20		0		106		40
SHEET METAL (731) (844)		52.3		478.7		200		87.3		553.7		203

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LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
RECAPITULATION (CONT)												
1 SQ - 2 SQS												
WELDING		0		132		0		0		157		0
(132) (157)												
LIFE RAFT		1		151		50		2		162		75
(202) (239)												
TOTALS:		19205.3		24482.7		24112		37467.3		43880.7		48580
(67800) (129,928)												

NOTES:

*Weight indicated for shipping cases is empty weight.

**Weight indicated for miscellaneous files and publications is less weight of shipping cases.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
TACTICAL HOSPITAL UND 9022 1 June 55												
TAC SQ MED SUPPORT ELEMENT												
ECL 20-90-4 Set, Air transportable Dispensary (only UNE Wg Support Medical Materiel)	1	1375					2	2750				
Clock, alarm, hand wound	1	1					2	2				
Flashlight, 2-cell	1	1					2	2				
TOTALS:		1377						2754				
1 SQ 2 SQS (1377) (2754)												

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
HQ, AIR BASE GROUP T/O 1-8033 P-S 1 Jan 55												
CHAPLAIN												
Typewriter, std 14"											1	60
FINANCE												
Typewriter, std 14"					1	60					1	60
*Case, shipping AF Orgn Eqp (set)					¼	30					¼	30
**Misc pubs & files (case)					1	50					1	100
STATISTICAL SVS												
Typewriter, std 14"					1	60					1	60
RECAPITULATION												
1 SQ 2 SQS												
CHAPLAIN (0) (60)												60
FINANCE (140) (190)						140						190

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
[illegible] (CONT)												
[illegible] (40)						30						60
[illegible]												210
[illegible] (3?0)												

NOTES:

*Weight indicated for shipping cases is empty weight.

**Weight indicatef for misc pubs & files, etc., is less weight of shipping cases.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
SUPPLY SQUADRON UMD 8160, 1 Sept 55												
FLYAWAY KITS												
Motorcycle, 2-wheel	1	150					1	150				
Typewriter, std 14"	1	60					1	60				
(a) Flyaway Kits												
RB-47 Strat Recon Sq FAK	lot	15000 (b)	lot	30000			lot	30000 (c)	lot	30000	lot	30000
FAK film (lot)	1	24696					1	24696				
TOTALS:		39906		30000		0		54906		30000		30000
1 SQ 2 SQS												
(69906) (114906)												

NOTES:
(a) Weights for Flyaway Kit bins are included in weight of Flyaway Kits; Power Packages and raw engines authorized in Flyaway Kits are included in Field Maint Sq listings.
(b) FAK first phase of 1 Sqdn deployment is one pre-strike FAK.
(c) FAK first phase of 2 Sqdn deployment is two pre-strike FAK's.

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DEPLOYMENT OF MATERIEL

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	SCHEDULE FOR PHASED DEPLOYMENT											
	One Tactical Sqdn (15 RB-47)						Two Tactical Sqdns (30 RB-47)					
	1st Phase		2nd Phase		3rd Phase		1st Phase		2nd Phase		3rd Phase	
	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight	Qty	Weight
AIR POLICE SQUADRON T/O 8035 1 June 55												
SECURITY												
Handcuffs	3	2					5	3				
Bayonet, M-1917 w/scabbard	38	38					72	72				
Gun, machine, cal .30, Browning M1919A6	4	72					8	144				
Mount, tripod, machine gun, cal .30 M2	4	10					8	20				
Pistol, Pyrotechnic, AN-M8 w/mount M1	2	4					4	8				
Shotgun, 12 gage, riot type	4	34					7	60				
Radio set, AN/PRC-21	5	50					7	70				
TOTALS:		210						377				
1 SQ 2 SQS (210) (377)												

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PART III - DEPLOYMENT OF MATERIEL

SECTION E

TRANSIT MAINTENANCE TEAM MATERIEL

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- MATERIEL -

RP-47 TRANSIT MAINTENANCE TEAM

1. This section contains the materiel required for RP-47 Transit Maintenance Support.

2. Transit Maintenance spares will normally be withdrawn from appropriate Flyaway Kits and stored in separate Flyaway Kit bins.

RECAPITULATION

EQUIPMENT AND SPARES

ITEM	UNIT	QTY	WT (LBS)
A/C General Special Tools		(lot)	1611.9
Field Maint Shop Stocks		(lot)	305
A/C General Selected Spares			*
J-47 Engines	ea.	2	7270
A&E Special Tools		(lot)	89
A&E Selected Spares			*
*(Weight for "selected spares" not available at present)			
TOTAL WT: (*less selected spares)			9275.9

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TS-47 TRANSIT MAINTENANCE MATERIEL			
STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	AIRCRAFT GENERAL		
	Special Tools		
	Class 08-A		
7730-[illegible]	Cord - extension 100 ft. type AN-C-68 cable	5.5	5
7700-[illegible]	Flashlight - rubber shape neoprene	1.	10
7700-332200	Flashlight - cellulose case plastic mat.	1.	3
7700-332400	Flashlight - 2 cell	1.	4
7700-[illegible]	Light - ext. explosion proof	15.	1
	Class 27-B		
8100-[illegible]	Drill - elec port ¼" cap. AC-DC, 110V	3.	1
8100-[illegible]	Drill - pneu port ¼" cap offset handle	3.	1
8100-[illegible]	Wrench - pneu reversible ⅜" sq dr	12.	1
	Class 27-E		
7910-[illegible]	Handle - socket wrench range 3/4" sq dr	2.5	1
7910-[illegible]	Head, socket ¼" dr, 3/8" open	.4	1
7910-[illegible]	Head, socket 3/8" dr, 3/4" open	.8	1
7910-[illegible]	Head, socket 3/8" dr, 1-1/8" open	.3	1
7910-[illegible]	Head, socket ½" dr, 1½" open	1.	1
7910-[illegible]	Head, socket ½" dr, 2-1/2" open	1.4	1

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STOCK NUMBER	NOMENCLATURE	WEIGHT LBS	QUANTITY
	Class 17-P (Cont)		
7500-693150 thru 7900-693172	Socket [illegible], 3/8" drive Nos 3-3/8" thru	32	1
	Class 18-A		
9AGS-102035-2	Spreader	75	1
9AGS-10367	Puller	8	1
	Class 18-J		
9FBQ-[illegible]	Protractor assy, cent surface	2	1
9FBQ-[illegible]	Wrench, grider fuel cell interconnector	3	1
9FBQ-[illegible]	Template assy, fuel arm rigging	4	1
9FBQ-[illegible]	Strut, rotated eng supporting	10	1
9FBQ-[illegible]	Protractor assy, cent sol adj	12	1
9FBQ-865731	Lever, eng mount insert & rim	15	1
9FBQ-866013	Spreader, jack eng from firewall rotating	120	1
9FMD-45B1706-35	Wrench, "C10 axle nut 2-5/16" dia	.5	1
9FMD-45B1706-80	Wrench, "C10 axle nut 5-1/8" dia	.5	1
	Class 18-A		
8200-[illegible]	Jack assy, 50 ton, axle	500	1
8200-[illegible]	Maintenance Platform, type T-4	470	1
	Class 20-J		
8220-[illegible]	Sling, soft point eng F/B 10611	220	1

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	QUANTITY
	Sump Shelter		
	Jet Eng Pit-p		
	Gl. Gr-Q (Lot)	12	
	Gl. G. A (Lot)	13	
	Gl. 29 (Lot)	12	
	Gl. 29-C (Lot)	13	
	Sheet Metal		
	Gl. 23-A (Lot)	15	
	Gl. 29 (Lot)	20	

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Electric		
	Cl. 03 (lot)	10	
	Cl. 02 (lot)	15	
	Cl. 08-B (lot)	20	
	Instrument		
	Cl. 04-A (lot)	15	
	Cl. 04-B (lot)	20	
	Cl. 08-G (lot)	15	
	Parachute		
	Cl. 01-F (lot)	15	
	Cl. 04-B (lot)	15	
	Hydraulics		
	Cl. 08-A (lot)	15	
	Cl. 04-A (lot)	10	
	Cl. 04-B (lot)	20	
	Ground Power		
	Cl. 08-A (lot)	20	
	Cl. 17-A (lot)	15	
	Cl. 24 (lot)	15	
	Selected Spares		
1AFE-15-24377-501	Unit Assy-Flaperon Post		1
1AFE-15-24377-503	Unit Assy-Boost Control Rudder		1
1AFE-15-24377-504	Unit Assy-Boost Control Elevator		1
1AFE-15-24377-505	Unit Assy-Boost Control Aileron		2
1AFE-15-24548-72	Door Assy - Pressure Entrance		1
1AFE-15-24781-501	Torque Disconnect Assy		1

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUAN-TITY
1AFE-15-24781-502	Torque Disconnect Assy		1
1AFE-3-47902	Stud Assy - Bomb Door Latch		2
1AFE-5-32234-504	Seal Canopy		2
1AFE-5-41625-1	Shield Assy-Anti-skid Relay		1
1AFE-5-59058	Actuator Assy - Bomb Door Latch		1
1AFE-6-31748	Fitting Bomb Door Latch		1
1AFE-6-31748-1	Fitting Bomb Door Latch		1
1AFE-6-31830-1	Gasket Fuel Boost Pump		2
1AFE-6-31830-501	Gasket Fuel Boost Pump Cork		3
1AFE-9-18023-501	Spider Interconnect		2
1AFE-9-18034-501	Spider Interconnect		6
1AFE-9-18732-502	Deboost Valve		1
1AFE-9-19678-4	Cap Assy Oil Tank		1
1AFE-9-19678-6	Cap Assy Oil Tank		1
	Class 02-Q		
0259-8482535	Nozzle, Fuel		2
0259-94511434	Gasket, Fuel Nozzle		2
0259-1270408	Flow Divider		1
0259-3260308	Flow Divider		1
	Class 03-P		
4108-311542-11	Valve Brake Metering		1
4109-9530559	Wheel Assy 26 x 6.6 Outrigger		1

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUAN-TITY
4111-3-672ML	Wheel Assy 56 x 16 HiPress FWD		2
4111-3-6888ML	Wheel Assy 56 x 16 HiPress Aft		2
4140-4801-11	Detector Assy Anti Skid L.H.		1
4140-4801-12	Detector Assy Anti Skid R.H.		1
	Class 03-C1		
4220-2GM7702	Starter Generator Assy		1
4246-A24A9415	Blower Motor		1
4246-A35A9107-2	Alternator		1
4246-A35A9132-2	Regulator Voltage (AC)		2
	Class 03-C2		
4202-AN3381-1	Relay Starter		2
4226-7401-92A	Relay Starter Generator		2
4226-A28A8799	Panel Assy Alternator Control		1
4235-650-1175	Relay Changeover		2
4248-XW20058-1	Motor Assy Windshield Wiper		1
9428-B20004R	Valve Check and Flow Indicator		1
9437-6828-1	Switch Diff Pressure		1
	Class 03-C3		
4224-D1-8	Actuator Assy - MLG		2
4224-D2-10	Actuator Assy - Outrigger		1
4224-D10-6	Actuator Assy - Flap		2
4224-F20-4	Inverter - Instrument		2

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
4224-F46-2	Inverter		6
4224-GC13-1	Panel Control - Generator & Engine		2
9478-D-7A or B	Amplifier Assy - Signal		2
9481-22000	Instrument Vibrator		1
9481-22300	Vibrator - Ignition		4
	Class 03-D		
4302-14250B2	Fuel Regulator		1
	Class 03-F		
4504-102100-5-655-1	Cabin Pressure Regulator		1
4504-30016-1	Regulator Assy - Cabin Temp		1
4519-P403-2	Blower Assy		1
4556-XW20008-1500	Arm Assy - Windshield Wiper		1
4556-XW20016-150	Link Assy - Windshield Wiper		1
4556-XW20067-1544	Drive Assy - Windshield Wiper		1
4557-20601	Cooling Unit Assy - Cabin		1
	Class 03-II		
4804-AN6287-1	Valve - Hi Press Drove		4
4806-5520	Valve Assy - Return Selector		1
4807-46A9041	Gasket - Cap Outlet		4
4808-402961-8	Accumulator		1
4808-405525-3	Accumulator, Emer Brake		1
4808-407041	Bladder Assy		2

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUAN-TITY
4808-413380-D-1	Valve Assy Hyd 4-way Emerg Bomb Door		1
4879-B700A	Valve Assy Steering Metering		1
	Class 03-I-2		
4815-WE475-1-1-2D	Valve Assy Fuel Control		1
4815-WE4800-1-D	Valve Assy Fuel Shut-off		1
	Class 03-I-3		
4832-031098-030-03	Valve Assy Fuel Control		1
4832-111530-030-02	Pump Hyd Elect		1
4832-121660-020-04	Boost Pump		3
4839-TF52400-6	Boost Pump		2
4841-A14309E	Accumulator Bomb Door & Main System		1
4841-99008	Diaphragm Accumulator Assy		1
4869-167WQ300-2	Pump Assy Hyd Boost		1
4869-67VQ300	Pump Assy Hyd Eng Driven		1
	Class 03-K		
4409-AN6029-1	Indicator Oxygen Flow		1
5509-AN6041	Hose Recharger		1
5510-17550	Oxygen Regulator		3
5543-2457	Valve Core		4
	Class 04-H		
6600-267574	Extrusion Sun Rubber		14 ft.

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RE-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Class 04-C		
3900-207946-7	Casing - 26 x 6.6		1
3900-207948-7	Casing - 56 x 6		4
3900-610000	Tube - 26 x 6.6		1
3900-615000	Tube - 56 inch		4
	Class 05-C		
6025-1214X-8-05	Indicator Airspeed		1
6025-671CPX4-047	Altimeter Type C-16		1
6025-716BK8-036	Indicator Rate of Climb		1
6025-739CX4-023	Indicator Airspeed		1
6025-815PU-805	Machmeter Type A-1		1
6034-14602-1J-01	Indicator Altitude Gyro J-8		1
6040-652191	Indicator Dir Gyro Vert Setting		1
6054-B48-D	Indicator Bank and Turn		1
6062-80383A	Control Vertical Gyro		1
6062-92160G	Indicator Logitude and Lat Gyro		2
	Class 05-D		
6119-8DJ43-BAD	Indicator Tachometer		2
6126-147B7A	Indicator Outside Temp		1
6126-149E27	Indicator E. G. T.		2
6134-25100-A17B-1P1	Indicator Fuel Pressure		2
6134-7600-17A5-3A	Transmitter Fuel Pressure		2
6134-ST-6B	Transmitter Oil Pressure		1

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STOCK NUMBER		UNIT WT.	QUAN-TITY
2310-AC-L16	Indicator Delta Press Airborne		1
2320-[illegible]	Power Unit Hyd Supply		1
2343-AWL-8100	Hydraulic Gage		2
2347-[illegible]	Voltmeter AC		1
3950-[illegible]	Hydraulic Switch Pressure		4
	Set Engine Assembly Testing Instrument Panel (1 each forward and 1 each aftward, 3.135 lbs each)		2
7CAC-[illegible]	Adapter Test Tube Socket MX-943/U	5:0	1
7CAC-[illegible]	Test Meter MD-90A	40:0	1
7CAC-[illegible]	Engine Generator E-10A	18:0	1
7CAC-587939	Multimeter TS-352/U	5:0	1
7CAC-[illegible]	Test Meter TS-510/U	16:0	1
7CAC-[illegible]	Electrical Test Kit MK-304/P	5:0	1

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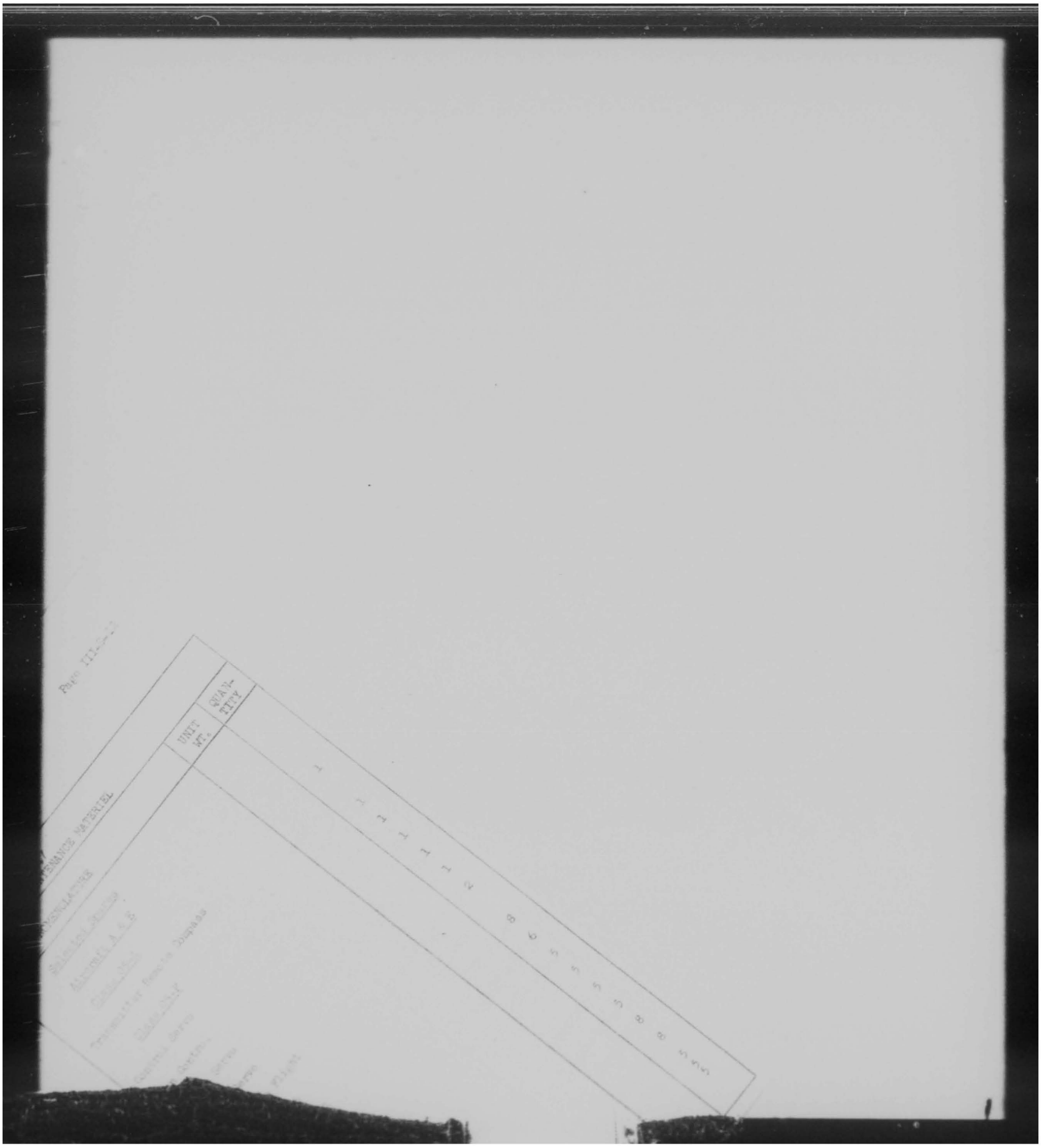

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Celestial Sights		
	Aircraft A & E		
	Class GS-3		
6240-664534	Transmitter Remote Compass		1
	Class GS-F		
2240-665928	Control Servo		1
2240-669386-2	Turn Control		1
2240-669778-[illegible]	Control Servo		1
2240-669778-461	Control Servo		1
2240-670724	Controlable Flight		1
2240-670613-6	Amplifier B-6		2
	Class GS-G		
8870-112000-238	Fuse 3 Amp (4AG)		8
8870-112000-274	Fuse 6 Amp (4AG)		6
8870-112000-[illegible]	Fuse 8 Amp (4AG)		5
8870-112000-342	Fuse 10 Amp (4AG)		5
8870-112000-422	Fuse 15 Amp (4AG)		5
8870-112000-392	Fuse 3 Amp (8AG)		5
8870-112000-428	Fuse 4 Amp (8AG)		8
8870-112000-436	Fuse 5 Amp (8AG)		8
8870-112000-678	Fuse 1/8 Amp (4G)		5
8870-112000-408	Fuse 1 Amp (4AG)		5
8870-112000-428	Fuse 2 Amp (4AG)		5

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RE-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Class 16-A		
1600-206081274	AS-313B		1
1600-211944735	C-626/ARC-27		2
1600-214349860	R-101A/ARN-6		2
1600-215012123	R-322/ARN-18		1
1600-218997125	RT-178/ARC-27		5
1600-224564158	R-122/AEN-12		1
1600-224565797	R-252/ARN-14		1
1600-337838745	DY-66/ARN-14		1
	Class 16-K		
1660-211687596	C-169/APN-12		1
1660-211944740	C-629/APX-6		1
1660-218993700	Receiver RT-82/APX-6		3
1660-218993434	Receiver RT-11A/APN-76		1
1660-224540	C-170/APN-12		1
	Class 16-K-2		
1670-026850	AM-193A/APS-23		1
1670-027950	Amplifier IF		1
1670-028900	Amplifier Servo AC		2
1670-029600	Vidio Unit		1
1670-207600	Delay Trigger Unit		2
1670-398600	Generator Pulse Range Mark		1

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Class 16-K-2 (Cont)		
1670-309600	Generator Sweep		1
1670-310600	Trigger Unit		1
1670-378200-1	IP-135/APS-23		4
1670-[illegible]600-1	ID-152 A/APS 23		3
1670-682000	Receiver Unit		2
1670-641200-1	Power Supply PP-259		3
1670-686800	AFC Unit		2
1670-687700-1	RT-121/APS-23		4
	Class 16-R		
3360-073010890	Switch Interphone		6
3360-073011200	Switch Mic		5
3060-[illegible]4427575	Switch Foot Sw-47		1
	Class 16-S		
3370-286000-6655	Tube 6096		20
3370-286000-8285	Tube 6098		10
3370-286000-8285	Tube 6A06		11
3370-286000-8295	Tube 6AQ5		15
3370-304000-1235	Tube 122		8
3370-[illegible]4000-3125	Tube 6BL		10
3370-311000-6649	Tube 6099		25
3370-[illegible]3000-3135	Tube 102-		6

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RB-47
TRANSIT MAINTENANCE MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	QUANTITY
	Class 16-8 (Cont)		
3370-415000-1895	Tube 1B24A		5
3370-436000-1875	Tube 1641		10
3370-451000-6145	Tube 6100		25
3370-448000-2285	Tube 2D21		8
3370-448000-4215	Tube 4035		8

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PART III = DEPLOYMENT OF MATERIEL

SECTION F

ABSOLUTE ESSENTIAL EQUIPMENT

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ABSOLUTE ESSENTIAL EQUIPMENT (AEE)

1. This section contains those items of base support type equipment which are considered to be essential for launching of RB-47 aircraft strike missions. These items are authorized the forward bases as part of the station set required to be in place for support of RB-47 aircraft operations. AEE items are also contained in the unit authorization list of the combat unit and/or supporting organizations at the home stations.

2. Units are notified in advance by means of SAC Form 651 (SAC Regulation 400-9) of those items of AEE which are not on hand at the forward bases. The Form 651 also contains authority to airlift from the home station as high priority cargo, those AEE items which are not in place.

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STATION SET ABSOLUTE ESSENTIAL EQUIPMENT (AEE) REQUIREMENTS

RB-47 AIRCRAFT

STOCK NUMBER	NOMENCLATURE	QUANTITY ** A PRE-STRIKE	B POST STRIKE	C PRE-POST STRIKE
8100-221822-5 (Sub 8100-209750)	Air Compressor 3500 PSI	3	2	3
8100-519374-535 (Sub 8100-307818)	Generator Set, MD-4	1		1
8100-628500	Rectifier, B-8	3		6
8200-368127	Jack assembly, B-4A	5	5	5
8200-903030	Bar assembly, tow & steer	3	3	3
8200-934620 (Sub 8200-953530)	Oxygen trailer, type MB-2	3	2	3
8210-250000	Electrical Support System (Not to be airlifted if short in station set. Substitute C-26 and K-carts as noted by asterisks below)*	3	0	3
8210-327750	Generator, C-26	12(36*)	9	12(36*)
7CAC-001141	K-cart adapter	0(24*)	0	0(24*)
8200-898730	Tank, 50 gallon (LOX)	9	9	9
8200-957320	Vacuum pump (LOX)	1	1	1

**Quantity shown is for 45 aircraft Staging teams.

NOTE: For full deployment, amounts listed in column "C" (45 A/C Pre-Post Strike) will be deployed.

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PART IV

LOADING PLAN

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PART IV - LOADING PLAN

SECTION A

GENERAL

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GENERAL

1. GENERAL:

a. This part of the mobility plan contains the loading lists of the personnel and materiel to be deployed on unit and support aircraft.

b. The personnel and materiel are listed in priority sequence within phase and so arranged to permit the loading of any type SAC or MATS support aircraft.

c. The loading has been planned in accordance with the concept that it may be necessary to further deploy staging teams from the forward operating base concurrent with deployment of the first phase as well as to provide maximum strike capability. The first phase includes pre-strike, post-strike and by combination, a pre-post strike potential, as well as a transit maintenance team if required.

d. The plan is flexible in that the numbers of personnel and materiel deploying in first phase may be cut off at any point beyond that required for a 45 aircraft pre-strike team, should support airlift become critical, without affecting the immediate requirement of mounting the first strike.

e. The first 180 priority numbers are assigned to the 135 crew members and 45 crew chiefs deploying in unit aircraft. Each unit aircraft will normally deploy with the following AFSC'S.

2 - 1245 Pilot, AOB
1 - 1525F A/C Obsvr Nav Bmdr
1 - 43171E A/C Maint Tech (Crew Chief)

2. STAGING TEAMS:

a. The staging teams are assigned personnel priority numbers 181 through 823. The break down and explanation of the teams is as follows:

(1) Priority Numbers 181 - 358 15 A/C Pre-strike
(2) Priority Numbers 181 - 472 30 A/C Pre-strike
(3) Priority Numbers 181 - 593 45 A/C Pre-strike
(4) Priority Numbers 594 - 697 15 A/C Post - strike
(5) Priority Numbers 594 - 756 30 A/C Post - strike
(6) Priority Numbers 594 - 818 45 A/C Post - strike
(7) Priority Numbers 819 - 823 Balance required for 45 A/C Pre-post strike team.

b. Personnel AFSC's allocated to the 15,30 and 45 aircraft pre-post staging teams are identified as follows:

(1) I 15 A/C Pre-post
(2) I-II 30 A/C Pre-post
(3) I-II-III 45 A/C Pre-post

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3. PHASED DEPLOYMENT:

a. The first 909 personnel priority numbers are allocated to the first phase. This phase includes the crews and staging teams as noted in paragraph 1.

b. Personnel priority numbers 910 to 1248 inclusive are allocated to Phase II.

c. Priority numbers 1285 to 1769 inclusive are allocated to Phase III.

4. LOADING OF SUPPORT AIRCRAFT:

a. The Senior Loading Officer is responsible for loading all support aircraft.

b. The Wing Materiel Mobility Officer will be responisble for insuring that materiel is scheduled for deployment in the same phase as the using personnel.

c. Squadron Mobility Officers will be responsible for furnishing names for those priority numbers assigned to their organizations. Refer to Mobility SOP # 13 for the required information.

5. ADVANCE ECHELON:

a. In the event an advance party is authorized, a selected list of key personnel will be withdrawn from Phase I. The quantity and AFSC's for the advance echelon will depend upon the type of support aircraft provided.

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PART IV - LOADING PLAN

SECTION B

LOADING LIST FOR PERSONNEL

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PERSONNEL LOADING LIST - PHASE I
(STAGING TEAMS)

PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE	PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE
181	A-1	0002 X-XX-XXX	205	S-4	77130 X-XX-XXX
182	A-6	2016 X-XX-XXX	206	S-4	77130 X-XX-XXX
183	A-12-a	4316 X-XX-XXX	207	S-4	77150 X-XX-XXX
184	A-6	20470 X-XX-XXX	208	S-4	77150 X-XX-XXX
185	K-10	30150 X-XX-XXX	209	S-4	77170 X-XX-XXX
186	K-8	30151A X-XX-XXX	210	T-2	90650 X-XX-XXX
187	K-6	32150E X-XX-XXX	211	A-4	1416 X-XX-XXX
188	K-6	32150E X-XX-XXX	212	A-5	2524 X-XX-XXX
189	K-6	32170E X-XX-XXX	213	C-4	4344 XX-XXX
190	K-5	32350C X-XX-XXX	214	C-3	20450 XXX
191	K-11	40250 X-XX-XXX	215	K-10	30150 X-XX-XXX
192	K-11	40250 X-XX-XXX	216	K-8	30151A X-XX-XXX
193	J-17	42152 X-XX-XXX	217	K-6	32150E X-XX-XXX
194	C-4	43151E X-XX-XXX	218	K-6	32150E X-XX-XXX
195	E-4	43151E X-XX-XXX	219	K-5	32350C X-XX-XXX
196	J-5	43250 X-XX-XXX	220	K-5	32370C X-XX-XXX
197	J-5	43250 X-XX-XXX	221	K-11	40250 X-XX-XXX
198	L-5	46150 X-XX-XXX	222	K-11	40250 X-XX-XXX
199	K-11	46270 X-XX-XXX	223	J-18	42250 X-XX-XXX
200	R-4	57150 X-XX-XXX	224	C-4	43151E X-XX-XXX
201	C-4	60350 XXX	225	E-4	43151E X-XX-XXX
202	L-3	62250 X-XX-XXX	226	J-5	43250 X-XX-XXX
203	L-9	64330 X-XX-XXX	227	J-5	43250 X-XX-XXX
204	A-2	70252 X-XX-XXX	228	L-7	46150 X-XX-XXX

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PERSONNEL LOADING LIST - PHASE I
(STAGING TEAMS)

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
229	J-21	47230 X-XX-XXX	253	J-18	42250 X-XX_XXX
230	J-19	58130 X-XX-XXX	254	C-4	43151E X-XX-XXX
231	M-4	60350 X-XX-XXX	255	E-4	43151E X-XX-XXX
232	Q-3	62250 X-XX-XXX	256	J-5	43250 X-XX-XXX
233	L-9	64350 X-XX-XXX	257	J-5	43270 X-XX-XXX
234	C-4	70250	258	A-5	46170 X-XX-XXX
235	S-4	77130 X-XX-XXX	259	J-21	47250 X-XX-XXX
236	S-4	77130 X-XX-XXX	260	J-19	58150 X-XX-XXX
237	S-4	77150 X-XX-XXX	261	M-4	60350 X-XX-XXX
238	S-4	77150 X-XX-XXX	262	L-3	64150 X-XX-XXX
239	S-4	77150 X-XX-XXX	263	L-9	64350 X-XX-XXX
240	T-2	90250 X-XX-XXX	264	S-4	77130 X-XX-XXX
241	L-3	6424 X-XX-XXX	265	S-4	77130 X-XX-XXX
242	S-4	7724 X-XX-XXX	266	S-4	77130 X-XX-XXX
243	T-2	9356 X-XX-XXX	267	S-4	77150 X-XX-XXX
244	A-5	27170 X-XX-XXX	268	S-4	77150 X-XX-XXX
245	K-10	30150 X-XX-XXX	269	S-4	77150 X-XX-XXX
246	K-7	30153B X-XX-XXX	270	T-2	90150 X-XX-XXX
247	K-6	32150E X-XX-XXX	271	A-5	1435 X-XX-XXX
248	K-6	32150E X-XX-XXX	272	K-3	3054 X-XX-XXX
249	K-5	32350C X-XX-XXX	273	A-2	7024 X-XX-XXX
250	K-11	40230 X-XX-XXX	274	P-4	29350 X-XX-XXX
251	K-11	40250 X-XX-XXX	275	K-10	30170 X-XX-XXX
252	K-11	40250 X-XX-XXX	276	K-7	30173 X-XX-XXX

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PERSONNEL LOADING LIST - PHASE I
(STAGING TEAMS)

PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE	PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE
277	K-6	32150E X-XX-XXX	301	A-6	2044 X-XX-XXX
278	K-6	32150E X-XX-XXX	302	C-3	2054 X-XX-XXX
279	K-5	32350G X-XX-XXX	303	A-7	3024 X-XX-XXX
280	K-11	40250 X-XX-XXX	304	K-3	3234 XXX
281	K-11	40250 X-XX-XXX	305	P-4	29250 X-XX-XXX
282	K-11	40270 X-XX-XXX	306	K-8	30151A X-XX-XXX
283	J-16	42350 X-XX-XXX	307	K-6	32130E X-XX-XXX
284	D-4	43151E X-XX-XXX	308	K-6	32150E X-XX-XXX
285	C-4	43171E X-XX-XXX	309	K-6	32150E X-XX-XXX
286	J-5	43250 X-XX-XXX	310	K-5	32350G X-XX-XXX
287	J-5	43270 X-XX-XXX	311	K-11	40250 X-XX-XXX
288	K-5	46250 X-XX-XXX	312	K-11	40250 X-XX-XXX
289	J-21	47270 X-XX-XXX	313	K-11	40270 X-XX-XXX
290	J-19	58150 X-XX-XXX	314	J-16	42350 X-XX-XXX
291	M-4	60350 X-XX-XXX	315	D-4	43151E X-XX-XXX
292	C-4	64151 XXX	316	C-4	43171E X-XX-XXX
293	L-9	64350 X-XX-XXX	317	J-5	43250 X-XX-XXX
294	S-4	77130 X-XX-XXX	318	K-4	42350 X-XX-XXX
295	S-4	77130 X-XX-XXX	319	K-5	46250 X-XX-XXX
296	S-4	77130 X-XX-XXX	320	J-10	53450 X-XX-XXX
297	S-4	77150 X-XX-XXX	321	M-4	60330 X-XX-XXX
298	S-4	77150 X-XX-XXX	322	C-3	62250 X-XX-XXX
299	S-4	77150 X-XX-XXX	323	K-2	64151 X-XX-XXX
300	S-4	77150 X-XX-XXX	324	A-2	70250 X-XX-XXX

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PERSONNEL LOADING LIST - PHASE I
(STAGING TEAMS)

PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE	PRIORITY NUMBER	SQUADRON & SECTION	AFSC AND TITLE
325	S-4	77130 X-XX-XXX	349	M-4	60330 X-XX-XXX
326	S-4	77130 X-XX-XXX	350	Q-3	62250 X-XX-XXX
327	S-4	77130 X-XX-XXX	351	L-3	64152 X-XX-XXX
328	S-4	77150 X-XX-XXX	352	A-2	70250 X-XX-XXX
329	S-4	77150 X-XX-XXX	353	S-4	77130 X-XX-XXX
330	S-4	77170 X-XX-XXX	354	S-4	77130 X-XX-XXX
331	A-9	1525B X-XX-XXX	355	S-4	77130 X-XX-XXX
332	A-5	3254 X-XX-XXX	356	S-4	77150 X-XX-XXX
333	K-10	30150 X-XX-XXX	357	S-4	77150 X-XX-XXX
334	K-8	30151A X-XX-XXX	358	K-6	3234 XX-XXX
335	K-6	32150E X-XX-XXX	359	K-8	30151A XX-XXX
336	K-6	32150E X-XX-XXX	360	K-6	32130E XX-XXX
337	K-6	32150E X-XX-XXX	361	K-6	32150E XX-XXX
338	K-5	32350C X-XX-XXX	362	K-6	32150E XX-XXX
339	K-11	40250 X-XX-XXX	363	K-6	32170E XX-XXX
340	K-11	40250 X-XX-XXX	364	K-5	32350C XX-XXX
341	J-17	42152 X-XX-XXX	365	K-5	32350C XX-XXX
342	J-16	42370 X-XX-XXX	366	K-11	40250 XX-XXX
343	D-4	43151E X-XX-XXX	367	K-11	40250 XX-XXX
344	J-5	43230 X-XX-XXX	368	K-11	40250 XX-XXX
345	J-5	43250 X-XX-XXX	369	K-11	40270 XX-XXX
346	K-4	42350 X-XX-XXX	370	J-17	42152 X-XX-XXX
347	K-5	46250 X-XX-XXX	371	C-4	43151E XX-XXX
348	R-4	57150 X-XX-XXX	372	D-4	43151E XX-XXX

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PERSONNEL LOADING LIST - PHASE I
(STAGING TEAMS)

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
373	E-4	43151E XX-XXX	397	K-11	40250 XX-XXX
374	J-5	43250 XX-XXX	398	K-11	40250 XX-XXX
375	J-5	43250 XX-XXX	399	K-11	40250 XX-XXX
376	K-11	46250 XX-XXX	400	K-11	40250 XX-XXX
377	D-4	60350 XX-XXX	401	J-16	42350 X-XX-XXX
378	Q-3	62250 XX-XXX	402	C-4	43151E XX-XXX
379	L-3	64152 XX-XXX	403	D-4	43151 XX-XXX
380	K-2	64173 XX-XXX	404	E-4	43151E XX-XXX
381	S-4	77010 XX-XXX	405	C-4	43171E XX-XXX
382	S-4	77010 XX-XXX	406	J-5	43250 XX-XXX
383	S-4	77010 XX-XXX	407	L-7	46150 XX-XXX
384	S-4	77010 XX-XXX	408	J-21	47250 XX-XXX
385	S-4	77150 XX-XXX	409	M-4	60350 XX-XXX
386	S-4	77150 XX-XXX	410	Q-3	62250 XX-XXX
387	S-4	77150 XX-XXX	411	L-9	64330 XX-XXX
388	S-4	77150 XX-XXX	412	S-4	77010 XX-XXX
389	E-4	4344 X-XX-XXX	413	S-4	77010 XX-XXX
390	K-7	30153E XX-XXX	414	S-4	77010 XX-XXX
391	K-8	30170 XX-XXX	415	S-4	77010 XX-XXX
392	K-6	32150E XX-XXX	416	S-4	77150 XX-XXX
393	K-6	32150E XX-XXX	417	S-4	77150 XX-XXX
394	K-6	32150E XX-XXX	418	S-4	77150 XX-XXX
395	K-6	32170E XX-XXX	419	S-4	77150 XX-XXX
396	K-5	32350C XX-XXX	420	K-8	30131A XX-XXX

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PERSONNEL LOADING LIST - PHASE I
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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
421	K-8	30170 X-XX-XXX	445	S-4	77010 XX-XXX
422	K-6	32150E XX-XXX	446	S-4	77150 XX-XXX
423	K-6	32150E XX-XXX	447	S-4	77150 XX-XXX
424	K-6	32170E XX-XXX	448	S-4	77150 XX-XXX
425	K-6	32170E XX-XXX	449	S-4	77150 XX-XXX
426	K-5	32350C XX-XXX	450	K-10	30150 XX-XXX
427	K-11	40250 XX-XXX	451	K-6	32150E XX-XXX
428	K-11	40250 XX-XXX	452	K-6	32150E XX-XXX
429	K-11	40250 XX-XXX	453	K-6	32170E XX-XXX
430	K-11	40250 XX-XXX	454	K-5	32350C XX-XXX
431	K-4	42350 XX-XXX	455	K-5	32350C XX-XXX
432	K-4	42370 XX-XXX	456	K-11	40250 XX-XXX
433	C-4	43151E XX-XXX	457	K-11	40250 XX-XXX
434	E-4	43151E XX-XXX	458	K-11	40250 XX-XXX
435	D-4	43171E XX-XXX	459	D-4	43151E XX-XXX
436	J-5	43250 XX-XXX	460	J-5	43230 XX-XXX
437	L-7	46150 XX-XXX	461	J-5	43250 XX-XXX
438	J-19	58150 XX-XXX	462	K-11	46250 XX-XXX
439	M-4	60350 XX-XXX	463	M-4	60330 XX-XXX
440	D-2	64151 XX-XXX	464	Q-3	62150 X-XX-XXX
441	L-9	64350 XX-XXX	465	L-9	64350 XX-XXX
442	S-4	77010 XX-XXX	466	S-4	77010 XX-XXX
443	S-4	77010 XX-XXX	467	S-4	77010 XX-XXX
444	S-4	77010 XX-XXX	468	S-4	77010 XX-XXX

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
469	S-4	77150 XX-XX	493	E-4	60350 X-XX-XXX
470	S-4	77150 XX-XXX	494	M-4	60350 XXX
471	S-4	77150 XX-XXX	495	L-9	64370 XXX
472	K-10	30150 XXX	496	S-5	77150 XXX
473	K-10	30130 X-XX-XXX	497	S-5	77150 XXX
474	K-10	30150 XX-XXX	498	S-5	77150 XXX
475	K-8	30171 XXX	499	S-4	77150 XXX
476	K-6	32150E XXX	500	S-4	77150 XXX
477	K-6	32150E XXX	501	S-5	77150 XXX
478	K-6	32170E XXX	502	K-8	30131A XXX
479	K-6	32170E XXX	503	K-8	30151A XXX
480	K-5	32350C XXX	504	K-8	30170 XXX
481	K-11	40250 XXX	505	K-6	32130E XXX
482	K-11	40250 XXX	506	K-6	32150E XXX
483	K-11	40250 XXX	507	K-6	32150E XXX
484	K-11	40270 XXX	508	K-5	32350C XXX
485	J-16	42350 XXX	509	K-5	32350C XXX
486	K-4	42350 XXX	510	K-5	32350C XXX
487	C-4	43151E XXX	511	K-11	40250 XXX
488	D-4	43151E XXX	512	K-11	40250 XXX
489	E-4	43151E XXX	513	K-11	40270 XXX
490	J-5	43230 XXX	514	J-18	42250 XXX
491	L-7	46150 XXX	515	J-16	42350 XX-XXX
492	J-10	53450 X-XX-XXX	516	K-4	42350 XXX

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
517	D-4	43151E XXX	541	K-11	40250 XXX
518	D-4	43171E XXX	542	J-17	42132 XX-XXX
519	J-5	43230 XXX	543	K-4	42350 XXX
520	J-5	43250 XXX	544	K-16	42350
521	K-5	46230 XXX	545	C-4	43151E XXX
522	J-19	58130 XXX	546	E-4	43151E XXX
523	L-9	64330 XXX	547	E-4	43250 XXX
524	L-9	64350 XXX	548	J-5	43250 XXX
525	S-4	77010 XXX	549	L-7	46150 XXX
526	S-5	77150 XXX	550	K-11	46250 XXX
527	S-4	77150 XXX	551	M-4	60330 XXX
528	S-5	77150 XXX	552	E-4	64151 X-XX-XXX
529	S-4	77150 XXX	553	S-5	77130 XXX
530	S-4	77150 XXX	554	S-5	77150 XXX
531	K-10	30150 XX-XXX	555	S-5	77150 XXX
532	K-7	30153B XXX	556	S-4	77150 XXX
533	K-6	32150E XXX	557	S-4	77150 XXX
534	K-6	32150E XXX	558	S-4	77150 XXX
535	K-6	32150E XXX	559	S-4	77150 XXX
536	K-6	32150E XXX	560	S-5	77150 XXX
537	K-5	32350C XXX	561	K-10	30150 XXX
538	K-11	40230 XXX	562	K-7	30153B XXX
539	K-11	40250 XXX	563	K-6	32150E XXX
540	K-11	40250 XXX	564	K-6	32150E XXX

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC	
565	K-6	32150E	XXX	589	S-4	77150	XXX
566	K-6	32170E	XXX	590	S-4	77150	XXX
567	K-5	32350C	XXX	591	S-5	77150	XXX
568	K-11	40250	XXX	592	S-5	77150	XXX
569	K-11	40250	XXX	593	A-4	00360	
570	K-11	40250	XXX	594	A-5	1416	XX-XXX
571	K-11	40250	XXX	595	D-3	2054	XX-XXX
572	J-17	42172	XXX	596	A-12-B	4344	
573	J-16	42350	XXX	597	J-6	8616	X-XX-XXX
574	D-4	43151E	XXX	598	P-4	29250	
575	C-4	43151E	XXX	599	D-3	20450	XX-XXX
576	E-4	43151E	XXX	600	K-6	30150	
577	J-5	43230	XXX	601	J-17	42152	
578	J-5	43270	XXX	602	J-18	42250	
579	J-21	47230	XXX	603	C-4	43151E	
580	J-21	47270	XXX	604	C-4	43151E	
581	M-4	60330	XXX	605	D-4	43151E	
582	L-3	64175	XXX	606	D-4	43151E	
583	S-5	77130	XXX	607	E-4	43151E	
584	S-4	77150	XXX	608	E-4	43151E	
585	S-5	77150	XXX	609	D-4	43171E	
586	S-5	77150	XXX	610	J-5	43250	
587	S-4	77150	XXX	611	J-5	43250	X-XX-XXX
588	S-4	77150	XXX	612	J-5	43270	

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC	
613	L-7	46171	X-XX-XXX	637	D-4	43151E	
614	J-21	47250		638	E-4	43151E	
615	J-10	53450	XX-XXX	639	E-4	43151E	
616	J-19	58130		640	J-5	43230	
617	D-4	60350		641	J-5	43250	
618	L-3	64150	XXX	642	J-5	43250	
619	D-4	64151		643	K-5	46250	
620	L-9	64350		644	J-21	47250	
621	A-5	70250		645	J-10	53450	X-XX-XXX
622	N-11	70252		646	J-10	53450	XX-XXX
623	T-2	90150	XX-XXX	647	J-19	58150	
624	A-6	2044		648	M-4	60350	
625	D-4	4344		649	Q-3	62250	X-XX-XXX
626	T-2	9356		650	L-3	64152	
627	K-10	30130	XX-XXX	651	L-9	64370	
628	K-10	30170	XXX	652	A-6	70250	X-XX-XXX
629	K-5	32350C		653	T-2	90250	XX-XXX
630	J-17	42152		654	A-6	2054	
631	J-18	42250		655	D-2	6424	
632	J-16	42350		656	S-4	7724	
633	J-16	42370	XXX	657	A-6	20450	
634	C-4	43151E		658	K-10	30150	
635	C-4	43151E		659	K-10	30150	
636	D-4	43151E		660	K-8	30151A	

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC	
661	J-17	42152		685	C-4	43151E	
662	J-16	42350		686	D-4	43151E	
663	C-4	43151E		687	E-4	43151E	
664	C-4	43151E		688	E-4	43151E	
665	D-4	43151E		689	J-5	43250	
666	D-4	43151E		690	J-5	43250	X-XX-XXX
667	D-4	43151E		691	J-10	53450	X-XX-XXX
668	E-4	43151E		692	R-4	57150	
669	E-4	43151E		693	M-4	60330	
670	J-5	43250		694	Q-3	62250	X-XX-XXX
671	J-5	43250		695	L-9	64350	
672	J-5	43270	X-XX-XXX	696	A-5	70250	
673	K-5	46270		697	E-3	2054	X-XX-XXX
674	J-10	53450	X-XX-XXX	698	E-3	20450	X-XX-XXX
675	R-4	57150		699	K-10	30130	XX-XXX
676	J-19	58150		700	K-10	30170	
677	M-4	60350		701	J-16	42350	
678	M-4	60350		702	C-4	43151E	
679	Q-3	62250		703	C-4	43151E	
680	L-9	64330		704	C-4	43151E	
681	A-6	70230	X-XX-XXX	705	C-4	43151E	
682	D-4	70250		706	D-4	43151E	
683	T-2	90650		707	D-4	43151E	
684	C-4	43151E		708	D-4	43151E	

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC	
709	D-4	43151E		733	C-4	43151E	
710	E-4	43151E		734	C-4	43151E	
711	E-4	43151E		735	D-4	43151E	
712	E-4	43151E		736	D-4	43151E	
713	E-4	43151E		737	D-4	43151E	
714	J-5	43230		738	D-4	43151E	
715	J-5	43250		739	E-4	43151E	
716	J-5	43250		740	E-4	43151E	
717	K-5	46250		741	E-4	43151E	
718	J-10	53450	XX-XXX	742	E-4	43151E	
719	J-10	53450	XXX	743	E-4	43171E	
720	M-4	60330		744	J-5	43250	
721	M-4	60350		745	J-5	43250	
722	Q-3	62250		746	J-5	43250	
723	L-3	64152		747	J-21	47250	
724	L-9	64350		748	J-10	53450	XXX
725	T-1	90150		749	J-19	58130	
726	T-1	90670	XX-XXX	750	E-4	60350	
727	T-1	9316	XX-XXX	751	Q-3	62150	
728	P-4	28230	X-XX-XXX	752	Q-3	62250	
729	K-10	30150		753	L-9	64330	
730	J-17	42132		754	L-9	64350	
731	C-4	43151E		755	T-1	90250	
732	C-4	43151E		756	A-6	2054	

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC	
757	K-10	30130	XXX	781	J-19	58130	
758	K-10	30150		782	C-4	60350	
759	J-17	42172		783	M-4	60350	
760	J-16	42350		784	L-3	64150	
761	C-4	43151E		785	L-9	64350	
762	C-4	43151E		786	A-6	20470	
763	C-4	43151E		787	K-10	30130	XXX
764	C-4	43151E		788	K-10	30170	
765	D-4	43151E		789	J-18	42250	
766	D-4	43151E		790	J-16	42350	
767	D-4	43151E		791	C-4	43151E	
768	D-4	43151E		792	C-4	43151E	
769	E-4	43151E		793	C-4	43151E	
770	E-4	43151E		794	C-4	43151E	
771	E-4	43151E		795	D-4	43151E	
772	E-4	43151E		796	D-4	43151E	
773	C-4	43171E		797	D-4	43151E	
774	J-5	43230		798	D-4	43151E	
775	J-5	43250		799	E-4	43151E	
776	J-5	43270		800	E-4	43151E	
777	J-10	53430	XXX	801	E-4	43151E	
778	J-10	53450	XXX	802	E-4	43151E	
779	J-10	53450		803	J-5	43230	
780	K-5	46250		804	J-5	43230	

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC		PRIORITY NUMBER	SQUADRON & SECTION	AFSC
805	J-5	43250		829	K-6	32170E
806	J-10	53430	XXX	830	K-6	32170E
807	J-10	53430	XXX	831	J-17	42152
808	J-10	53450	XXX	832	J-18	42250
809	J-10	53450		833	J-16	42350
810	J-21	47250		834	C-4	43151E
811	M-4	60330		835	D-4	43151E
812	M-4	60330		836	D-4	43151E
813	M-4	60330		837	E-4	43151E
814	M-4	60350		838	D-4	43171E
815	Q-3	62250		839	J-10	53450
816	L-9	64330		840	Q-3	62010
817	L-9	64330		841	Q-3	62010
818	A-5	1525B	XXX	842	Q-3	62010
819	A-5	27170	XXX	843	Q-3	62010
820	Q-3	62230	XXX	844	Q-3	62130
821	Q-3	62230	XXX	845	Q-3	62230
822	E-4	70250	X-XX-XXX	846	Q-3	62330
823	C-1	0066A		847	E-2	64151
824	C-5	1435		848	S-5	77010
825	K-3	3234		849	S-5	77010
826	T-2	9356		850	S-5	77130
827	E-3	20470		851	S-4	77170
828	K-6	32150C		852	T-2	90150

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
853	D-1	0066A	877	S-5	77010
854	D-5	1435	878	S-5	77010
855	J-3	4344	879	S-5	77130
856	C-3	20470	880	S-4	77170
857	K-6	32150B	881	S-5	77170
858	K-6	32150C	882	T-2	90250
859	K-6	32170E	883	E-1	0066A
860	K-6	32170E	884	E-5	1435
861	J-17	42172	885	A-11	6424
862	J-16	42330	886	D-3	20470
863	K-4	42370	887	K-6	32150B
864	C-4	43151E	888	K-6	32150D
865	D-4	43151E	889	K-6	32170E
866	E-4	43151E	890	J-17	42152
867	E-4	43151E	891	J-18	42250
868	E-4	43171E	892	J-10	42350
869	J-10	53450	893	C-4	43151E
870	Q-3	62010	894	C-4	43151E
871	Q-3	62010	895	D-4	43151E
872	Q-3	62010	896	E-4	43151E
873	Q-3	62010	897	C-4	43151E
874	Q-3	62170	898	L-7	46170
875	Q-3	62350	899	Q-3	62000
876	D-2	64151	900	Q-3	62010

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
901	Q-3	62010			
902	Q-3	62010			
903	Q-3	62010			
904	Q-3	62230			
905	Q-3	62270			
906	S-5	77010			
907	S-5	77130			
908	S-4	77170			
909	T-2	90650			

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
910	A-11	00460	934	J-21	64151
911	D-6	1245	935	L-7	64152
912	A-9	1416	936	D-5	70230
913	D-6	1525F	937	D-5	70250
914	E-5	2334	938	A-4	70270
915	A-12d	4355	939	T-3	90250
916	A-6	20650	940	C-6	1245
917	T-3	9826	941	D-6	1245
918	K-10	30130C	942	A-5	1435
919	K-6	32150B	943	D-6	1525F
920	K-6	32170E	944	K-11	2334
921	K-5	32350C	945	J-4	43200
922	K-5	32370C	946	A-6	20670
923	J-18	42230	947	K-10	30130C
924	J-16	42350	948	K-6	32150B
925	J-12	43151E	949	K-6	32170E
926	A-12b	43171E	950	K-5	32350C
927	L-7	46130	951	K-5	32370C
928	J-8	53130	952	J-18	42230
929	J-10	53470	953	J-16	42350
930	J-19	58151	954	J-13	43151E
931	M-4	60350	955	A-12d	43171E
932	Q-3	62250	956	L-7	46150
933	K-2	64131	957	J-9	53230

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
958	L-12	55131	982	K-9	32370C
959	J-19	58151	983	J-18	42250
960	J-21	60351	984	J-16	42350
961	Q-3	62250	985	J-13	43151E
962	K-2	64131	986	H-4	43171E
963	K-2	64151	987	L-7	46150
964	A-11	64173	988	J-9	53250
965	E-5	70230	989	L-12	55151
966	E-5	70250	990	J-19	58151
967	N-2	70250	991	M-4	60351
968	N-2	70270	992	Q-3	62250
969	T-3	90250	993	M-3	64131
970	C-6	1245	994	K-2	64151
971	E-6	1245	995	L-6	64174
972	C-5	1435	996	K-3	70230
973	D-6	1525F	997	J-2	70250
974	A-7	3016	998	A-1	73251
975	A-12c	4334	999	T-3	90350
976	A-12g	6424	1000	C-6	1245
977	J-3	22350	1001	E-6	1245
978	K-7	30153B	1002	D-5	1435
979	K-6	32150C	1003	D-6	1525F
980	K-6	32170E	1004	C-5	3024
981	K-5	32350C	1005	N-9	6834

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PERSONNEL LOADING LIST- PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1006	A-6	22350	1030	C-6	1245
1007	K-7	30153B	1031	E-6	1245
1008	K-6	32150C	1032	E-5	1435
1009	K-6	32170E	1033	E-5	1525F
1010	K-5	32350C	1034	D-5	2334
1011	A-12a	32370C	1035	D-5	3024
1012	J-18	42250	1036	A-1	7024
1013	J-16	42350	1037	A-5	27170
1014	J-14	43151E	1038	K-7	30153B
1015	J-12	43171E	1039	K-6	32150D
1016	L-7	46170	1040	K-6	32170E
1017	J-9	53270	1041	K-5	32350C
1018	J-7	55251	1042	P-4	36152
1019	J-19	58151	1043	J-18	42250
1020	Q-3	62010	1044	J-16	42350
1021	Q-3	62250	1045	J-14	43151E
1022	L-11	64132	1046	J-14	43171E
1023	Q-2	64151	1047	K-17	46230
1024	A-11	64175	1048	J-10	53430
1025	L-13	70230	1049	R-4	57130
1026	C-5	70250	1050	J-19	58170
1027	J-3	70250	1051	Q-3	62010
1028	A-3	73251	1052	T-3	62250
1029	T-3	90450	1053	L-5	64150

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PERSONNEL LOADING LIST - PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1054	S-2	64151	1078	J-10	53430
1055	L-13	64175	1079	R-4	57130
1056	S-4	70230	1080	J-19	58170
1057	J-11	70250	1081	Q-3	62010
1058	C-1	73251	1082	T-3	62250
1059	T-3	90550	1083	L-11	64150
1060	C-6	1245	1084	K-2	64152
1061	E-6	1245	1085	N-13	67150
1062	N-14	1435	1086	S-4	70230
1063	E-6	1525F	1087	K-3	70250
1064	E-5	3024	1088	D-1	73251
1065	C-1	7324	1089	T-3	90670
1066	A-5	27170	1090	C-6	1245
1067	A-12b	30170	1091	E-6	1245
1068	K-6	32150D	1092	A-10	1416
1069	K-6	32170E	1093	A-10	1525B
1070	K-5	32350C	1094	E-6	1525F
1071	P-4	36172	1095	K-1	3216
1072	J-18	42250	1096	D-1	7324
1073	J-16	42350	1097	P-3	23010
1074	J-14	43151B	1098	K-9	30170
1075	J-11	43171E	1099	K-6	32150E
1076	L-7	46130	1100	K-6	32170E
1077	M-3	47131	1101	K-5	32350C

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PERSONNEL LOADING LIST - PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1102	P-4	35231	1126	P-3	23230
1103	J-18	42250	1127	P-4	29330
1104	J-16	42350	1128	A-12c	30171
1105	A-12c	43171E	1129	K-6	32150E
1106	J-3	45130	1130	K-9	32170E
1107	M-3	47131	1131	K-5	32350C
1108	J-10	53430	1132	J-22	40150
1109	R-4	57130	1133	J-17	42251
1110	J-19	58250	1134	K-4	42350
1111	Q-3	62010	1135	A-12c	43171E
1112	Q-3	62270	1136	A-12d	45170
1113	A-1	64151	1137	M-3	47151
1114	K-2	64152	1138	J-10	53450
1115	N-13	67150	1139	R-4	57150
1116	A-3	70250	1140	J-4	60330
1117	K-3	70250	1141	Q-3	62010
1118	E-1	73251	1142	L-11	64130
1119	T-3	90670	1143	A-11	64151
1120	D-6	1245	1144	L-4	64152
1121	E-6	1245	1145	N-13	67170
1122	C-5	1525F	1146	A-8	70250
1123	E-6	1525F	1147	J-21	70250
1124	K-5	3234	1148	J-1	73251
1125	E-1	7324	1149	T-3	90750

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PERSONNEL LOADING LIST - PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1150	D-6	1245	1174	L-5	64152
1151	E-6	1245	1175	A-12f	68150
1152	C-6	1525F	1176	A-12d	70250
1153	E-6	1525F	1177	T-3	70250
1154	A-5	3244	1178	K-1	73251
1155	J-1	7324	1179	N-14	92230
1156	P-4	29130	1180	D-6	1245
1157	K-7	30173	1181	E-6	1245
1158	K-3	32170E	1182	C-6	1525F
1159	K-9	32170E	1183	N-14	1416
1160	K-5	32350C	1184	K-3	32000
1161	T-3	40152	1185	K-1	7324
1162	J-18	42270	1186	P-4	29130
1163	J-16	42370	1187	S-2	30432A
1164	A-12c	43171E	1188	K-6	32170E
1165	L-7	46130	1189	A-12c	32170E
1166	M-3	47151	1190	K-5	32350C
1167	J-10	53450	1191	K-9	40270
1168	R-4	57150	1192	J-16	42330
1169	J-21	60330	1193	K-4	42370
1170	J-21	60350	1194	A-12c	43171E
1171	Q-3	62010	1195	L-7	46130
1172	L-13	64130	1196	M-3	47152
1173	H-5	64151	1197	J-10	53450

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PERSONNEL LOADING LIST - PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1198	R-4	57150	1222	J-16	42350
1199	J-4	60350	1223	J-12	43131E
1200	Q-3	62130	1224	A-12c	43171E
1201	C-4	64131	1225	L-7	46130
1202	J-2	64151	1226	M-3	47170
1203	L-6	64152	1227	J-10	53450
1204	A-12f	68150	1228	R-4	57170
1205	A-12f	70250	1229	J-19	58150
1206	L-13	70250	1230	J-14	60350
1207	A-3	73270	1231	Q-3	62230
1208	E-5	92250	1232	D-2	64131
1209	T-3	98150	1233	J-2	64151
1210	D-6	1245	1234	L-6	64152
1211	C-6	1245	1235	N-9	68150
1212	C-6	1525F	1236	A-12h	70250
1213	A-9	2334	1237	M-3	70250
1214	J-1	04316	1238	C-5	92250
1215	T-3	9025	1239	T-3	98250
1216	P-4	29150	1240	D-6	1245
1217	P-4	30452A	1241	C-6	1245
1218	K-6	32170E	1242	C-6	1525F
1219	K-5	32350C	1243	C-5	2334
1220	K-5	32350C	1244	A-10	4324
1221	K-11	40270	1245	T-3	9416

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PERSONNEL LOADING LIST - PHASE II

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1246	P-4	29230	1270	D-6	1245
1247	P-4	30472	1271	D-5	1525F
1248	K-6	32170E	1272	K-6	32130E
1249	K-5	32350C	1273	K-6	32170E
1250	K-5	32370C	1274	K-5	32350C
1251	K-11	40270	1275	K-5	32370C
1252	J-16	42350	1276	K-11	40270
1253	J-13	43131E	1277	J-16	42350
1254	J-12	43151E	1278	A-12c	43171E
1255	A-12c	43171E	1279	K-21	47270
1256	L-7	46130	1280	J-10	53470
1257	J-21	47250	1281	T-3	62230
1258	J-10	53470	1282	J-2	64131
1259	J-19	58131	1283	J-4	64151
1260	J-21	60350	1284	L-9	64152
1261	Q-3	62230			
1262	E-2	64131			
1263	J-3	64151			
1264	L-11	64152			
1265	A-1	70230			
1266	C-5	70230			
1267	A-12c	70250			
1268	M-4	70250			
1269	D-5	92250			

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1285	A-3	0016C	1309	L-11	64171
1286	E-6	1245	1310	C-1	70230
1287	E-6	1525F	1311	A-8	70250
1288	A-14	6746	1312	L-1	70250
1289	E-5	27170	1313	K-1	73170
1290	P-4	30452B	1314	E-1	73251
1291	K-6	32170E	1315	H-1	0026A
1292	K-5	32350C	1316	E-6	1245
1293	K-11	40270	1317	E-6	1525F
1294	K-4	42330	1318	N-3	7324
1295	H-4	43131E	1319	C-5	27170
1296	H-4	43151E	1320	K-3	32130E
1297	H-4	43151E	1321	K-5	32330C
1298	E-4	43151E	1322	K-5	32350C
1299	D-4	43151E	1323	K-11	40270
1300	C-4	43151E	1324	K-4	42330
1301	H-4	43171E	1325	H-4	43131E
1302	J-5	43250	1326	H-4	43151E
1303	M-3	47131	1327	H-4	43151E
1304	J-8	53170	1328	E-4	43151E
1305	J-20	55230	1329	D-4	43151E
1306	M-4	60330	1330	C-4	43151E
1307	Q-3	62250	1331	H-4	43171E
1308	L-5	64150	1332	J-5	43250

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1333	M-3	47151	1357	H-4	43151E
1334	M-3	53270	1358	E-4	43151E
1335	J-7	55231	1359	D-4	43151E
1336	M-4	60331	1360	A-12c	43171E
1337	Q-3	62250	1361	H-4	43171E
1338	L-6	64150	1362	J-5	43250
1339	C-2	64173	1363	M-3	47152
1340	C-2	70230	1364	R-3	53350
1341	A-10	70250	1365	L-12	55250
1342	N-2	70250	1366	M-4	60331
1343	N-3	73270	1367	Q-3	62270
1344	H-1	73251	1368	L-11	64150
1345	A-14	0056C	1369	D-2	64173
1346	E-6	1245	1370	D-1	70230
1347	A-9	2044	1371	A-11	70250
1348	H-1	7324	1372	N-3	70250
1349	D-5	27170	1373	R-1	73170
1350	K-6	32130E	1374	H-1	73251
1351	K-5	32330C	1375	C-6	1245
1352	A-12c	32370C	1376	E-6	1245
1353	J-18	42250	1377	P-4	3034
1354	J-16	42350	1378	A-1	7324
1355	H-4	43131E	1379	P-4	29130
1356	H-4	43151E	1380	K-6	32130E

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1381	K-5	32330C	1405	C-6	1245
1382	K-5	32370C	1406	E-6	1245
1383	J-18	42230	1407	K-3	3234
1384	J-16	42350	1408	N-6	7344
1385	H-4	43131E	1409	P-4	29130
1386	H-4	43151E	1410	K-6	32130E
1387	H-4	43151E	1411	K-5	32330C
1388	E-4	43151E	1412	K-5	32370C
1389	D-4	43151E	1413	J-16	42330
1390	A-12c	43171E	1414	J-16	42350
1391	H-4	43171E	1415	H-4	43131E
1392	J-5	43250	1416	H-4	43151E
1393	M-3	47152	1417	H-4	43151E
1394	M-3	53351	1418	E-4	43151E
1395	R-3	55250	1419	E-4	43151E
1396	H-3	60350	1420	A-12c	43171E
1397	L-11	64010	1421	H-4	43171E
1398	L-13	64150	1422	J-5	43250
1399	E-2	64173	1423	M-3	47152
1400	D-2	70230	1424	M-3	53351
1401	A-11	70250	1425	R-3	55250
1402	N-14	70250	1426	J-14	60350
1403	J-1	73231	1427	L-13	64010
1404	J-1	73251	1428	A-12g	64151

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1429	H-2	64173	1453	L-7	46170
1430	E-1	70230	1454	J-10	53430
1431	A-12b	70250	1455	R-3	53270
1432	P-4	70250	1456	J-21	60350
1433	K-1	73231	1457	L-6	64130
1434	K-1	73251	1458	H-2	64151
1435	C-6	1245	1459	J-2	64173
1436	A-5	1444	1460	E-2	70230
1437	K-9	3234	1461	A-12c	70250
1438	N-11	7824	1462	Q-1	70250
1439	P-4	29150	1463	A-1	73250
1440	K-6	32130E	1464	N-6	73251
1441	K-5	32330C	1465	C-6	1245
1442	K-5	32370C	1466	C-5	1525F
1443	J-18	42250	1467	A-12c	4334
1444	J-16	42350	1468	N-4	7924
1445	H-4	43131E	1469	P-4	29150
1446	H-4	43151E	1470	K-6	32130E
1447	H-4	43151E	1471	K-5	32330C
1448	E-4	43151E	1472	P-4	36250
1449	E-4	43151E	1473	J-18	42250
1450	A-12c	43171E	1474	J-16	42350
1451	H-4	43171E	1475	H-4	43131E
1452	J-5	43270	1476	H-4	43151E

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1477	H-4	43151E	1501	K-5	32350C
1478	D-4	43151E	1502	P-4	36152
1479	C-4	43151E	1503	J-18	42250
1480	C-4	43171E	1504	J-16	42350
1481	H-4	43171E	1505	J-14	43151E
1482	J-4	43270	1506	H-4	43151E
1483	M-3	47170	1507	H-4	43151E
1484	J-10	53430	1508	C-4	43151E
1485	R-4	57130	1509	C-4	43151E
1486	Q-3	62010	1510	C-4	43171E
1487	L-11	64130	1511	J-5	43230
1488	H-2	64151	1512	J-3	45130
1489	K-2	64173	1513	K-5	46230
1490	H-1	70230	1514	J-10	53430
1491	A-14	70250	1515	J-19	58130
1492	A-10	70270	1516	Q-3	62010
1493	H-1	73250	1517	A-1	64131
1494	P-1	73251	1518	H-2	64151
1495	C-6	1245	1519	P-4	64173
1496	C-6	1525F	1520	J-1	70230
1497	H-3	4344	1521	H-2	70250
1498	L-13	64100	1522	A-12a	70270
1499	P-4	29330	1523	J-1	73250
1500	K-6	32150C	1524	J-1	73270

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1525	C-6	1245	1549	N-13	67150
1526	C-6	1525F	1550	J-3	70230
1527	J-11	4344	1551	H-3	70250
1528	A-3	73000	1552	K-3	70270
1529	P-4	29350	1553	K-1	73250
1530	K-6	32150D	1554	A-12f	73370
1531	K-5	32350C	1555	D-6	1245
1532	P-4	36132	1556	C-6	1525F
1533	J-18	42250	1557	A-12a	4355
1534	J-16	42350	1558	A-9	20670
1535	J-14	43151E	1559	A-7	29373
1536	H-4	43151E	1560	K-6	32150E
1537	H-4	43151E	1561	K-5	32350C
1538	D-4	43151E	1562	P-4	36350
1539	C-4	43151E	1563	K-11	42250
1540	C-4	43171E	1564	J-16	42350
1541	J-5	43230	1565	J-12	43151E
1542	J-3	45170	1566	H-4	43151E
1543	K-11	46230	1567	H-4	43151E
1544	J-10	53450	1568	D-4	43151E
1545	J-19	58151	1569	C-4	43151E
1546	Q-3	62010	1570	D-4	43171E
1547	C-2	64131	1571	J-5	43250
1548	H-5	64151	1572	J-3	45171

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1573	J-21	47250	1597	H-4	43151E
1574	J-10	53450	1598	D-4	43151E
1575	J-19	58151	1599	C-4	43151E
1576	Q-3	62010	1600	D-4	43171E
1577	D-4	64131	1601	J-5	43250
1578	H-5	64151	1602	L-7	46130
1579	N-13	67150	1603	J-21	47270
1580	K-3	70230	1604	J-10	53450
1581	H-3	70250	1605	M-3	58151
1582	N-4	70350	1606	Q-3	62010
1583	K-1	73250	1607	E-4	64131
1584	A-14	73370	1608	J-2	64151
1585	D-6	1245	1609	N-13	67150
1586	D-5	1525F	1610	L-11	70230
1587	K-2	6424	1611	J-4	70250
1588	A-5	22350	1612	A-1	73170
1589	K-10	30130	1613	M-1	73250
1590	K-6	32150E	1614	C-5	92250
1591	K-5	32350C	1615	D-6	1245
1592	P-4	36330	1616	D-6	1525F
1593	K-11	42250	1617	C-2	6424
1594	J-12	43131E	1618	N-9	22350
1595	J-12	43151E	1619	K-10	30150B
1596	H-4	43151E	1620	K-6	32150E

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PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1621	K-5	32350F	1645	D-6	1245
1622	K-11	40230	1646	D-6	1525F
1623	K-11	42250	1647	D-2	06424
1624	J-12	43131E	1648	P-3	23010
1625	H-4	43151E	1649	K-7	30153B
1626	H-4	43151E	1650	A-12b	32170E
1627	E-4	43151E	1651	K-5	32350C
1628	D-4	43151E	1652	K-11	40230
1629	C-4	43151E	1653	K-11	42250
1630	D-4	43171E	1654	H-4	43131E
1631	J-5	43250	1655	H-4	43151E
1632	L-7	46130	1656	H-4	43151E
1633	J-21	47270	1657	E-4	43151E
1634	J-10	53470	1658	D-4	43151E
1635	J-19	58170	1659	C-4	43151E
1636	Q-3	62010	1660	E-4	43171E
1637	H-2	64131	1661	J-5	43250
1638	J-3	64151	1662	L-7	46130
1639	A-14	67270	1663	J-8	53130
1640	N-2	70230	1664	L-12	55131
1641	J-11	70250	1665	J-19	58170
1642	C-1	73170	1666	Q-3	62230
1643	N-3	73250	1667	J-2	64131
1644	D-5	92250	1668	J-3	64151

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1669	N-9	68150	1693	M-3	53150
1670	P-1	70230	1694	R-3	55131
1671	K-1	70250	1695	M-4	60330
1672	D-1	73170	1696	Q-3	62250
1673	P-1	73250	1697	K-2	64131
1674	E-5	92250	1698	K-2	64151
1675	D-6	1245	1699	A-2	70230
1676	D-6	1525F	1700	R-1	70230
1677	E-2	6424	1701	K-2	70250
1678	P-3	23010	1702	E-1	73170
1679	K-7	30153B	1703	A-3	73251
1680	K-6	32170E	1704	C-5	92270
1681	K-5	32350C	1705	D-6	1245
1682	K-11	40230	1706	E-5	1525F
1683	K-11	42250	1707	H-2	6424
1684	H-4	43131E	1708	P-3	23230
1685	H-4	43151E	1709	A-12d	30171
1686	H-4	43151E	1710	K-6	32170E
1687	E-4	43151E	1711	K-5	32350C
1688	D-4	43151E	1712	K-11	40230
1689	C-4	43151E	1713	K-11	42250
1690	E-4	43171E	1714	H-4	43131E
1691	J-5	43250	1715	H-4	43151E
1692	L-7	46130	1716	H-4	43151E

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1717	E-4	43151E	1741	K-5	32350C
1718	D-4	43151E	1742	A-12c	40270
1719	C-4	43151E	1743	J-17	42251
1720	E-4	43171E	1744	H-4	43131E
1721	J-5	43250	1745	H-4	43151E
1722	L-7	46130	1746	H-4	43151E
1723	J-8	53170	1747	E-4	43151E
1724	R-3	55150	1748	D-4	43151E
1725	M-4	60330	1749	C-4	43151E
1726	Q-3	62250	1750	H-3	43171E
1727	P-2	64131	1751	J-5	43250
1728	K-2	64152	1752	L-7	46130
1729	A-3	70230	1753	J-8	53170
1730	A-2	70250	1754	R-3	55170
1731	K-3	70250	1755	M-4	60330
1732	H-1	73170	1756	Q-3	62250
1733	C-1	73251	1757	R-3	64131
1734	D-5	92270	1758	L-11	64152
1735	E-6	1245	1759	A-12c	70230
1736	E-6	1525F	1760	A-7	70250
1737	J-2	6424	1761	K-9	70250
1738	P-3	23230	1762	J-1	73170
1739	K-7	30173	1763	D-1	73251
1740	K-6	32170E	1764	E-5	92270

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PERSONNEL LOADING LIST - PHASE III

PRIORITY NUMBER	SQUADRON & SECTION	AFSC	PRIORITY NUMBER	SQUADRON & SECTION	AFSC
1765	A-2	70270			
1766	A-2	0066C			
1767	A-11	70250			
1768	A-11	43171E			
1769	A-11	6416			

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PART IV - LOADING PLAN

SECTION C

LOADING LIST FOR MATERIEL

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This section will be submitted immediately upon completion of the binning and weighing of the RP-47 Flyaway Kit and certain special size containers for A&E mock-ups.

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PART V

MOBILITY STANDARD OPERATING PROCEDURES

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EXECUTION OF THE PLAN

1. PURPOSE: To outline the procedures to be implemented when the mobility alert notice is received.

2. SCOPE: The provisions of this SOP apply to all organizations and individuals included in the 70th Strategic Reconnaissance Wing (M) and/or 70th Air Refueling Squadron Mobility Plans.

3. WING PROCEDURE:

A. Upon receipt of a mobility alert notice, the Wing Commander will direct execution of this plan.

B. The Deputy Wing Commander will:

(1) Cause all major staff members and squadron commanders to be present at a briefing by the Wing Commander.

(2) Assume overall direction of this plan.

C. The Director of Personnel will:

(1) Call for rosters of deploying personnel from all units within H+4 hours.

(2) Determine personnel shortages and take action to fill the requirement.

(3) Prepare special orders stencils on Division Letterhead for **all** Personnel and arrange for reproduction and distribution.

(4) Provide copies of all squadron rosters to the Wing Surgeon, Personal Affairs Officer and Base Finance Officer.

(5) Prepare personnel records for deployment. EXCEPTION: For TDY movements of 90 days or less duration, records will not be deployed.

D. The Wing Operations Officer will prepare the operations order and act as or designate a Wing Operations Mobility Officer who will:

(1) Notify Base Operations Officer, Weather Officer, Foreign Briefing Officer, Tactical Operations Officer and Control Room Operations Supervisor.

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(2) Establish and maintain liaison with Mats and SAC Support Controllers, Transient Alert, Senior Loading Officer, Wing Chief of Maintenance and Wing Mobility Officer for controlling parking and loading of support aircraft.

(3) Maintain record of Flight Plan information on support aircraft.

(4) Provide Headquarters, 2nd Air Force, with required reporting information.

(5) Arrange briefings requested by SAC or MATS support controllers.

E. The Director of Materiel will:

(1) Through the Wing Logistics Officer notify the following and direct 24 hour operations to execute this plan.

(a) Commanders:

Headquarters Squadron, 70th Strategic Recon Wing
6th Strategic Reconnaissance Squadron
26th Strategic Reconnaissance Squadron
61st Strategic Reconnaissance Squadron
70th Air Refueling Squadron
70th Periodic Maintenance Squadron
70th Armament Electronics Squadron
70th Field Maintenance Squadron
70th Reconnaissance Technical Squadron (when required by operations order.)
70th Tactical Hospital

(b) Air Base Group Mobility Officer.

(c) Senior Loading Officer (Commercial Transportation Officer)

(2) Designate a Wing Transportation Control Officer.

(3) Direct the Wing Logistics Officer to:

(a) Establish and maintain a mobility command post in Building 320. (Wing Control Room)

(b) Request a runner from each squadron on 24 hour standby in the mobility command post.

(c) Prepare the logistics annex for the operations order.

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(d) Coordinate all mobility activities of the Air Base Group, Wing and MATS and SAC support controllers.

(e) Maintain records of personnel and material deployed and back logs remaining.

F. The Wing Adjutant will:

(1) Arrange with the Base Communications Office for use of the code name "Mobility" for priority handling of all mail pertaining to the deployment.

(2) Place civilian employees on two (2) hour alert call basis and arrange work day accordingly.

(3) Establish courier service and monitor security classification of all correspondence.

G. The Wing Surgeon (Tactical Hospital Commander) will:

(1) Arrange for immunization team to administer immunizations to personnel ordered to deploy and make substitutions. The team will operate Station MA-1 Medical at the Personnel Control Center.

(2) Ensure that the Wing Director of Personnel is notified when hospital and dental records of mobility personnel are ready to be picked up.

(3) Insure that International Immunization certificates of all personnel are properly authenticated.

H. The Wing Intelligence Officer will:

(1) Prepare the intelligence annex for the operations order.

(2) Conduct crew briefings on mission requirements.

(3) Prepare required reports for higher headquarters.

(4) Coordinate security measures with the Base Provost Marshal and Public Information Officer.

(5) Implement censorship plan.

(6) Supervise loading of intelligence materials on aircraft.

I. The Wing Communications Officer will:

(1) Prepare the communications annex for the operations order.

(2) Conduct crew briefings on the communications annex.

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J. The Wing Chief of Maintenance will:

(1) Immediately establish his command post in the Maintenance Control Room.

(2) Review status of all assigned aircraft with the Maintenance Control Officer, Tactical Squadron Maintenance Officers, Commanders, Field Maintenance, Armament, Electronics and Periodic Maintenance Squadrons to determine:

(a) Total numbers of aircraft to be flown in the mission.

(b) Estimate of in-commission time for each aircraft.

(3) Relay above information to Wing Control Room.

(4) Insure that maintenance personnel and materiel are adequate for the mission and prepared for deployment.

(5) Prepare aircraft records for shipment and deliver to Wing Tactical Operations for crew pick up. Insure that each aircraft commander deploys the records of no aircraft other than his own.

(6) Advise the Director of Materiel of any assistance required in scheduling 24 hour maintenance until all aircraft are in commission and deployed.

K. Squadron Commanders will:

(1) Establish a squadron command post and direct a 24-hour duty schedule.

(2) Dispatch a runner to the Wing Mobility Command Post, Bldg. 982.

(3) Recall personnel on pass or leave.

(4) Insure that the squadron mobility plan is functioning.

(5) Verify squadron personnel rosters before submitting five (5) copies to the Wing Director of Personnel.

(6) Insure that cargo is being dispatched to the cargo loading area as required and with correct weights and notes indicated on packing lists and on containers.

(7) Insure that the Wing Supply Officer is made aware of critical equipment shortages in the squadron.

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(8) Insure that personnel are properly equipped and have in their possession: Identification Tags, DD Identification Card, SAC Form 138, Restricted Area Badge, DD Form 737, Immunization Certificate, and vheicle operators license if applicable.

(9) Insure that personnel are promptly dispatched to the Personnel Control Center as directed.

4. 825th Air Base Group Procedure:

A. The Base Commander will:

(1) Notify Squadron Commanders and establish 24 hour operations as required.

(2) Notify the Air Base Group Mobility Officer.

(3) Insure that the 825th Air Base Group accomplishes their mobility requirements.

B. The Air Base Group Mobility Officer will:

(1) Implement the 825th Air Base Group Mobility Plan.

(2) Establish a command post to include representatives from Base Personnel, Air Police, Motor Vehicle and Communications offices.

(3) Dispatch a representative from the command post to the Wing Mobility Control Office.

(4) Insure that Air Base Group personnel are promptly dispatched to the Personnel Control Center as directed.

(5) Insure that squadron mobility rosters are prepared and and forwarded to the Wing Director of Personnel.

(6) Insure that Air Base Group cargo to be deployed is prepared and handled in accordance with SOP's # 9, # 10 and # 15.

(7) Insure that loading teams are on a current roster and that they are dispatched to the Senior Loading Officer.

(8) Insure that the vehicles and operators required for the mobility motor pool are promptly dispatched to the Cargo Control Center.

C. The Base/Division Personnel Officer will:

(1) Screen available resources for replacements for the shortages of mobility personnel in the Wing and Air Base Group.

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(2) Prepare Air Base Group personnel records for deployment. Exception: For rotation TDY's of 90 days or less duration, records will not be deployed.

(3) Coordinate all changes to Air Base Group mobility personnel lists with the Air Base Group Mobility Officer prior to submitting names to the Wing Director of Personnel.

D. The Base Operations Officer will:

(1) Maintain liaison with the Wing Operations Mobility Officer.

(2) Provide administrative space and equipment for the MATS control team as required.

(3) Arrange for parking of Base Flight aircraft as required to facilitate loading of support aircraft.

E. The Food Service Squadron Commander will:

(1) Designate a dining hall where 24-hour service will be continued.

(2) Insure a 24-hour service at the in-flight kitchen. Request for in-flight lunches and IF-4 rations will be submitted 24 hours in advance whenever possible.

(3) Establish a written procedure for obtaining pick-up lunches at the 24-hour dining hall for those personnel who must remain at their duty stations.

(4) Insure that Food Service personnel are prepared for deployment in accordance with this plan.

(5) Dispatch a food service representative to the Personnel Control Center to facilitate ordering of flight lunches during passenger processing as required by SOP # 17.

F. The Motor Vehicle Squadron Commander will:

(1) Operate the Motor Pool on a 24-hour basis and schedule personnel accordingly.

(2) Dispatch vehicles, dispatcher personnel and operators to the Cargo Control Center (Mobility Motor Pool) as required by SOP # 15.

(3) Provide additional vehicles to the Mobility Motor Pool as requested for peak load periods.

(4) Insure that motor vehicle personnel and materiel are prepared for deployment in accordance with this plan.

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G. The Provost Marshal will:

(1) Insure maximum base and aircraft security during deployment.

(2) Provide Air Police guards for the Senior Loading Officer as noted in ICP #15.

(3) Provide Air Police guards for support aircraft as requested by the senior loading officer. Cargo guards assigned to the support aircraft by the Wing Mobility Control Officer will be used whenever possible.

H. The Operations Squadron Commander will:

(1) Operate communications facilities on a 24-hour schedule.

(2) Provide communication facilities for the MATS and SAC support teams to insure priority message handling and delivery.

(3) Provide the Air Base Group Mobility Officer with [illegible] as required.

(4) Insure that Operations personnel and materiel are prepared for deployment in accordance with this plan.

I. The Installations Squadron Commander will:

(1) Establish an Installation Command Post for 24-hour operations.

(2) Arrange for the following teams to cope with emergencies that may occur and as requested by the Air Base Group Mobility Officer.

(a) Emergency Electrical Team for flood-lighting and electrical repairs, etc.

(b) Heavy equipment and operators

(3) Insure that Installation personnel and materiel are prepared for deployment in accordance with this plan.

J. The Supply Squadron Commander will:

(1) Establish 24-hour operations.

(2) Issue [illegible] of the Flyaway Kits as requested by the Air Base Group Mobility Control Officer.

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(3) Provide mobile refueling service for power units, tugs, and forklifts used at the Cargo Control Center.

(4) Insure immediate refueling service to all arriving support aircraft as requested.

(5) Insure supply section personnel and materiel are prepared for deployment in accordance with this plan.

K. The Senior Loading Officer will:

(1) Be responsible for loading of passengers and cargo on unit MC aircraft and all support aircraft.

(2) Coordinate with the Air Installations Officer and Base Flight for additional night lighting required.

(3) Preparation as made as possible of the cargo control center equipment requirements in Maintenance Dock, Building [illegible].

(4) Insure that all commercial transportation, loading, and clerical personnel are advised of the reporting time and date. Additional personnel will be secured from the Air Base Group Mobility Officer as required.

(5) Maintain liaison with the Wing Mobility Control Officer, MATS Control Team, and the Air Refueling Squadron Mobility Officer.

(6) Supervise air craft loading in accordance with Mobility Loading Plan and TOP #10.

L. The Base Finance Officer will:

(1) Establish 24-hour operations as required.

(2) Process military pay orders for personnel transferring to other units.

(3) Process Military Pay Orders and Military Pay cards and deliver to the Wing Director of Personnel for all personnel to be deployed.

(4) Insure that Finance personnel are prepared for deployment in accordance with this plan.

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SECURITY DURING DEPLOYMENT

1. PURPOSE: To provide instruction for the safeguarding of classified information and material during deployment of the 70th Strategic Reconnaissance Wing or units thereof.

2. SCOPE: The provisions of this SOP are applicable to all units and personnel of the 70th Strategic Reconnaissance Wing, supporting 825th Air Base Group units and personnel and civilian employees including contractor technicians.

3. GENERAL: All personnel will be informed by Commanders of the security classification given to the deployment and be provided only such additional information on a need-to-know basis as is necessary for their efficient performance of assigned duties. They will be instructed not to discuss classified mobility information with anyone not known to be participating in or supporting the deployment.

4. RESPONSIBILITIES:

a. Commanders are responsible for briefing personnel under their control.

b. Aircraft Commanders are responsible for the loading and safeguarding of classified material on their aircraft until relieved at the forward base.

c. Cargo Couriers are responsible for the security of the cargo which they accompany.

d. Personnel designated as classified couriers are responsible for administrative control, safeguarding and forward base distribution of classified material.

e. Each individual is responsible to his commander or immediate supervisor for the proper safeguarding of classified information. The individual is responsible for reporting to his supervisor, commander, or to the Base Security Office, any security compromise or violation known to him.

5. PROCEDURE:

a. The Wing Adjutant will be designated Top Secret Control Officer and will monitor the shipment of all Top Secret Material.

b. Each unit shipping classified material will have a unit officer designated on Wing Orders as the classified courier for the unit.

c. Classified material will be limited to a minimum shipping weight to avoid necessity for jettisoning during emergency conditions in flight.

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d. Preparation and distribution of classified packing lists will be completed as follows:

(1) Units shipping classified material will prepare a minimum of four copies of the packing list.

(2) Place one copy inside the shipping container, affix one on the outside and turn one copy to the Wing Adjutant.

(3) Packing lists will reflect control number, short title, file number, and date.

(4) Packing List Copy #4 will be used as the transfer document between the classified courier and the unit responsible officer.

e. The unit responsible officer will maintain a complete log of all classified material deployed or stored at the home station and provide the Wing Adjutant a copy thereof.

f. Commanders will insure that classified material left at the home station is either turned in to the Wing Classified Section for storage, forwarded to the destination or is turned over to a responsible unit rear echelon custodian for safeguarding.

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MOBILITY SOP # 3

MOBILITY COMMUNICATIONS

1. PURPOSE: To establish the mobility communications requirements for implementing deployment.

2. SCOPE: The provisions of this SOP are applicable to all organizations and personnel noted herein.

3. RESPONSIBILITIES:

a. The Wing Logistics Officer is responsible for maintaining current distribution of the mobility telephone numbers noted in paragraph 4 to each organization concerned in deployment.

b. The Base Communications Officer is responsible for accomplishing advance coordination with the South Western States Telephone Company to insure maximum repair capability during deployment. He will also insure that dial telephones are installed and operating at the Mobility Control Points noted in paragraph 4 below.

4. MOBILITY CONTROL POINTS:

Control Point	Telephones	Location
Wing Mobility Control Office	2	Wing Headquarters Blg. 320 (Adjacent to wing control room)
Air Base Group Mobility Command Post.	2	Building - 1250
Cargo Control Center	2 (Unlisted)	Maintenance Dock # 226
Mobility Motor Pool	*1 (Unlisted)	Maintenance Dock # 226
Personnel Control Center	2 (Unlisted)	Maintenance Dock # 224
MATS Control Team	1	Base Operations

* One of the two cargo control center telephones will be used for the Mobility Motor Pool.

5. The unlisted dial telephones for the Personnel and cargo Control Center will be placed in locked receptacles. Keys will be filed in the 70th Strategic Reconnaissance Wing Logistics Office and the Base Communications Office.

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6. In addition to the control point telephones designated in paragraph 4, the following mobility telephone number list will be maintained in the Wing Logistics Office. Unit Commanders will insure that any changes to current telephone listings are promptly forwarded to the Wing Director of Materiel.

a. Air Police Security Command Post

b. Flyaway Kit Section

c. 70th Field Maintenance Engine Shop

d. Telephone Repair Office

e. Squadron Personnel Control Point

f. Squadron Cargo Control Point

g. Wing Director of Personnel (Orders Section)

7. The Base Telephone System will be severly strained during mobility operations. It is the responsibility of each individual to insure that only necessary Official Calls are made during mobility periods.

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SQUADRON MOBILITY PLANS

1. PURPOSE: To provide general instructions for the preparation of Squadron Mobility Plans.

2. SCOPE: Each squadron of the 70th Strategic Reconnaissance Wing and supporting units will prepare and maintain a Squadron Mobility Plan.

3. RESPONSIBILITIES:

a. Squadron Commanders are responsible for insuring that unit mobility plans are prepared and maintained current at all times.

b. The Wing Logistics Officer is responsible for providing the format for and detailed check list of minimum functions, responsibilities and SOP's required in the Squadron Mobility Plan.

4. GENERAL: Squadron Mobility Plans will be patterned on the Wing Plan and will contain the following information as a minimum:

a. Part I. The introduction, assignment of responsibilities for the Squadron Staff, Mobility Officers, Crews, Section Chiefs, individual officers and airmen, and an explanation of the plan. For applicable squadrons, plans will specify responsibilities associated with both the Wing and separate Air Refueling Squadron plans.

b. Part II. Staging, phased deployment, one and two RB-47 Squadron and separate Air Refueling Squadron deployment of squadron personnal. This section will reflect the assignment of squadron personnel on separate rosters as required to implement Part II of the Wing and/or Air Refueling Squadron Plans.

c. Part III. Staging, phased deployment, one and two RB-47 Squadron and separate Air Refueling Squadron deployment of squadron material. This section will reflect the consolidated listings of all material based on Part III of the Wing and Air Refueling Squadron Plans. The consolidated list will reflect each box or uncrated item's number, weight, cube, phase and relative priority within the phase for all squadron materiel. Separate master lists will be required for the Wing and Air Refueling Mobility Plans. Copy #6 of the packing lists, assembled in priority order, will provide the detailed materiel listings. The 825th Air Base Group Form 85A may be used for the consolidated listings.

d. Part IV. Loading plans for all squadron personnel and materiel. This section will contain the separate listing of all squadron personnel and materiel deploying in accordance with Part IV of the Wing and Air Refueling Squadron Plans.

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e. Part V. Squadron SOP's and check lists based on Part V of the Wing Mobility Plan. This information should reflect detailed individual squadron functions and responsibilities and not be a repetition of the Wing Plan.

5. DISTRIBUTION. Sufficient copies of the squadron plan should be prepared so as to provide the commander and each section chief with a copy, less packing lists. The Squadron Mobility Officer's copy will contain copy #6 of all packing lists. The Wing Logistics Section will be provided one copy of each squadron plan for review.

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RCS REPORTING

1. Purpose. To provide a procedure for insuring the accuracy and submission of required reports from deployed units of the 70th Strategic Reconnaissance Wing (M).

2. Scope. The provisions of this SOP are applicable to all required reporting of 70th Strategic Reconnaissance Wing units during deployment.

3. Responsibilities.

a. It is the responsibility of the appointed Task Force Commander to insure the timely submission of required reports during the period of deployment.

b. The Base Statistical Services Officer is responsible for determining all reports required from deployed units and maintaining current information folders on each.

c. The Wing Comptroller will insure that the Task Force Commander or his reports project officer is briefed on required reports and has current information folders on each report in his possession.

4. Procedure. Upon notification of a unit deployment, the following actions will be accomplished.

a. The Unit or Task Force Commander will appoint a Reports Project Officer.

b. The Wing Comptroller and Base Statistical Services Officer will assemble and brief responsible personnel and insure that instructions are complete and understood. Report folders will be given to the Reports Project Officer at that time.

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MOBILITY SOP #6

DEPLOYMENT OF WEAPONS AND AMMUNITION

1. PURPOSE: To provide for the deployment of weapons and ammun

2. SCOPE: The provisions of this SOP are applicable to all unit personnel included in this Mobility Plan except the 70th Tactical Hospi

3. RESPONSIBILITIES:

a. Squadron Commanders are responsible for:

(1) Insuring that each individual deployee has in his possess on his authorized weapon and one "basic load" of ammunition. (SAC REG 125-9).

(2) Developing Standard Procedures within the unit for the issue, accountability and turn in of weapons and ammunition.

b. The Wing Logistics Officer is responsible for advising Base Supply of the total "basic load" requirements for the Wing and separate units.

4. GENERAL: The basic load noted herein is in addition to that ammunition which may be required for Base Defense, other security plans or training requirements.

5. BASIC LOAD QUANTITIES:

a. Small Arms.

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Carbine, Cal 30 M1	100% Ball	60
Pistol, Cal .45	100% Ball	10
Gun, Submachine Cal .45	100% Ball	200
Gun, Revolver Cal .38	100% Ball	10
Rifle, Cal 30, M1, M1C, M1D	100% AP or Ball	150

b. Ground Weapon

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Gun, Machine, Cal 30 (L & Hv)	80% AP 20% Tracer	2000

6. UNIT REQUISITION ISSUE AND TURN-IN OF AMMUNITION.

a. Immediately upon receipt of the operations order directi lopment of ammunition, Unit Supply will hand carr to the Issue and Receipt section of Base Mu located at Building 1710. Form 446 as authority for requisitio supported & the fo Basis. For reserve stock supplies, Form 446 supported by

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DEPLOYMENT OF WEAPONS AND AMMUNITION

1. PURPOSE: To provide for the deployment of weapons and ammunition.

2. SCOPE: The provisions of this SOP are applicable to all units and personnel included in this mobility Plan except the 70th Tactical Hospital.

3. RESPONSIBILITIES:

a. Squadron Commanders are responsible for:

(1) Insuring that each individual deploying has in his possession his authorized weapon and one "basic load" of ammunition. (SAC REG 136-9).

(2) Developing Standard Procedures within the unit for the issue, accountability and turn in of weapons and ammunition.

b. The Wing Logistics Officer is responsible for advising Base Supply of the total "basic load" requirements for the Wing and separate units.

4. GENERAL: The basic load noted herein is in addition to that ammunition which may be required for Base Defense, other security plans or training requirements.

5. BASIC LOAD QUANTITIES:

a. Small Arms.

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Carbine, Cal 30 M1	100% Ball	60
Pistol, Cal .45	100% Ball	10
Gun, Submachine Cal .45	100% Ball	200
Gun, Revolver Cal .38	100% Ball	10
Rifle, Cal 30, M1, M1C, M1D	100% AP or Ball	150

b. Ground Weapon

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Gun, Machine, Cal 30 (L & Hv)	80% AP 20% Tracer	2000

6. UNIT REQUISITION ISSUE AND TURN-IN OF AMMUNITION.

a. Immediately upon receipt of the operations order directing deployment of ammunition, Unit Supply will hand carry AF Form 446 to the Issue and Receipt section of Base Munitions Functions located at Building 1710. Form 446 will indicate SAC REG 136-9 as authority for requisition. In addition, requisitions will be supported with the following:
Basis: For reserve stock for deployment support. Number and type weapons being supported is as follows:_____.

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b. Upon completion of deployment "Combat Ammunition" will be turned back to the Base Munitions Functions Section on AF Form 447.

c. Every effort should be made by Base Munitions Functions Section and the deploying unit to insure "lot number identity". Loss of identity will render such items "grade 3" unserviceable. For TDY rotations, ammunition will be shipped in unbroken case lots. Appropriate quantities will be shipped on each aircraft carrying personnel to meet the requirements contained in SAC Regulation 400-3.

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MANDATORY CLOTHING AND EQUIPMENT REQUIREMENTS

1. PURPOSE: To provide check lists of clothing and equipment required by all personnel deploying with the airlift phases of this mobility plan.

2. SCOPE: The provisions of the SOP are applicable to personnel required to deploy under the provisions of this plan.

3. RESPONSIBILITIES: It is the responsibility of all Squadron Commanders to insure that his personnel are clothed and equipped in accordance with the attached checklists.

4. GENERAL:

a. Determination of whether the summer or winter class "A" uniform will be worn during deployment will be made by the Commander, 70th Strategic Reconnaissance Wing.

b. All baggage will be clearly stenciled to indicate the following information as a precautionary measure against loss during mobility movements.

Name Serial Number

Rank Organization

c. Except for hand carried luggage, commercial type luggage will not be used. Hand carried luggage will be limited to 15 pounds per individual.

d. Personnel will not be dispatched from squadron areas to the Passenger Control center without required clothing and equipment.

e. Upon arrival at the forward base, personnel will obtain their baggage prior to departing the off load area.

5. INDIVIDUAL CLOTHING:

a. The individual clothing items listed in attachment #1 are mandatory for all airmen. Items noted with an asterisk are suggested quantities for officers and warrant officers. Commanders will determine desired quantities to insure that officers and warrant officers are in possession of sufficient items to present a proper appearance at all times.

6. ORGANIZATIONAL CLOTHING AND EQUIPMENT:

a. The items listed in Part 1, attachment #2 are mandatory for all individuals in accordance with the basis of issue prescribed in T/A 1-21 as amended.

b. The items listed in Part 2, attachment #2 are mandatory for all individuals deploying in the airlift phases of the mobility plan.

c. The items listed in Part 3, Attachment #2 are optional items of mobility equipment. Commanders will determine the needs for these items.

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d. Storage and Issue.

(1) The personnel readiness aspect of the SAC mobility concept is inflexible. Any unnecessary loss of time in preparing aircraft, crews and supporting personnel for the mission must be avoided.

(2) Every effort will be made to provide storage for mobility bags and individual weapons in squadron areas.

(3) To expedite rapid transfer of accountability for mobility bags and weapons during mobility, the system of individual custody cards is recommended.

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INDIVIDUAL CLOTHING CHECK LIST

ITEM	AUTH	ITEM	AUTH
Bag, Duffel	1	Jacket Wool	1 *
Belt, Waist, Web Blue	2 *	Necktie, Wool, Blue	2 *
Buckle, Web, Belt	1 *	Overcoat, Wool, Blue	1 *
Cap, Flight, Blue	1 *	Raincoat, Blue	1 *
Cap, Utility	2	Shirt, Cotton Khaki	5 *
Cap, Service, Blue	1 *	Shirt, Oxford or Poplin Blue	3 *
Coat, Wool, Service Blue	1 *	Shoes, Oxford, Black	1 *
Cover, Rain Cap, Service	1 *	Shoes, Service, Black	2 *
Drawers, Cotton, Shorts	6 *	Socks, Cotton, Black	5 *
Gloves, Inserts, Wool	1 *	Socks, Wool, Black	3
Gloves, Shell, Leather	1 *	Suit, Utility	3
Insignia, Cap Service	1 *	Towel, Bath	2 *
Insignia, Collar US	1 *	Trousers, Cotton, Khaki	5 *
Insignia, Sleeve Grade	11	Trousers, Wool, Blue	2 *
Insignia, Officer Grade	2 *	Undershirt, Cotton	6*

*Suggested quantities for officers and warrant officers.

NOTE: A pair of black combat boots may be substituted by aircrew members in lieu of shoe service black.

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PART I. MANDATORY INDIVIDUAL EQUIPMENT

STOCK NUMBER	NOMENCLATURE
CHEM-510244	Mask, Gas type M9A1
FSNA-7350-213-8889	Cover, Canteen
FSNA-7350-274-7090	Canteen, Water
FSNA-8405-273-4570	Jacket, Field, Mans
FSNA-8415-161-9413	Helmet, Soldiers, Steel type M-1
FSNA-8415-273-3969	Jacket, Flying type MA-1
FSNA-8465-162-6147	Belt, Cartridge
FSNA-8465-162-6150	Belt, Pistol
FSNA-8465-163-9539	Suspenders, Field Pack
FSNA-8465-243-9654	Bag, Barracks
FSNA-8465-255-8415	Pocket, Ammunition, Cal. 45
FSNA-8465-261-4999	Pouch, First Aid
FSNA-8465-266-9918	Field Pack, Canvas
FSNA-8465-269-0682	Sling, Carrying
FSNA-8465-270-2040	Pocket, Ammunition Cal. 30
3551-050150-64	Blanket, Bed, Wool
6921-081650	Can, Meat
6921-147050	Cup, Canteen
6921-280000	Fork, Field Mess
6921-475000	Knife, Field Mess
6921-789800	Spoon, Field Mess
8WAA-126000	Detector, Radiac

PART II. MANDATORY MOBILITY EQUIPMENT

FSNA-8405-269-0279	Shirt, Mans Wool Type A-1B
FSNA-8405-269-5608	Cap, Field Ctn Sage Green
FSNA-8415-266-9890	Trousers, Flying Type A-11D
FSNA-8415-269-0421	Jacket, Flying Type N-3B
FSNA-8415-269-0519	Trousers, Flying Type F-1B
FSNA-8415-269-5624	Liner, Trousers Type E-1B
FSNA-8415-268-8313	Mitten Set, 2 Piece Type N-4B
FSNA-8430-144-1650	Overshoes, Rubber Type N-2
FSNA-8430-269-0101	Boot, Mukluk Type N-1B
FSNA-8440-160-1376	Mitten Insert Wool Knit
FSNA-8440-153-6721	Socks, Ski Wool
FSNA-8440-160-0913	Mitten Shell 3 Finger Sheath

PART III. OPTIONAL MOBILITY EQUIPMENT

FSNA-8405-268-8039	Overalls, Wet Weather
FSNA-8405-269-0436	Sweater, Mans Wool OD
8405-171-1422	Parka, Ctn Rubber Coated

NOTE: Basis of issue for above items will be in accordance with provisions of T/A 1-21 as amended.

Attachment #2 to Mobility SOP #7

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SUPPLY ACCOUNTING PROCEDURES DURING DEPLOYMENT

1. Purpose. To provide accounting procedures for Unit Mission Equipment (UME) and Unit Support Equipment (USE) during deployment.

2. Scope. The provisions of this SOP apply to those organizations listed in paragraph 3b(1), (2), (3), and (4) below.

3. Responsibility.

a. It is the responsibility of the Wing Supply Officer, upon notification of a pending Wing deployment, to affect any necessary lateral redistribution of materiel among squadrons of the wing.

b. When the 70th Strategic Reconnaissance Wing is alerted for deployment, it is the responsibility of the Wing Supply Officer to immediately recommend to the Director of Personnel a minimum of four officers to inventory and receipt for squadron property that will remain at the home station. These officers will be appointed on wing special orders as the Rear Echelon Supply Officers of the Wing. Such officers will not be included on any TDY or PCS commitment or school quota during the deployment period of the 70th Wing. Authority to receipt for property issued as a result of valid due-outs from Base Supply for TDY squadrons will be included in the Wing special orders appointing Rear Echelon Supply Officers. Supply responsibility for squadrons of the 70th Strategic Reconnaissance Wing will be established as follows:

(1) 70th Headquarters Squadron and 70th Tactical Hospital.

(2) 70th Field Maintenance and Armament-Electronics Squadrons.

(3) 6th and 26th Strategic Reconnaissance and 70th Periodic Maintenance Squadrons.

(4) 61st Strategic Reconnaissance and 70th Air Refueling Squadrons.

4. Procedures.

a. Property on hand within squadrons of this Wing will be kept ready at all times for rapid turn-over to a relieving supply officer.

b. The Wing Director of Materiel will brief the appointed Rear Echelon Supply Officers of their responsibilities, condition of the accounts being transferred and disposition instructions.

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c. Within time limitations the deploying supply officers and relieving officer will jointly:

(1) Review files of documents, such as unit property account, control number registers and suspense and back order files.

(2) Make a physical inventory of all unit property remaining on station. Custody receipts will be verified as current (less than 6 months old) and valid. The deploying supply officer will take appropriate action to adjust all shortages by submission of reports of survey, breakage allowance certificate, statements of charges, etc. If time does not permit the above, deploying supply officers will furnish sufficient certified information to permit relieving officer to secure relief from accountability.

(3) Establish control so that deploying personnel will not ship Unit Support Equipment that is not specifically authorized by the Wing Logistics Officer to supplement Station Kit shortages at the forward operating bases.

(4) Upon completion of physical inventory and satisfactory adjustment of shortages, execute and distribute appropriate certificates in accordance with paragraph 8, Section 7, Volume IV, AFM 67-1. The inventory of USE will be posted to AF Forms 1120. UMF remaining in the unit supply room will be turned over to the Rear Echelon Supply Officer on a custody receipt, AF Form 446.

d. EWP Deployment. In addition to the foregoing, during EWP deployment, the following actions will be initiated:

(1) The Rear Echelon Supply Officer will:

(a) Turn in all USE to the Base Supply Officer.

(b) Prepare remaining UMF for surface echelon deployment.

(c) Insure that all vacated buildings are secured and the AIC advised in writing of such vacancy.

(d) Upon completion of turn-in of all USE and accomplishment of documents relieving him of all USF property accountability and responsibility with the Base Supply Officer, he will deploy with the surface echelon.

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(2) The Deploying Unit Supply Officer will:

(a) Be relieved of all USE by Rear Echelon Supply Officer.

(b) Deploy all records pertaining to UME.

(c) Establish the unit supply room upon arrival at forward base.

(d) Inventory and assume responsibility for prepositioned USE to be utilized by his organization.

(e) Assume responsibility for buildings and installed property to be utilized by his organization.

(f) Take necessary action to obtain required vehicles, ascertain what laundry facilities are available, and in coordination with the forward Base Supply Officer, establish requisitioning and turn-in schedules.

(g) Assume responsibility and accountability for UME arriving by surface echelon.

e. Peacetime Rotation. In addition to procedures contained in paragraphs 4a, b, and c above, during peacetime rotation (TDY deployment) the following actions will be initiated.

(1) The Rear Echelon Supply Officer will:

(a) Assume responsibility and accountability for all USE remaining at home station. (See paragraph 8, Section 7, Volume IV, AFM 67-1)

(b) Assume responsibility on a custody receipt, AF Form 446, for all remaining UME.

(c) Insure that all vacated buildings are secured and the AIC advised in writing of such vacancy.

(d) Insure that normal supply functions of the squadron continue, such as:

1. Receipting for and storing property being issued to the organization.

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2. Continue the laundry and bedding accounts.

3. Receive, segregate, and store all incoming T. O.'s, stock lists, regulations, etc.

4. Maintain files of supply documents by unit control number for all transactions accomplished during his duty as Rear Echelon Supply Officer.

5. Maintain AF Forms 1120 for all USE remaining at home station.

(e) Conduct with the Unit Supply Officer, upon his return, a joint inventory of all USE and UME. Upon satisfactory completion of inventory and accomplishment of necessary documents, the Unit Supply Officer will assume responsibility for all USE and UME, thereby relieving the Rear Echelon Supply Officer of his property responsibilities.

(2) The deploying Unit Supply Officer will:

(a) Paragraphs 4d(2)(a), (b), (c), (d), (e), (f), and (g) will apply.

(b) Upon completion of TDY and prior to departing TDY base, insure that action is taken to:

1. Properly tag and turn in all prepositioned USE.

2. Clear all hand receipts for buildings and installed property.

3. Turn in all vehicles, clear linen and laundry accounts and cancel any outstanding due-outs with the Base Supply Officer.

(c) Upon return to home base, conduct with the Rear Echelon Supply Officer a joint inventory of all USE and UME. Upon satisfactory completion of inventory and accomplishment of necessary documents, the Unit Supply Officer will assume responsibility and accountability for all USE and UME, thereby relieving the Rear Echelon Supply Officer of his property responsibilities.

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MARKING OF MOBILITY BOXES AND UNCRATED ITEMS

1. PURPOSE: To prescribe a standard procedure for the marking of all mobility boxes and uncrated items to be deployed.

2. SCOPE: The provisions of this SOP apply to all units included in the airlift phases of the 70th SRW mobility plan. It is specifically applicable to all boxes and uncrated items scheduled for air deployment.

3. RESPONSIBILITY: The officer or non-commissioned officer in charge of each Squadron Section will supervise the proper preparation and use of mobility boxes and tags prior to and during deployment. Squadron Commanders will insure that squadron mobility plans include detailed instructions for compliance with this procedure.

4. PROCEDURE: Maximum utilization of AF organizational shipping cases and Technical Order cases will be made to minimize local fabrication requirements. All boxes will be painted with an AF Grey paint prior to marking for identification. A plain, heavy grade manila tag will be used to identify uncrated items.

a. Identification Marking. The letter, numerical and color codes as shown herein will be used by each squadron as appropriate.

(1) For color marking, two opposite diagonal corners of each box will be painted with the applicable color. The two corners will be banded to a depth of six inches for one color, or to a depth of three inches for each color for units identified by a two color code. Mobility tags will be marked in the color code across the top. Examples are shown on attachment #1.

(2) All boxes will be marked on the top, one side and one end with the identification code to indicate the Wing, Squadron, Section and number of the box or uncrated item. Boxes will be stenciled or otherwise permanently marked in letters not less than one inch high. The tags will reflect this data for uncrated items. For bulky items such as maintenance stands etc, place a minimum of two tags in the most accessible spots. Those squadrons deploying boxes or uncrated items with the separate deployment of the Air Refueling Squadron will add the suffix "KC" to the identification.

(3) The verified weight of the box and its contents will be marked below the identification data. The tags will reflect this data for uncrated items. Previous weight data that may be shown will be obliterated.

(4) Instructions for the additional identification marking of these boxes and/or uncrated items required for the EWP of the 70th Wing Units will be included in the EWP Annex to this plan.

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(5) The cube of the box (overall dimensions to the highest tenth of a cubic foot) will be marked below the weight figure. The tags will reflect this data for uncrated items. The formula for computing cube is the length times width times height in inches divided by 1728 equals cube in feet.

(6) Precautionary markings will be placed on containers of dangerous commodities classified as flammable, explosive corrosive, combustible, gaseous or poisonous, in accordance with TO 00-85-13.

b. Identification Code. The identification code for the 70th Strategic Reconnaissance Wing will be prefixed by the number 70 followed by the letter designating the squadron, a dash, followed by the number designating a box or uncrated item being deployed. Every effort should be made to number boxes and uncrated items in a controlled sequence beginning with one (1) and ending with the number of the last box or item to be deployed from each section.

(1) The Squadron letter and color code is as follows:

Letter	Squadron	Color
A	Wing Headquarters Section	White
B	Not Assigned	
C	6th SR Squadron	Blue
D	26th SR Squadron	Yellow
E	61St SR Squadron	Red
F	70th AR Squadron	Green
G	Not Assigned	
H	Periodic Maintenance Squadron	Red & Yellow
I	Not Assigned	
J	Field Maintenance Squadron	Red & Green
K	Armament & Electronics Sq	Red & Blue
L	Supply Squadron	Unit & Yellow
M	Motor Vehicle Squadron	White & Gray
N	HQ SQ, Air Base Group	White & Black
O	Not Assigned	
P	Operations Squadron	White & Orange
Q	Food Service Squadron	White & Blue
R	Air Installations Squadron	White & Green
S	Air Police Squadron	White & Red
T	Tactical Hospital	Black & Yellow
U	70th Recon Tech Squadron	Blue & Yellow

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(2) The Section Code numbers are as follows:

WING HEADQUARTERS

Headquarters Squadron	1	Maintenance Control	12
Adjutant	2	Sub Section Code	
Personnel	3	Chief of Maintenance	a
Operations	4	Maint. Stand Team	b
Operations & Training	5	Quality Control	c
Intelligence	6	Control Unit	d
Communications	7	Tech Reps	e
Standardization	8	Reports & Analysis	f
Photo Nav	9	Supply Liaison	g
Plans	10	A/C Records & TCC	h
Materiel	11	Inspection	13
		Comptroller	14

Reconnaissance Squadron

Unit Administration	1	Maintenance	4
Unit Supply	2	Operations & Training	5
Intelligence	3	Combat Crews	6

Periodic Maintenance Squadron

Unit Administration	1	Periodic Inspection Dock	4
Unit Supply	2	Tool Crib	5
Maintenance Supervision	3		

Field Maintenance Squadron

Unit Administration	1	W & T Buildup	13
Unit Supply	2	Repair & Reclaim	14
Maintenance Supervision	3	In Flight Refuel Equip	15
Propulsion Branch	4	Electrical System	16
Jet Engine Shop	5	Hydraulic Shop	17
Fabrication Branch	6	Instrument Maintenance	18
Paint Shop	7	Surv. Eqp. Parcht,Dr Chute	19
Machine Shop	8	Woodwork Shop	20
Welding Shop	9	Grnd Power Eqp Maintenance	21
Structural Repair	10	Office Mach & Eqp Maint.	22
Aero Repair	11	Recip Engine Shop	23
Fuel System Repair	12	Acft Prop Maintenance	24

Armament & Electronics Squadron

Unit Administration	1	ECM	7
Unit Supply	2	Comm & Nav Maint.	8
Maintenance Supervision	3	Analysis	9
Auto Pilot Maintenance	4	Abn Radar Maint.	10
Gunnery System Maint.	5	Photo Maintenance	11
Bomb-Navigation System	6		

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Supply Squadron

Unit Administration	1	Petroleum	9
Unit Supply	2	Clothing Sales	10
Flyaway Kits	3	Service Unit	11
Management & Procurement	4	Materiel Facilities	12
Inventory & Inspection	5	General Service Unit	13
AF Service Store	6	Explo Ord Disposal	14
Munitions	7	Subsistence	15
Salvage & Disp	8		

Motor Vehicle Squadron

Unit Administration	1	Ground Equipment Maint.	3
Supply	2	Motor Pool	4

Headquarters, Air Base Group

Headquarters Squadron	1	Statistical Services	9
Adjutant	2	Materiel	10
Military Personnel	3	Judge Advocate	11
Chaplain	4	Ground Safety	12
Ground Safety	5	Finance	13
Personnel Services	6	Base Operations	14
Comptroller	7	Base & Transient Maint.	15
Management Analysis	8		

Operations Squadron

Unit Administration	1	Photo Lab	3
Unit Supply	2	Communications	4

Food Service Squadron

Unit Administration	1	Food Service	3
Unit Supply	2		

Air Installations Squadron

Unit Administration	1	Fire & A/C Crews Rescue	4
Unit Supply	2	Utilities Operation	5
Maintenance & Repair	3	Engr. & Management	6

Air Police Squadron

Unit Administration	1	Security	4
Unit Supply	2	Law Enforcement	5
Air Police	3		

Tactical Hospital

Tac Group Hq Element	1	Airborne Dispensary	3
Tac Squadron Element	2	100 Bed Hospital	4

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c. An example of the box and tag marking with interpretation is as follows:

70 J-9-2

WT 110

CU 4.5

70 - 70th Strategic Reconnaissance Wing

J - 70th Field Maintenance Squadron.
9 - Welding Shop of the 70th FM Squadron.
2 - Box or uncrated item number 2 of the Welding Shop.
WT. - 110-Box number 2 and contents weight 110 pounds.
CU - 4.5-Box number 2 occupies a space of 4.5 cubic feet.

d. When it is necessary to pack an item in more than one box, the required number of boxes will be designated a set. The set number will be marked to the right of the identification code with the box number appearing below the set number. Box number two of three box set would be shown as follows:

70 K-7-2 Set 1
WT 190 2/3
CU 15

e. A waterproof envelope (for packing lists) will be securely attached to one end of each box or uncrated item tag by tacks, staples, glue or water proof tape.

f. For locally fabricated boxes, insure that the top, side or end used for openings is secured with wood screws and not nails. Crating materials may not be available at a forward base and damage must be avoided.

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Figure 1

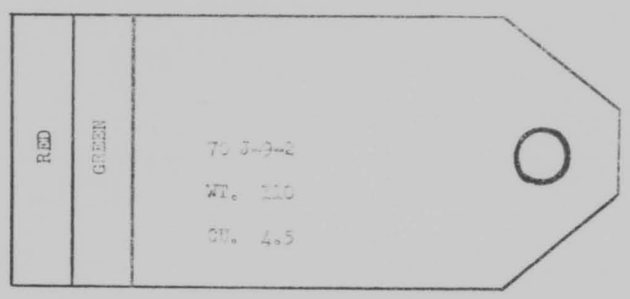
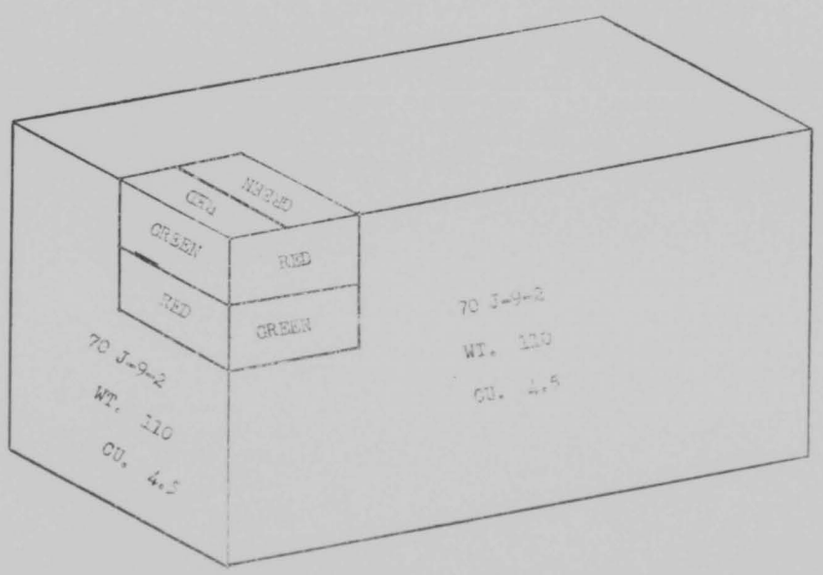


Figure 2



Attachment # 1 to SOP # 9

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DOCUMENTATION OF CARGO

MOBILITY #10

1. PURPOSE: To prescribe a standard procedure for the packing and assembly of cargo and the preparation and distribution of cargo packing lists.

2. SCOPE: The provisions of this SOP apply to the preparation and distribution of packing lists for each box or uncrated item to be deployed. Note: When warning or operations orders direct unit preparation in accordance with AFR 75-37, the provisions of this SOP will not apply.

3. RESPONSIBILITY: Squadron Commanders will insure that squadron mobility plans include detailed instructions for compliance with this procedure. Commanders are responsible for the preparation and distribution of their unit packing lists. The officer or non-commissioned officer in charge of each squadron section will prepare and maintain current packing lists.

4. PROCEDURE:

a. Cargo Priorities. All squadron equipment will be given a priority relative to other equipment to be shipped. It is important that equipment critical to the accomplishment of the first mission from the forward operating base be airlifted first. The Wing Cargo Loading Plan indicates the overall loading priorities in accordance with the requirements established in each squadron.

b. Packing.

(1) All air cargo will be packed to insure adequate protection in transit while keeping "tare" to a minimum.

(2) The weight of boxes will be kept to an absolute minimum.

(3) T. O. 00-85-9, Preparation of Freight for Air Shipment, other TO's of the 00-85 and Mats SOP number 2 will be consulted for package weights and size limitations.

(4) The problems associated with long time storage are not encountered as time enroute is short thus requirements for corrosion control and waterproofing are neglibible.

(5) Dangerous Commodities - Necessary action must be taken to insure that dangerous commodities are not concealed in boxes. Squadron Commanders will prepare certificates as shown below to affix to the squadron consolidated packing list.

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"I certify that no flammable, explosive, corrosive, poisonous or other materials and are included in box (es) number ____ ____ ____ and except authorized components of medical kits, are included in any packed containers listed herein. Boxes containing dangerous commodities have been clearly marked on at least two surfaces to indicate the contents. I further certify that these full containers, inner packages and other items of a similar nature in which explosive or other fully used or stored have been completely drained of such material."

_____
Signature, Commanding Officer

c. Preparation of Packing Lists.

(1) The USAF Air Base Group Forms 85 & 85A will be used for packing lists.

(2) Packing lists will be prepared in at least six (6) copies for each box or uncrated item to be deployed except flyaway kits of flyaway kits. However, packlists will be prepared for all FAK items not stored in bins due to bulk or other reasons.

(3) The minimum information required on the packing list for each box or uncrated item is self explanatory as shown on 606th ABGp Forms 85 and 85A.

d. Distribution of Packing Lists.

(1) The initial distribution of prepared packing lists (prior to alert) will be as follows:

(a) Retain the original and four copies in the squadron section.

(b) Squadron Section forwards sixth copy to squadron mobility officer for inclusion in squadron mobility plan.

(2) Upon notice of deployment and when boxes have been packed, the section chief will sign the remaining five copies and distribute them as follows:

(a) Place the original (copy #1) inside of box.

(b) Affix copy #2 to outside of box in water proof envelope. If the item is uncrated, inclose copies 2 and 3 in waterproof envelope and attach securely to the item.

(c) Forward copies 3, 4 and 5 to the squadron mobility officer.

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(3) Upon reciept of copies 3, 4 and 5 from the squadron sections, the squadron mobility officer will check the lists against the squadron loading plan and forward copies 3, 4, 5 and 6 to the Cargo Control Center with the squadron property. Copy #3 will be receipted on the Cargo Control Center and returned to the Unit Supply.

(4) The Senior Loading Officer will then assemble the packing lists into tentative aircraft loads according to loading plan priority and aircraft weight and balance requirements.

(5) The complete distribution is shown on attachment # 1 to this SOP.

e. Squadron Cargo Assembly.

(1) Cargo will be assembled in a single squadron location, designated the Squadron Cargo Assembly Area. This area should be readily accessible for materials handling equipment and provide adequate space for segregating cargo by priority.

(2) Telephone communications should be available.

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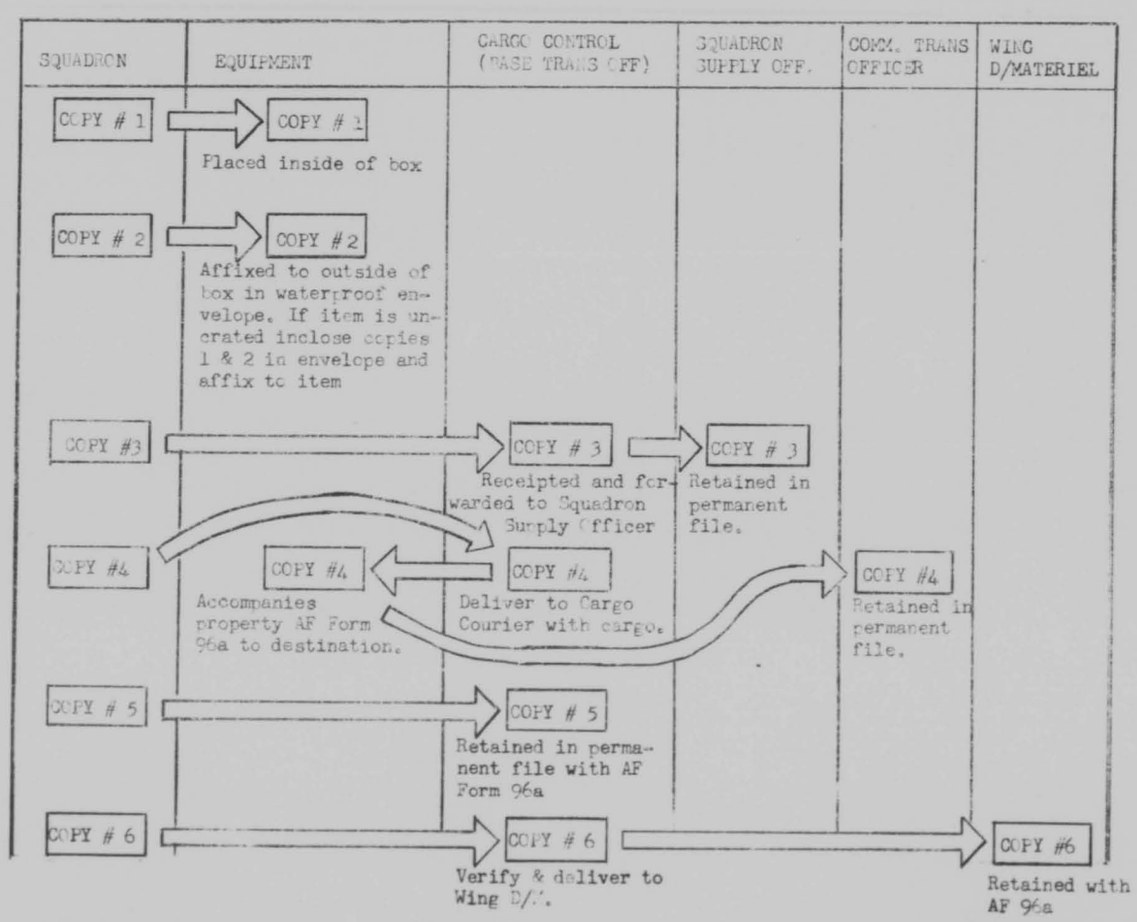
Attachment # 1 to SOP #10



DISTRIBUTION OF PACKING LISTS

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AIRCRAFT LOADING AREAS

1. PURPOSE: To designate the areas to be used for loading unit KC and support aircraft.

2. RESPONSIBILITY: The Wing Chief of Maintenance will insure that the designated support aircraft loading area is cleared prior to the arrival of the first support aircraft.

3. LOADING AREAS:

a. The Air Refueling Squadron Aircraft will be loaded in the 70th ARS parking area on the ramp as noted on the attached map.

b. Support aircraft will be loaded in the ramp area adjacent to the 70th Wing Wash Rack, RP-47 parking rows "S" and "T". The area is noted on the attached map. The area is immediately adjacent to the Personnel and Cargo Control Centers to facilitate loading operations.

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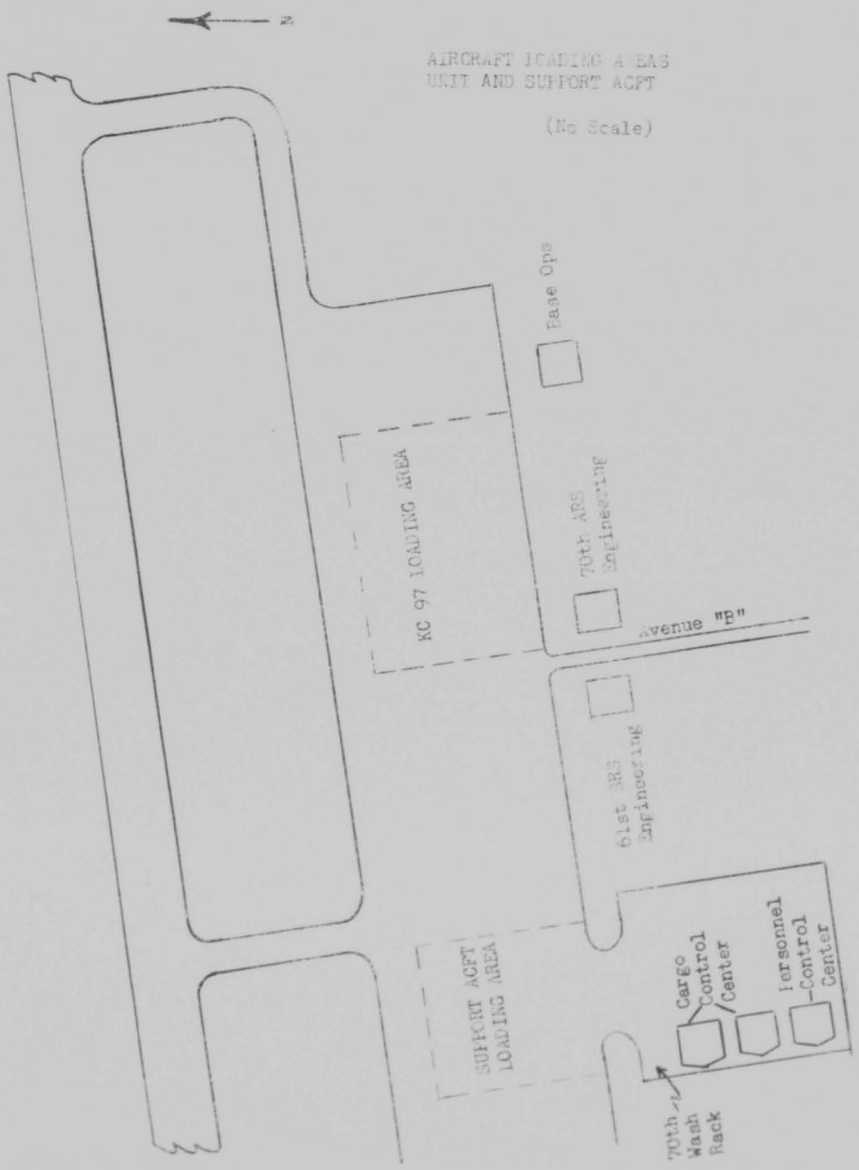

Attachment # 1 to SOP #11

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PREPARATION AND MAINTENANCE OF PERSONNEL RECORDS

1. PURPOSE: To establish a procedure for the preparation and maintenance of personnel records and mobility rosters.

2. SCOPE: The provisions of the SOP apply to all units included in the 70th Strategic Reconnaissance Wing and 70th Air Refueling Squadron Mobility Plans.

3. RESPONSIBILITY: The time limitations inherent in the SAC Mobility concept dictate that all personnel records be maintained up to date on a day basis and strict compliance with existing regulations. The 70th Wing Director of Personnel is responsible for monitoring all of this procedure and for implementing that portion applicable to his function. Squadron commanders are responsible for insuring compliance with the procedures applicable to their organization.

4. PERSONNEL RECORDS: Note. For TDY Rotations of 90 days or less, only pay records and those individual records noted in para 4b will be deployed.

a. The 70th Wing Director of Personnel will formulate required detailed procedures to insure that personnel records are properly prepared at all times and will:

(1) Be responsible for the current administration of the following:

(a) Military Pay Record
(b) WD AGO 66
(c) Record of Leave Taken
(d) Service Record
(e) AF Form 7
(f) Overseas qualification in accordance with SAC Regulation 400-3
(g) Insure availability of mobility boxes for shipment of the above records when required.

(2) Maintain a list of current mobility personnel requirements by AFSC including support personnel to be furnished by the Air Base Group in accordance with the 70th Wing and 70th Air Refueling Mobility Plans.

(3) Maintain a list of mobility AFSC shortages which cannot be met from within Wing personnel resources. Report these shortages to the Director of Personnel, 825th Air Division on a monthly basis.

(4) Maintain monthly coordination with the Wing Logistics Officer to insure that current changes to the mobility plans have been received.

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(5) Make periodic staff visits to all squadrons to determine status of personnel mobility readiness and monitor progress of squadrons during alert.

b. Squadron Commanders will formulate a detailed procedure to insure that the following items are current and in possession of or on hand for all personnel scheduled for airlift deployment.

(1) Identification Card DD2MF
(2) SAC Form 138 Restricted area Badge (as required)
(3) Identification Tags
(4) Government Drivers License DD313 (for required personnel)
(5) Immunization record DD727
(6) Weapons tagged with Name, Grade, AFSN, squadron and weapon serial number

c. The 825th Air Base Group Personal Affairs Officer will insure that the following is current or action completed for all personnel scheduled for airlift deployment.

(1) Record of Emergency Data DD Form 93
(2) Air Force Personal Affairs Statement AF381
(3) Briefing of personnel on preparation of wills, power of attorney, dependent's allotments, overseas marriage, Red Cross and Air Force Aid Society
(4) Dependents assistance program is in effect upon deployment of the Wing or units of the wing

d. The Hospital Commander will insure that medical, dental and immunization records for all personnel included on the airlift phases of the mobility plan are kept up to date for all personnel.

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MOBILITY ROSTERS AND PREPARATION OF ORDERS

1. PURPOSE: To provide a procedure for the preparation and maintenance of Mobility Rosters and the preparation and cutting of orders.

2. SCOPE: This SOP is applicable to all units and personnel included in the 70th Wing and 70th Air Refueling Squadron Mobility Plans.

3. RESPONSIBILITY:

a. Unit Commanders are responsible for insuring that Mobility Rosters are prepared and maintained in a current status.

b. The Wing Director of Personnel will be responsible for the preparation and cutting of orders. Mobility Rosters will be used to support the preparation of personnel orders.

4. PROCEDURE:

a. All squadrons will prepare and maintain a mobility chart or roster which will be posted daily.

b. The roster or chart will be located to facilitate the briefing of all personnel on their mobility assignment and priority number.

c. The Roster or Chart will reflect a break down for the following:

(1) Air Crews

(2) Staging Teams

(3) Phased Deployment

d. Those squadrons providing personnel for support of the Air Refueling Squadron will prepare a separate roster or chart to reflect the same information required in paragraph 4C.

e. The Mobility Roster or Chart will reflect the following:

Priority No.	Last Name	First Name	MI	Rank	AFSN	UAFSC	Mobility AFSC	Scty Clnc

f. Names will be assigned to the AFSC requirements contained in Part IV of the 70th Wing and 70th Air Refueling Squadron Mobility Plans as applicable.

g. When notice of a mobility alert is received each unit will forward six (6) copies of the mobility roster to the Wing Director of Personnel within H+4:00 hours. Rosters will clearly indicate whether personnel are for support of the Wing or Air Refueling Squadron Deployment.

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h. The Wing adjutant will:

(1) Obtain block of letter order numbers from the 825th Air Division Special Orders Section for use by the Wing Director of Personnel.

i. The Wing Director of Personnel will:

(1) Receive the six (6) copies of unit mobility rosters and make the following distribution:

(a) 1 Copy to the Base Surgeon for medical and dental records.

(b) 1 Copy to the Base Finance Officer for pay records.

(c) 1 Copy to the Base Personel Affairs Officer.

(d) 1 Copy to the Wing Mobility Control Officer.

(e) 1 Copy to the Personnel Control Center for manifest information.

(f) Hold 1 Copy for support of orders preparation.

(2) Cut orders in accordance with para 15 chapter 3 AFM 30-3 SAC Reg 400-3 and the operations order. Orders will be prepared under 825th Air Division Letterhead.

(3) Prepared orders will be distributed at the Personnel Control Center.

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PERSONNEL CONTROL CENTER

1. Purpose. To provide a standard procedure for the assembly, manifesting and processing of all personnel to be deployed on unit and support aircraft.

2. Scope. The provisions of this SOP apply to the outloading of all personnel of the 70th Wing and supporting units except Air Crews.

3. Responsibilities.

a. The operation of the Personnel Control Center is the responsibility of the Wing Director of Personnel.

b. The Senior Loading Officer (Commercial Transportation Officer) or his designated representative is responsible for preparing J-4 report information on passengers.

c. The Wing Mobility Control Office is responsible for notifying all units when personnel are to report to the Processing Center.

d. Squadron Commanders will insure that all personnel report promptly and are in possession of required clothing, equipment, and individual records.

4. Procedure. When implementation of the Mobility Plan is directed, the following actions will be taken:

a. The Squadron Mobility Officer will prepare and assemble personnel for processing in accordance with the established unit procedure.

b. The Wing Mobility Office will inform each unit of processing time schedule for personnel in accordance with the schedule of support aircraft and flow chart time table for unit KC aircraft.

c. The Wing Director of Personnel will prepare detailed procedures to accomplish the following:

(1) Designate an OIC and NCOIC for the Personnel Processing Center.

(2) Establish the Personnel Control Center in Maintenance Building #224 for 24 hour operation as required. (Location on attachment #1 to SOP #15)

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(3) Arrange for personnel and equipment required to operate the Control Center. (Requirements shown on attachment #1)

(4) Maintain a passenger flow chart.

(5) Insure complete processing of personnel through the stations indicated below. Whenever possible, personnel will be processed a minimum of 24 hours in advance of departure time.

STATION #1 BRIEFING

(a) Provide letter of instructions to each passenger.

(b) Appoint Weapons NCOIC to receipt for and control weapons during flight.

(c) Distribute orders if available.

(d) Give Troop Commander his folder.

(e) Brief on enroute and destination conditions, including climatic conditions, diplomatic relations and local area restrictions.

(f) Advise Troop Commander of final loading time.

(g) Record location and telephone number where Troop Commanders can be reached.

(h) Insure personnel have all necessary forms for processing.

STATION #2 WEIGHING

(a) Complete weigh in of personnel and baggage.

(b) Fill in Forms 94 A & 94 B.

(c) Check for proper baggage identification.

(d) Insure average individual weight (with baggage) does not exceed 275. (Weight of tool kit or flying clothing is extra allowable weight of approx 65#.

(e) Assemble processed baggage in separate aircraft load and identify by trip number. Baggage to be loaded 2 hours before ETD of aircraft or as directed by MATS Control Team.

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STATION #3 MANIFESTING

(a) Prepare folders for manifests for each load.

(b) Use ditto process for manifests if possible to expedite distribution.

(c) Manifest master forms should be prepared and maintained in advance to save time during processing.

(d) Prepare manifests AF Form 96B in minimum of thirteen (13) copies and distribute as follows:

1. Copies #1-4 to Troop Commanders.

2. Copy #5 to the Senior Loading Officers. (Commercial Transportation Officer)

3. Copy #6 to Wing Mobility Control Office.

4. Copies #7 to 12 to MATS Control Team or Aircraft Commander as applicable.

5. Copy #13 Hold for maintaining flow chart and reporting.

STATION #4 IN FLIGHT LUNCHES

(a) Determine number of inflight lunches required and arrange for delivery to the aircraft or give to troop commander if flight rations are on hand at the center.

STATION #5 FINANCE

(a) Pull and assemble pay records for manifested personnel, seal, label, and give to Troop Commander.

STATION #6 MEDICAL

(a) Check individual shot records and administer last minute innoculations that may be required for substitute personnel.

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d. Upon completion of processing, the Processing Officer will cause personnel to be loaded on scheduled aircraft or released to troop commander depending upon time element.

e. Squadron Mobility Officers will be responsible for loading the 4th seat on RB-47 aircraft.

f. Personnel and Equipment Requirements (attachment #1). Specific responsibility for providing the personnel and equipment noted in attachment #2 will be assigned by the Wing Director of Personnel.

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR PERSONNEL CONTROL CENTER

1. Personnel	Qualification
1 OIC	Personnel Officer (24-hr coverage)
1 NCOIC	Personnel specialist (24-hr coverage)
9 NCO/AMN	Clerk (3 per shift)
6 NCO/AMN	Finance Clerk (2 per shift)
3 NCO	Medical Serv Specialist (1 per shift)
6 NCO/AMN	Medical Serv Specialist (2 per shift)
1 NCO	Cook/Food Service Supv
3 AMN	Air Policeman (Baggage guard - 1 per shift)
1 AMN	Vehicle Operator

2. Equipment	Quantity
Pallets (4' x 4')	20
Desks or Tables	5
Chairs	10
Adding Machine	1
Typewriter	1
Typewriter, electric, or Ditto Machine	1
Platform Scales (500# min)	1
Machine, strapping	1
Bands, roll, 1/2"-3/4"	2
Stapler	2
Seals, banding	500
Staples, box	1
Boxes (weapons)	As required
Truck 1-1/2 ton	1
Supply of Forms - 94A, B, 96B, Flow Charts, weapons receipts, etc.	

Attachment #1 to SOP #14

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CARGO CONTROL CENTER

1. PURPOSE: To provide a standard procedure for the assembly, weighing, manifesting and loading of all cargo to be deployed on unit and support aircraft.

2. SCOPE: The provisions of this SOP apply to the out loading of all cargo of the 70th Wing and supporting units.

3. RESPONSIBILITIES:

a. The operation of the Cargo Control Center and preparing J-4 report information on cargo is the responsibility of the Senior Loading Officer (Base Commercial Transportation Officer).

b. The Wing Mobility Control Office is responsible for notifying all units when cargo is to be delivered to the Cargo Control Center.

c. Squadron Commanders will insure that unit cargo is properly prepared and delivered to the Cargo Control Center as directed.

4. PROCEDURE: When implementation of the Mobility Plan is directed the following actions will be taken:

a. Squadron Mobility Officers will:

(1) Prepare and assemble unit cargo in accordance with unit procedures established for that purpose and the Wing and/or Refueling Squadron Loading Plans.

(2) Arrange for transportation of unit cargo, consolidated and individual packing lists to the Control Center in accordance with the schedule provided by the Wing Mobility Control Office. The Mobility Motor Pool will be given maximum advance notice of unit transportation requirements.

b. The Wing Mobility Control Office will inform each unit of delivery times for cargo in accordance with ETA schedule of support aircraft and flow chart time table for unit KC aircraft.

c. The Senior Loading Officer (Commercial Transportation Officer) will prepare detailed procedures to accomplish the following:

(1) Establish the Cargo Control Center in Maintenance Building #226. The location is shown on Attachment #1.

(2) Arrange for personnel and equipment to operate the Cargo Control Center. Requirements are shown on Attachment #2. The maximum possible prepositioning of this equipment is desirable.

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(3) Establish and identify separate load increment areas for support and unit KC aircraft.

(4) Maintain an Air Traffic Control Flow chart.

(5) Organize three (3) cargo loading teams composed of twenty loaders and one NCOIC for each team. Brief and assign each team to one eight hour shift to maintain 24-hour operations. Note: Equipment operators and loading crews should be detailed for ½ hour overlap between shift changes and for staggered meal periods.

(6) Establish and supervise the following stations for the rapid processing of cargo.

STATION #1 RECEIVING AND WEIGHING

(a) Receive squadron property and copies 3, 4, 5, and 6 of unit packing lists. Receipt all copies and return copy #3 to the unit supply.

(b) Check boxes and uncrated items for proper marking and packaging. Do not receive improperly prepared cargo.

(c) Weigh boxes and uncrated items and mark weight in lower left block of packing lists together with indicated weight on container. If container or item weight on packing list is incorrect, circle correct weight in red. Do not obliterate incorrect weights shown on packing lists.

(d) Corrected packing lists #4, 5, and 6 will be forwarded to Station #2.

STATION #2 - MANIFESTING-LOAD ASSEMBLY

(a) Assemble support aircraft loads from corrected packing lists for weight and cubage check by MAC Control personnel or aircraft commander as applicable. Folders for each aircraft will be utilized for packing lists and manifests.

(b) Increment loads for KC unit aircraft will be assembled separate from loads for support aircraft in accordance with the Air Refueling Squadron Mobility Loading Plan. Manifests for this plan will be prepared in advance in a minimum of 13 copies by the Air Refueling Squadron Mobility Officer and furnished the Senior Loading Officer at the time of deployment in order to expedite outloading of unit aircraft. Additional guidance on loading of the KC unit aircraft is as follows:

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1. Loads for the KC aircraft will be preplanned to include the listing of the cargo by location within the aircraft under the supervision of the Air Refueling Squadron Mobility Officer and loadmasters. Maximum loading and conformance with safety factors are the criteria.

2. Flow charts listing KC aircraft by flight (1, 2, 3, etc.) will be prepared jointly by the Director of Operations and Wing Chief of Maintenance to reflect movement and required operations for readying each KC aircraft to receive cargo and/or passengers.

3. The Flow chart will reflect the number of aircraft ready to receive personnel and/or cargo at one time and the time required for readiness of all the Unit KC aircraft. Consideration should be given to in-commission status, movement required, aircrew readiness, preflight, fuel top-off, etc.

4. A cargo loading time schedule based on the above flow chart will be prepared by the Senior Loading Officer and Wing Logistics Officer. Cargo will be assembled and loaded in accordance with this plan.

(c) Make any necessary support aircraft load adjustments, withdraw copies of packing lists that are affected and notify Wing Mobility Control Office. This property will be picked up on the next load.

(d) Record estimated and actual arrival times and the support aircraft tail number on front of folders containing manifest and packing lists for the guidance of loading team.

(e) If possible aircraft cargo loads should be assembled at least 24 hours prior to ETA of support aircraft and/or estimate of in commission time of unit aircraft.

(f) Manifests, AF Form 96a will be prepared for support aircraft in accordance with AFR 76-1 in 13 copies. Distribution will be made as follows for both unit KC and support aircraft loads.

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(1) Copy #1 thru 4. Deliver with packing list copy #4 to air cargo courier of applicable flight.

(2) Copy #5. Deliver to Base Commercial Transportation Office when all loading has been accomplished.

(3) Copy #6. Deliver to Wing Mobility Control Office with Copy #6 of packing lists involved.

(4) Copies #7-12. Deliver to MATS Control Team or aircraft commander as applicable.

(5) Copy #13. Hold for preparing report information.

STATION #3 - STORAGE & LOADING

(a) Set aside completed loads for arrival of support or loading time of unit KC aircraft.

(b) Coordinate with MATS Control Team to insure immediate loading of aircraft upon arrival.

(c) Coordinate with Wing Mobility Control Office and Air Refueling Squadron Mobility Officer to insure immediate loading of unit KC aircraft.

(d) On-load cargo guards on loaded aircraft.

(7) Notify the Wing Mobility Control Office of any problem associated with the deployment that cannot be resolved.

5. Air Movement Reports:

a. It is the responsibility of the Senior loading Officer or his designated representative to submit Air Movement Reports (RCS: SAC-J4) in accordance with SAC Regulation 400-3. He will coordinate with the Wing Air Operations Mobility Officer and Wing Mobility Control Office in preparing and submitting the required daily report, in particular Part III, Movement of Tactical aircraft.

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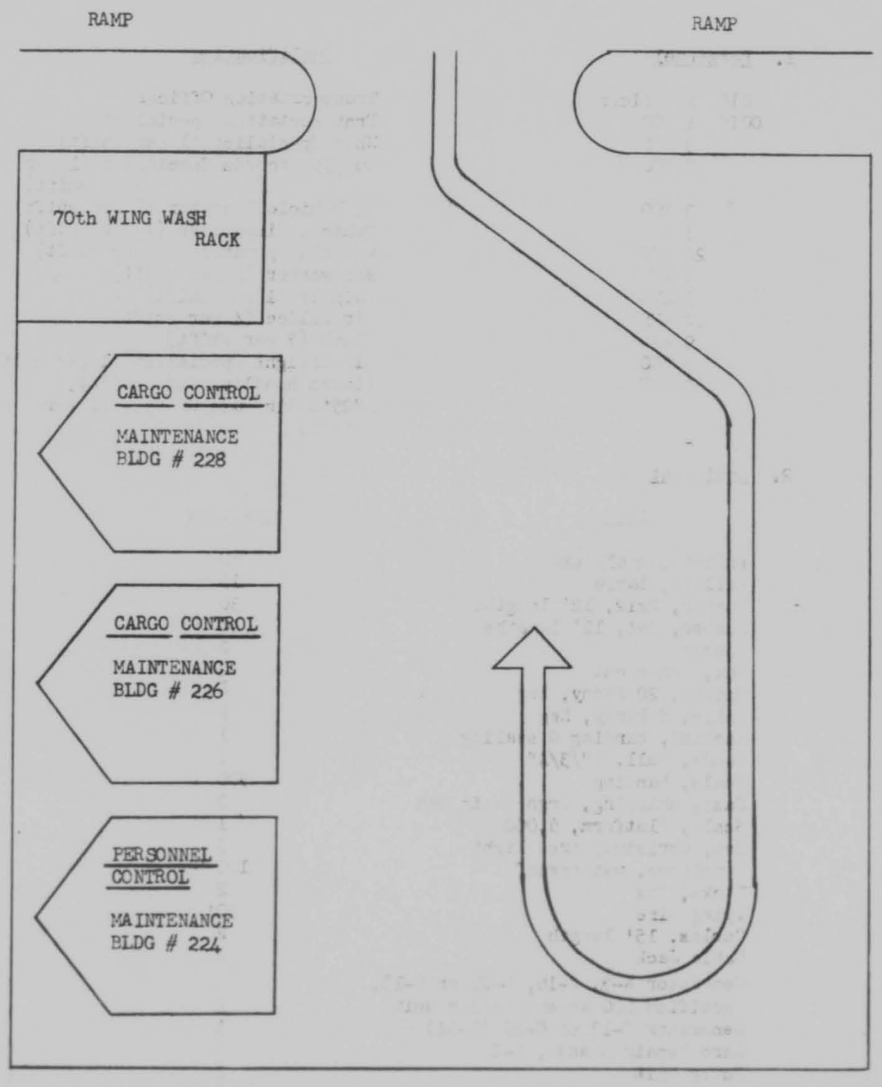
LOCATION OF THE PERSONNEL AND CARGO CONTROL CENTERS



Attachment # 1 to SOP # 15

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR CARGO CONTROL CENTER

1. Personnel

		Qualification
OIC	1 Officer	Transportation Officer
NCOIC	1 NCO	Transportation Specialist
	3 NCO	Whse Specialist (1 per shift)
	3 NCO	Supply Records Specialist (1 per shift)
	3 NCO	Sr Vehicle Operator (1 per shift)
	3 AMN	Vehicle Dispatcher (1 per shift)
	24 AMN	Vehicle Operators (8 per shift)
	3 AMN	Woodworker (1 per shift)
	3 AMN	Painter (1 per shift)
	12 AMN	Air Police (4 per shift)
	9 AMN	Clerk (3 per shift)
	3 NCO	Air Freight Specialist (1 per shift)
	60 AMN	(Cargo handling and loading, 825th Air Base Group - 20 per shift)

2. Equipment

ITEM	QUANTITY
Pallets, small 4x4	60
Pallets, large	15
Lumber, 2x12, 12' lengths	30
Lumber, 2x4, 12' lengths	40
Hammer	2
Saw, Cross cut	2
Spikes, 20 Penny, Keg	½
Nails, 8 Penny, Keg	½
Machine, banding & sealing	1
Bands, Roll, ½"/3/4"	2
Seals, banding	500
Case, shipping, Orgn Equip Set	2
Scale, Platform, 5,000#	1
Set, Christmas tree light	3
Envelopes, waterproof	100
Tacks, Box	2
Tying Wire	50'
Cables. 15' length	2
Cable Jack	1
Generator A-3, C-16, C-21 or C-13, modified 600 ampere tandem unit	1
Generator C-13 or C-21 (C-54)	1
Aero Repair Stands, T-2	2
Tower Unit	1
Adding Machine	1

Attachment #2 to SOP #15

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR CARGO CONTROL CENTER (Cont)

ITEM	QUANTITY
Typewriter	1
Typewriter, Electric or Ditto Machine	1
Desk, Typist	1
Chairs	3
Table	1
Brush, stencil	1
Ink, stencil bottle	1
Number stencils, set	1
Paste, can	1
Brush, paste	1
Brush, paint	1
Paper clips, box	4
Tacking machine	1
Staples, tacking, box	6
Chalk & Grease pencils	10

3. Vehicles (Cargo Control & Mobility Motor Pool)

Fork lift, 15,000#	1
Fork lift, 6000#	2
Fork lift, 4000#	1
Flat bed, 40' or equivalent	2
Tractors	2
Truck 2½ ton	4
Weapons Carrier	1
Bus	1

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TROOP COMMANDERS' DUTIES AND RESPONSIBILITIES

1. PURPOSE: To provide Troop Commanders deploying aboard unit and/or support aircraft with instructions relative to the performance of duties and responsibilities.

2. SCOPE: This SOP applies to all officers, non-commissioned officers and airmen who are appointed Troop Commanders by competent authority.

3. RESPONSIBILITY: The Troop Commander will be responsible for the conduct and activity of all passengers in his charge until such time that he is relieved by competent authority at destination.

4. GENERAL: The senior officer, non-commissioned officer or airman will be appointed Troop Commander of passengers deploying on the same aircraft. This designation will be indicated on the passenger manifest by preceeding the name with an asterisk. Troop Commanders will coordinate all activities with the Wing Logistics Officer after passengers are weighed in and manifested. All available information relative to the flight will be given Troop Commanders who will in turn disseminate it to the other passengers.

5. DUTIES OF THE TROOP COMMANDER: The following duties are the responsibility of Troop Commanders in addition to any others deemed necessary due to existing circumstances:

a. Assume control of all passengers listed for movement on his flight and insure that all are informed of formations, expected departure, and reporting times.

b. Check roll prior to reporting for loading to insure everyone is present for the flight. Passengers failing to report will be reported to the Wing Mobility Officer so that a standby passenger may be filled in to complete the load.

c. Represent the members of his load in support of any of their requirements.

d. Insure that each man has placed his baggage in the load which is to be placed aboard his flight.

e. Upon arriving at the flight line, check immediately with the MATS liaison representative for further instructions.

f. Relay all orders of the MATS control personnel and act as the official representative to the senior flight traffic specialist who is the aircraft commander's cabin representative.

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g. Brief all passengers on maintaining security of their personal belongings and insure that any passengers removed from his flight have their hold baggage removed with them.

h. Insure that appointed Weapons NCOIC has collected all weapons and ammunition for custody during flight. Reissue items at destination.

i. Insure that in-flight lunches, water, etc, are placed aboard the aircraft prior to departure, and that adequate arrangements are made for same at en route stops.

j. Collect envelope containing four (4) copies of the manifest from the processing officer and insure safe delivery to the traffic representative at final destination.

k. Insure in-flight discipline of all passengers and insure their compliance with smoking restrictions.

l. Assist in maintaining a clean and safe condition in the aircraft.

m. Designate guards for cargo and/or aircraft during deployment as are required by the aircraft commander or en route stop base commander.

n. Insure that messing facilities and billets are provided at en route stops and that "Certificates of Non-availability" are obtained if required.

o. At en route stations, determine ground time from the senior flight traffic specialist and take positive action to insure that all passengers are present to meet flight departure times.

p. Know which passenger(s) will be off-loaded should it become necessary to take such action at an en route station.

q. Maintain a record of events of any passenger(s) that may be off-loaded at en route stops for any reason. Report same to the Commander, 70th Strategic Reconnaissance Wing, Little Rock Air Force Base and to the forward base detachment Commander by electrical means, giving all details.

r. Contact the proper authorities in cases of accident or emergency. Report same by message to addresses in paragraph q above, after coordinating message with the aircraft commander.

s. Brief passengers on local restrictions and their conduct at en route stops. Some stations such as Lajes restrict passengers to the base area because of diplomatic conditions with local residents.

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Pertinent facts on local conditions can be determined from the traffic representative who will meet the aircraft.

t. Maintain an itinerary showing all dates, stations, take-off and landing times. Local time will be used.

u. Receipt for, safeguard and deliver pay records and personnel records of passengers to forward area mobility officer if records are deployed.

v. Upon arrival at destination, maintain an orderly dispatch of passengers and determine if they are needed to assist with the off-loading of baggage or cargo. No passengers will be released without all of their baggage, including weapons.

6. TROOP COMMANDERS' FOLDERS:

a. The Wing Logistics Officer will prepare and maintain "Troop Commander's Folders" for each unit and support aircraft scheduled to deploy with passengers under current operations plans. Each troop commander's folder will contain such information and data as is required for use by the troop commander during the flight en route and upon arrival at the forward base.

b. Each "Troop Commander's Folder" will contain the following items: (Certain of these can be completed only immediately prior to deployment and are noted with an asterisk.)

(1) SOP #12 - Duties of Troop Commanders.

*(2) Letter of "General Information for Troop Commanders" (See attachment #1)

(3) 3 copies of SAC Form 15, Itinerary (to be completed en route) (See attachment #2)

*(4) Copies of passenger and/or cargo manifests.

(5) "Troop Commander's Folder Check" (to be typed on outside of each envelope) (See attachment #3)

(6) Sample of typical message to be sent in case of off-loading of personnel. (See attachment #4)

(7) Copies of custom forms, instructions, etc. as may be required for individual trips and flight.

c. Letters of "General Information for Troop Commanders" are self-explanatory and are to be completed by Wing Logistics Officer prior to deployment for each individual trip.

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d. SAC Form 15 is self-explanatory and will be prepared in triplicate, two copies to be delivered to forward base mobility officer upon arrival, and one copy to be retained by troop commander for further reference.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

_____
DATE

SUBJECT: General Information for Troop Commander

TO:

1. You have been designated TROOP COMMANDER for Trip #_____, (MATS, ARS), Aircraft #_____Type_____scheduled to depart this station_____hours, (date)_____for_____.

2. A time has been set for _____ hours, (date) _____ at _____, with Station Time for _____ hours, (date)_____. ETD _____hours (date)_____.

3. _____ is the Aircraft Commander.

4. The following route to destination has been planned_____ _____with en route stops at _____ _____.

5. In-flight lunches for_____officers, _____airmen and _____ civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained en route.

6. SOP #1 to inclosed contains general instructions. Additional instructions and information are as follows:_____ _____.

7. Maintain a record of events en route on the inclosed Itinerary Sheet and deliver it to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Passenger manifests, (cargo manifests) and a passenger roster are included in your Information Folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer _____). Deliver the passenger (and cargo) manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

Attachment #1 to SOP # 16

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ITINERARY	TRIP NO.	FROM	TO	TROOP COMMANDER
TYPE OF AIRCRAFT		AIRCRAFT SERIAL NO.	☐ MATS ☐ AMS	AIRCRAFT CMDR
NUMBER OF PASSENGERS	Officers	Airmen	Civilians	TOTAL

POUNDS OF CARGO

DEPARTED	DATE	TIME (Local)	ARRIVED	DATE	TIME (local)	NO. OF MEALS

RECORD OF PERSONNEL AND/OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION:
1 copy - Troop Commander
2 copies - Forward Base Mobility Officer

SIGNATURE OF TROOP COMMANDER

SAC FORM 15 MAY 54 15

(Border Image Size - 7" X 9½")

Attachment #1 to SOP # 16.

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TROOP COMMANDER'S FOLDER

TRIP #_____TYPE AIRCRAFT_____ACFT #_____

ASSY TIME_____STA TIME_____ETD_____

This Folder Contains the Following:

1. SOP #16, "Duties of Troop Commander".
2. Roster of Passengers
3. Manifests: PASSENGERS: CARGO:
4. Itinerary Sheets
5. General Information Sheet

_____In-flight Lunches Have Been Ordered

DATE: Prepared By:

Attachment #3 to SOP # 16.

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JOINT MESSAGEFORM

FROM: (Originator)

TRFCOMDR FLIGHT ____, TO ____, DATE ____, LOCATION ____

		SCTY CLASS UNCLASSIFIED
PRECEDENCE FOR:	ACTION PRIORITY	INFO: PRIORITY

TO:

COMDRSRWG 70 LITTLE ROCK AFB, AFK (Rear Adm)

COMDRSRWG 70 ____, BASE ____, LOCATION

[X] ORIGINAL MSG

[X] MULTIPLE ADD

REFERS TO MSG

IDENTIFICATION	CLASSIFICATION

INFO:

/U N C L A S S I F I E D/TOJRFCOMCONVLT_____, A/3C JOSEPH A. DOAKS, AF12345678, AFSC 70230, HQS SQ, 70TH SRWG off-loaded at _____, BASE _____, LOCATION and admitted to the Base Hospital for emergency appendectomy, length of stay approximately 3 weeks. A/E JOHN W. DOE, AF23456-7891. 70TH A&E Maint Sq, 70th SRWg, 70010, failed to return to acft in time for dept at _____, BASE _____, LOCATION and is considered AWOL. WITS passenger control at _____, BASE _____, LOCATION has been notified.

SECURITY CLASS UNCLASSIFIED	PAGE 1 of 1 PAGES
DRAFTER'S NAME (and signature) JOHN F. SMITH, Captain, USAF	RELEASING OFFICERS SIGNATURE
70TRFCOMDR FLT ____, ARC,	

Attachment #1 to SOP # 16.

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JOINT MESSAGEFORM	SECURITY CLASSIFICATION UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG			ACCOUNTING SYMBOL AF	ORIG. OR REFERS TO	CLASSFICATION OF REFERENCE
ACTION PRIORITY			X			
INFO						

FROM:
TRPCOMDR FLIGHT (NO) , (BASE) , (LOCATION) .

SPECIAL INSTRUCTIONS

TO:
COMDRSRWG 70 LITTLE ROCK AFB, ARK (REAR ECHELON)
COMDRSRWG 70 (BASE) ,(LOCATION).
UNCLASSIFIED/70TRPCOMDRFLT _____. A/3C JOSEPH A. DOAKS, AF12345678, AFSC 70230, HQ SQ, 70TH SRW OFF-LOADED AT ___ (BASE) , (LOCATION) AND ADMITTED TO THE BASE HOSPITAL FOR EMERGENCY APPENDECTOMY, LENGTH OF STAY APPROXIMATELY 3 WEEKS
A/B JOHN W. DOE, AF 234567891, 70TH A&E MAINT SQ, 70010 FAILED TO RETURN TO A/C IN TIME FOR DEPT AT (BASE),LOCATION AND IS CONSIDERED AWOL. MATS PASSENGER CONTROL AT (BASE) , (LOCATION) HAS BEEN NOTIFIED.

DATE	TIME
MONTH	YEAR

WRITER		RELEASER	
	SYMBOL 70TRCOMDR FLIGHT NO._____.		SIGNATURE
	TYPED NAME AND TITLE JOHN F. SMITH, CAPTAIN, USAF		TYPED NAME AND TITLE
	PHONE / PAGE 1 / NR. OF 1 PAGES / MR.		
	SECURITY CLASSIFICATION UNCLASSIFIED		

Attachment # 5 to SOP # 15.

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CARGO COURIER'S DUTIES AND RESPONSIBILITIES

1. PURPOSE: To provide instructions for personnel appointed as Cargo Couriers to accompany cargo on unit and support aircraft.

2. SCOPE: This SOP applies to all officers, non-commissioned officers and airmen who are designated as Cargo Couriers.

3. RESPONSIBILITY: The designated Cargo Couriers are responsible for escorting and safeguarding all cargo deploying on the flight to which they are assigned.

4. GENERAL: The Wing Logistics Officer is responsible for designating two personnel to accompany cargo on unit aircraft. Troop Commanders or Officer Couriers will not be designated as Cargo Couriers.

5. DUTIES OF THE CARGO COURIER: The following duties are the responsibility of Cargo Couriersin addition to any others deemed necessary due to existing circumstances:

a. Secure 4 copies of cargo manifests and copy # 4 of packing lists prior to departure.

b. At enroute stops, coordinate with aircraft commander for request of security guards from the enroute base. If guards are not available, one courier will remain with cargo at all times.

c. When cargo must be off-loaded at an enroute base, one courier will remain with the off-loaded cargo.

(1) The courier proceding with the aircraft will note on one copy of the manifest those boxes or items that have been off-loaded and deliver it to the forward base Mobility Control Officer.

(2) The courier remaining with the cargo will immediately communicate by electrical means to the Commander, 70th Strategic Reconnaissance Wing (M) at the forward and rear echelon base giving details concerning the cargo off-loaded, identification , weight and cube.

(3) The courier remaining will arrange for a security guard for the cargo on a 24 hour basis. Remain at the enroute base until cargo is picked up or until relieved by competent authority.

(4) If relieved and ordered to continue to the forward base without cargo, secure receipt for all individual boxes and/or items from the Commercial Transportation Officer prior to departure.

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(5) When cargo must be off-loaded at an enroute base where cargo from a previous flight has been off-loaded, the couriers with the second aircraft will continue after turning over copies of manifests and copy # 4 of the packing list to the remaining courier. One copy of the manifest will be noted and delivered as noted in paragraph 4 c (1). The remaining Courier will comply with instructions contained in paragraph 4 c (2) (3) (4) above.

6. Cargo Courier's Folders will be prepared and maintained by the Wing Logistics officer. Each Folder will contain the following attachments except manifests which will be provided at Cargo Control.

a. Letter, Subject: General Information for Cargo Couriers. (Attachment # 1).

b. Copy of SOP # 3, Cargo Couriers Duties and Responsibilities.

c. Four (4) copies of SAC Form 15, Itinerary. (Attachment # 2).

d. Four (4) copies of AF Form 96A, Cargo Manifest.

e. Cargo Couriers Folder Check, (to be typed on outside of each envelope).

f. Sample of typical message to be sent in case of off-loading of cargo. Sample of message forms DD Forms 173, 1 Oct 49 and 1 May 55 are provided. (Attachments # 4 & 5).

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[illegible]
[illegible] STRATEGIC RECONNAISSANCE WING (H)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

DATE

SUBJECT: General Information for Cargo Couriers

TO:

1. You have been designated CARGO COURIER for Trip #_____, (SSS, MATS, ARS), Aircraft #_____, Type_____, scheduled to depart this station_____hours, (date)_____for_____.

2. Assembly time has been set for_____hours, (date)_____ at_____. with Station Time for_____hours, (DATE) _____.

3. _____is the Aircraft Commander.

4. The following route to destination has been planned_____ _____with enroute stops at_____ _____.

5. In-flight lunches for_____officers,_____airmen, and_____ civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained enroute.

6. SOP #17 inclosed contains general instructions. Additional instructions and information are as follows:_____ _____.

7. Maintain a record of events enroute on the enclosed Itinerary Sheet and deliver it to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Cargo manifests and a passenger roster are included in your Information Folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer_____). Deliver the cargo and passenger manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

Attachment #1 to SOP #17

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ITINERARY	TRIP NO.	FROM	TO	TROOP COMMANDER
TYPE OF AIRCRAFT		AIRCRAFT SERIAL NO.	☐ MATS ☐ ARS	AIRCRAFT CMDR
NUMBER OF PASSENGERS	Officers	Airmen	Civilians	TOTAL	POUNDS OF CARGO

DEPARTED	DATE	TIME (Local)	ARRIVED	DATE	TIME (local)	NO. OF MEALS

RECORD OF PERSONNEL AND/OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION:
1 copy - Troop Commander
2 copies - Forward Base Mobility Officer

SIGNATURE OF TROOP COMMANDER

SAC FORM 15 MAY 54 15

(Border Image Size - 7" X 9½")

Attachment #2 to SOP # 17.

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MOBILITY SOP # 17

CARGO COURIER'S FOLDER

TRIP #_____TYPE AIRCRAFT_____ACFT#_____

ASSY TIME_____STA TIME_____ETD_____

This Folder Contains the Following:

1. SOP # 17 "Cargo Courier's Duties and Responsibilities".
2. Roster of Cargo
3. Manifests: CARGO PERSONNEL
4. Itinerary Sheet
5. General Information Sheet

_____In-flight Lunches have been Ordered.

DATE: PREPARED BY:

Attachment # 3 to SOP # 17

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JOINT MESSAGEFORM

FROM: (Originator)

CARGO COURIER FLT ____ NO. BASE LOCATION

	SECURITY CLASS. UNCLASSIFIED
PRECEDENCE FOR	ACTION PRIORITY / INFO PRIORITY
	[X] Orignal Msg
[X] Multiple Add	
REFERS TO MESSAGE	
Identification	Classification

TO:

COMDRSRWG 70 Little Rock AFB, Ark (Rear Echelon)

COMDRSRWG 70 ____ BASE ____ LOCATION

INFO:

/U N C L A S S I F I E D/70CARGO COURIER FLT ____. The following cargo off-loaded at this base per orders of the MATS Control Weight and Balance Team by reason of excess cargo weight

BOX NUMBER	WEIGHT	CUBE
70A-5-1	300	25.0
70A-3-6	200	15.0
70D-3-2	250	10.0
70E 1-1 (Classified)	300	22.0
70E-2-4	250	20.0
70K-4-3	150	21.0
TOTAL:	1450	113.0

M/SGT ROCK N. ROLL, AF23451234, 431X0, HQS SQ 70th SRWG Cargo Courier Flt ____ Off-loaded at ____ BASE LOCATION to guard cargo. Length of stay undetermined.

Security Class. UNCLASSIFIED	PAGE 1 OF 1 PAGES

DRAFTER NAME (and signature) JOHN L. SULLIVAN Capt USAF	RELEASING OFFICERS SIGNATURE
70CARGO COURIER Flt ____ To.	

Attachment # 4 to SOP # 17

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JOINT MESSAGEFORM	SECURITY CLASSIFICATION UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY			X			
INFO						

FROM: CARGO COURIER FLT (NO.) ,(BASE) ,(LOCATION) .

SPECIAL INSTRUCTIONS

TO:

COMDRSRWG TO LITTLE ROCK AFB, ARK (Rear Echelon)

COMDRSRWG TO _____ BASE _____ LOCATION

UNCLASSIFIED/TOCARGO COURIER FLT _____.

THE FOLLOWING CARGO OFF LOADED AT THIS BASE PER ORDERS

OF THE MATS CONTROL WEIGHT AND BALANCE TEAM BY REASON

OF EXCESS CARGO WEIGHT.

BOX NUMBER	WEIGHT	CUBE
70A-5-1	300	25.0
70A-3-6	200	15.0
70D-3-2	250	10.0
70E-1-1 (Classified)	300	22.0
70E-2-4	250	20.0
70K-4-3	150	21.0
TOTAL	1450	113.0

MSGT ROCK N. ROLL, AF23456234, 32170 WQS 70TH SRW,

CARGO COURIER FLT____ ,OFF LOADED AT (BASE) ,(LOCATION)

TO GUARD CARGO, LENGTH OF STAY UNDETERMINED.

DATE	TIME
MONTH	YEAR

WRITER		RELEASER	
	SYMBOL 70CARGO COURIER FLT NO._____		SIGNATURE
	TYPED NAME AND TITLE John L. Sullivan, Captain, USAF		TYPED NAME AND TITLE
	PHONE NR. / PAGE / NR. OF PAGES 1		
	SECURITY CLASSIFICATION UNCLASSIFIED		

ATTACHMENT # 3 to SCP # 17

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SUPPLY - RESUPPLY PLAN

SECTION A - SUPPLY PLAN

1. PURPOSE: To outline procedures for issuing aircraft spares and associated equipment spares from Flyaway Kit.

2. SCOPE: These procedures are applicable to all personnel on duty with the FAK section during deployment.

3. PROCEDURES:

a. When the FAK is being utilized for day to day support, detailed procedures for internal operation of the Kit are contained in SAC Manuals 65-1 and 65-2. For ready reference, following are some of those procedures:

(1) Immediately after arrival of the FAK at the forward base, pre-issue levels are issued therefrom to the using shop on a custodial hand receipt.

(2) Requests for items will be entered by the FAK Supply Controller on pre-numbered AF Forms 446, "Issue Slip" in accordance with SAC Manual 65-2. Only one line item is to be entered on each Issue Slip. A record of control numbers will be maintained and each request received will be assigned a separate control number.

(3) The FAK Assistant Supply Controller will inturn enter the required information on SAC Form 236 "Delivery Control Register" in accordance with paragraphs 76d and e of SAC Manual 65-2. He will then pass the request to the Flyaway Kit Locator Control. Availability data will be obtained and, if available, recorded to SAC Form 236 at the same time. If not available, requests will be returned to the Assistant Supply Controller for entry of requesting organization in appropriate blocks and forwarding to the Requisitioning Section for action.

(4) Provided the item is available in the FAK, the Flyaway Kit Locator Control will give the request to the FAK issue personnel who will immediately take action to segregate the property for issue. The control number assigned by the FAK Supply Controller will be used. In the "To" block will be entered the appropriate squadron flyaway kit i.e. 61st FAK. In the "From" block will be entered the appropriate organization and/or shop. Status and unit cost will be entered on the issue slip prepared by the FAK personnel. THIS ISSUE SLIP WILL BE LEGIBLE IN ALL RESPECTS. The completed issue slip will be retained in the FAK unit for subsequent submission to Reqn Section for requisitioning action. Prior to submission of the FAK replenishment requirement slips, the stock numbers will be researched by FAK personnel. The issue slip prepared by the FAK unit will be in triplicate and the property will be forwarded to the FAK delivery after removing the third copy and filing as a suspense copy. Upon receipt of

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the signed original, this copy will be removed from the suspense file and forwarded to the Consumption Task Force personnel.

(5) The FAK Delivery Unit personnel will check the quantity entered in the action column of the issue slip against the quantity actually supplied. If any recoverable status items are included, a SAC Form 223 "Hand Receipt" (debit) will be prepared in triplicate. The "Debit Loan" and applicable container block will be checked. An expiration date of the third day following the date of issue will be assigned i.e., an item issued on the 15th day of the month will have an expiration date of the 18th. In the "Issue By" block will be entered the applicable squadron FAK i.e., 26th FAK. The third copy of the hand-receipt will be pulled and placed in the FAK delivery unit suspense file. This copy will be removed and destroyed upon delivery of the signed original. The issue slip, property, and two (2) copies of the hand-receipt will be forwarded to the FAK deliver unit driver.

(6) The FAK delivery unit driver will deliver the property and have the issue slip and hand-receipt properly signed. NAME, RANK, ORGANIZATION, TIME, AND DATE WILL BE LEGIBLE. Time of delivery will be entered in the "Date" block at the bottom of the issue slip. No delivery time is required on the hand-receipt. Copy #2 of both the issue slip and hand-receipt will be given to the person signing for the property. The completed originals of the issue slip and hand-receipt will be given to the FAK Assistant Supply Controller who will record the delivery time to SAC Form 236. The issue slip will be forwarded to the FAK and the hand-receipt will be held for the reparable pickup unit, which is supplied by the Base Supply Officer.

(7) In the event of a partial availability within the FAK, the quantity requested will be circled and the quantity issued entered. The assistant supply controller will prepare another set of issue slips for the quantity not available in FAK, using a new control number and forward to Reqn Section. Issue and delivery of the quantity available will be the same as for total issues. In the case of non-availability, the FAK Supply Controller will call Supply Liaison for a verified 1 or 2 priority. The priority and the name of the verifier will be entered on the face of the issue slip. If the maintenance priority is 3 or 4, verification by Supply Liaison is not required. However, the FAK Assistant Supply Controller will verify the supply priority on the issue slip and the Delivery and Control Register. In any case of non-availability, column 12, 13, and 14 of SAC Form 236 will be completed and the issue slip forwarded to Base Supply. When the item is requisitioned, Priority will call the FAK Supply Controller giving the item number and the Base Supply requisition number.

(8) When an item requested is not authorized in the FAK, "N/FAK" will be legibly written on the face of the issue slip. The item will then be placed on requisition in accordance with Section B of this SOP.

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1. PURPOSE: To provide a system for maximum supply support to tactical units on rotation in overseas areas, with a pipeline factor not to exceed seven (7) days.

2. SCOPE: The provisions of this SOP apply to tactical units and the fly-away kit section upon receipt of an execution order.

3. DEFINITIONS:

a. Overseas Base Activity. The overseas base activity to which the tactical unit will deploy for the length of the rotation exercise.

b. QEC Power Pack. A QEC (Quick Engine Change) power pack is an assembly consisting of a parts pack-up and aircraft engine installed on an engine stand.

c. Weapons System Control Point. The designated weapons system control point established under the jurisdiction of the Air Materiel Command prime aircraft depot to which the tactical unit will submit all requisitions. The weapons system control point has over-all responsibility for the successful accomplishment of logistic portion of the scheduled rotation.

d. Execution Order. The teletype issued by Headquarters, Air Materiel Command to all participating activities containing specific information and instructions for the implementation and operation of each project.

e. PAE. The aerial port of embarkation, normally controlled by MATS, to which project material will be shipped for subsequent oversea movement to the tactical unit.

f. Flyaway Kit (FAK). An air transportable package of specified aircraft spare parts and supplies required to maintain a particular type, model and series, and quantity of aircraft for a designated period (normally 30 days) when normal sources of supply and maintenance are not available. Normally the units FAK will be employed for day to day support, except in those instances where prepositioned

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support assets are physically located at the overseas base to which the unit will deploy.

4. RESPONSIBILITIES:

a. General. The flyaway kit officer, personnel under his supervision, and all other personnel concerned with supply support of the tactical unit, are charged with the responsibility of possessing a thorough working knowledge and understanding of procedures contained in Volume XVI, AFM 67-1.

b. Headquarters SAC Responsibilities.

(1) Advise AMC 60 days prior to scheduled rotation.

(2) Insure 100% completion of Flyaway Kits.

(3) Insure all procedures are understood.

c. Flyaway Kit Responsibilities.

(1) Prior to rotation, make every effort to bring FAK up to 100% completeness.

(2) Follow up on outstanding requirements.

(3) Fully understand procedures for the successful accomplishment of the mission.

(4) Determine at all times the "End Usage Code" for all items issued from the FAK and indicate same on the requisition. (See Attachment #1, 2 and 3)

(5) Furnish the control point a list of aircraft by serial numbers, involved in the rotation.

(6) Five (5) days prior to the scheduled deployment date, furnish the Control Point a listing of FAK and ANFE shortages. (This listing will be assigned a 7-digit requisition number, except for short time rotations of 14 days or less. In this case the listing is submitted without a requisition number and is used

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only for information purposes by the Control Point.

(7) Reference 6 above, action will be taken to cancel outstanding requisitions (except for short term rotations, when the requisitions will remain open).

(8) From the listing furnished in 6 above, the Control Point will take necessary action to furnish the shortages and deliver to the oversea location to which the tactical unit was deployed. (This is again with the exception of short term missions).

(9) Subsequent to rotation, requisitions submitted to the Control Point will be directed to the oversea area marked for the organization FAK. (Except for short term rotations, where shipments will normally be to the units home base, marked for the FAK; however, AOCP requisitions will be to the oversea area in order to get the aircraft back home).

(10) Publications required: T.O. 00-25-11, 00-25-48 Series, 00-35F-1 Series, Parts Catalogs and Stock Lists, SAC Reg 67-20, AFR 67-51, etc.

(11) Immediately upon arrival at the oversea station, notify the Base Supply Officer and Air Freight Officer the "project name" assigned your project in order that all shipments marked for this project can be diverted direct to the FAK. Shipments are <u>not</u> to go through Base Supply channels but direct to the FAK.

(12) It is essential that end usage codes, type and series of aircraft codes and type of requisition be mentioned on all requisitions submitted to the Control Point in order to develop realistic and reliable FAK's and Supply Tables in item and quantity wise. (See Attachment #4 and #5)

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(13) In some cases it may be necessary to obtain parts from the oversea local Base Supply Officer. Parts thus obtained will be reported whether or not a replacement is required by the Base Supply Officer.

(14) Return of Reparables should be made to the ZI in accordance with T.O. 00-25-11. Mode of transportation should be determined by T.O. 00-25-48 Series and 00-35F-1 Series.

(15) Report all items received on a daily basis within 24 hours receipt of the material. (See sample on attachment #6)

(16) Daily AOCP Status Report. (See explanation and sample on attachment #7)

(17) Daily Power Pack and Raw Engine Report. (See attachment #8)

(18) Seven (7) days prior to scheduled date of return of the unit to home base the Control Point will be so advised by the major Air Command.

(19) The Unit FAK Officer will advise the oversea Base Supply Officer and Air Freight terminal that subsequent to the unit's departure, all project material received will be shipped to the ZI home base. During this 7-day period only those items required for the unit's return will be requisitioned.

(20) Immediately upon return to the home base, the Unit FAK Officer will advise the Control Point the average percentage of completeness of the FAK 30 days prior to and including rotation day, and the average percentage upon completion of the rotation.

(21) All outgoing messages will be followed up with an airmail copy for confirmation purposes (information copy only).

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8 Attachments

#1. End Usage Code Designator for RB-47 Aircraft to be Used by Units in Preparing Requisitions.

#2. End Usage Code Designator for KC-97 Aircraft to be Used by Units in Preparing Requisitions.

#3. FORMAT Sample Daily Requisition from Tactical Unit to Control Point.

#4. Types and Series Aircraft Codes.

#5. Types of Requisition Codes.

#6. FORMAT - Sample - Report of Items Received.

#7. Sample Format of AOCP/ANFE Daily Report.

#8. SAC Reg 67-20, Daily Power Pack Status Report (RCS: SAC-S17 and 1-SAC-S17)

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END USAFE CODE DESIGNATOR FOR RB-47 AIRCRAFT
TO BE USED BY UNITS IN PREPARING REQUISITIONS

Airframe	01*	Engine	02 *
AN/A1C-8	03	AN/A1C-10	04
AN/APN-12/76	05	AN/APN-9	06
AN/ARA-26	07	AN/APX-6	08
18S-4	09	AN-ARN-6	10
MD-4 Fire Control	11	NN/APS-54	12
AN/ARN-12	13	AN/ARN-14	14
AN/ARN-18	15	A-12D Auto Pilot	16
YAW Damper	17	AN/APG-30	18
B-4 Fire Control	19	M-3 Gun Brls	20
AN/APG-32A	21	A-5 Fire Control	22
M-24A1 Gun Parts	23	D-1ALE-1 Chaff Dis	24
AN/ALT-6	25	AN/APS-23	26
Ice & AN/APA-59	27	Y-4 Optics	28
AN-APT-9	29	AN/ALT-7	30
AN/ALT-8	31	O-15 Camera	32
K-22 Camera	33	K-38 Camera	34
K-17C Camera	35	K-37 Camera	36
K-36 Camera	37	K-46 Camera	38
O-23 Camera	39	AN/ARN-16	40
AN/ARC-27	41	A-4 Fire Control	42
AN/APG-59	43	ANC/ARC-21	44
A1A	45	APA44	46
APA82	47	N1 Compass	48
AN/APS-64	49	NE-5	50
AW8-2	51	LV-6	52
OA/704	53		

*This information will then be reflected in Column "C" of the daily Requisition.
Attachment #1 to SOP #19

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END USAGE CODE DESIGNATOR FOR KC-97 AIRCRAFT
TO BE USED BY UNITS IN PREPARING REQUISITIONS

Airframe	01 *	Engine	02 *
AN/A1C-8	03	AN/APN-2B	04
AN/APN-9	05	AN/APN-68	06
AN/APX-6	07	AN/ARC-3	08
AN/A1C-10	09	AN/ARN-5B	10
AN/ARN-6	11	AN/ARN-12	12
AN/ARN-14	13	AN/ARC-8	14
AN/ARN-18	15	SCR-718C	16
AN/ARC-27	17	F-1 Auto Pilot	18
AN/APN-1	19	AN/APS-42	20
AN/APN-11	21	AN/APN-12/76	22
AN/APS-42A	23	AN/APN-68	24
AN/ARC-21	25	AN/APN-70	26
N-1 Compass	27	AN/AHN-1	28

*This information will then be reflected in Column "C" of the daily requisition.

Attachment #2 to SOP #19

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FORMAT Sample Daily Requisition from Tactical Unit to Control Point

FROM: COMDR 70STRATRECONWG (ROTATION BASE)

TO: COMDR, OCAMA, TINKER AFB OKLA

UNCLASSIFIED/BMAFK 1234 PROJECT BIG-TIN-54. DAILY REQUISITION NO. 2532001.

A	B	C	D	E	F	G	H
001	1AFE-12-12345-5	07	A	4 EA	FE	51-11111	6SRS
002	1AFE-12-12345-5	01	F	1 EA	FE	NA	26SRS
003	1AFE-12-12345-5	02	N	2 EA	FE	51-11112	61SRS

LEGEND

A - Line item number (possible to order 999 items on one requisition).

B - Stock and/or Part Number.

C - End Usage Code.

D - Type Requisition Code.

E - Quantity and Unit of Issue.

F - Type Model and Series Aircraft Code.

G - Aircraft Serial Number (AOCP/ANFE only).

H- Consignee: Example 6 SRS, 26 SRS, 61 SRS, ect

Explanation of Requisition Number 2532001 - Priority 2, Calendar Year 5, Calendar Day (16 Nov 55) 320, First Requisition This Date 01.

Attachment # 3 to SOP # 19

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TYPES AND SERIES AIRCRAFT CODES

AIRCRAFT TYPE	AIRCRAFT CODE DESIGNATOR	AIRCRAFT SERIES	STAT CODE ASSIGNED
RB-47	F	E	FE
KC-97	P	G	PG

*This information will then be reflected on Column "F" of a daily or ACCP/ANFE Requisition

Attachment #4 to SCP #19

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TYPES OF REQUISITION CODES

CODE *	EXISTING CONDITION THAT PROMPTS SUBMISSION OF A REQUISITION
A	True AOCP exists
B	True ANFE exists
C	Replacement required by Unit FAK
D	Initial FAK Shortage (used only by Control Point)
E	No replacement required. Item issued from Local Base Supply. (This info is required to prepare Consumption Data.)
F	For units on short time rotation (shipments will be to home base).
G	Replacement required by oversea Base Supply or Theater (shipment will be direct to them.)
H	TOC Kits for safety of flt items.
N	Anticipated AOCP/ANFE - aircraft will become AOCP/ANFE within 15 days from date of requisition.

*This information will be reflected on Column "D" of Daily or AOCP/ANFE Requisition.

Attachment #5 to SOP #19

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FORMAT - Sample - Report of Items Received

FROM: COMDR 70STRATRECONNWG(ROTATION BASE)

TO: COMDR OCAMA TINKER AFB OKLA

UNCLASSIFIED/BMAFK 54321 PROJECT BIG-TIN-54 REPORT OF ITEMS RECEIVED.

A	B	C	D	E
001	2532001	4 EA	904	22 Nov 55
003	2532001	2 EA	904	22 Nov 55

LEGEND

A - Line Item Number (of the original requisition).

B - Requisition Number (original requisition).

C - Quantity and Unit of Issue Received.

D - Stock Record Account Number of Shipping Activity.

E - Date Received.

Explanation of Requisition Number 2532001 - Priority Number 2, Calendar Year 5 Calendar Day (16 Nov 55) 320, First Requisition This Date 01.

The item was ordered on 16 Nov 55 and received 22 Nov 55, resulting in 6-day pipeline time.

Attachment # 6 to SOP # 19

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SAMPLE FORMAT OF AOCP/ANFE DAILY REPORT

SAC REG 67-25 AND AFR 67-51

This is Part I, Section I, of the Report

FROM: COMDR 70 STRATRECONWG _____
(ROTATION BASE)

TO: CINCSAC, OFFUTT AFB NEBR

INFO: 2AF BARKSDALE AFB LA, SAAMA KELLY AFB TEX, OCAMA TINKER AFB OKLA, COMDRAD 825 LITTLE ROCK AFB ARK

CONFIDENTIAL/BMAFK ___ ATTN: DM3A. THIS IS RCS: AF-S52, PART I, SECTION I, AS OF 1200 HOURS, 14 NOV 55, ON PROJECT BIG-TIN-54. OTHER PARTS OF THIS REPORT FOLLOW BY UNCLASSIFIED MSG.

A	B	C	D	E	F
RB-47E	I	20	1	2	0
KC-97G	I	10	0	0	0

LEGEND AND EXPLANATION

A - Aircraft Type and Model

B - Command Code "I" indicates SAC is the Major Air Command

C - Total Number of Aircraft TDY with Project Big Tin 54

D - Number of Aircraft AOCP

E - Number of Aircraft ANFE

F - Number of Aircraft with an Initial Shortage (not a shortage in FAK)

NOTE: This report will be accomplished daily as of 1200 hours, and to be transmitted not later than 1500 hours, Confidential Priority message.

Attachment #7 to SOP #19

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THIS IS SAMPLE FORMAT OF AOCP/ANFE DAILY REPORT (SACR 67-25 and AFR 67-51)

FROM: COMDR 70 STRATRECONWG (ROTATION BASE)

TO: CINCSAC OFFUTT AFB NEBR

INFO: COMDR 2AF BARKSDALE AFB LA, COMDR SAAMA KELLY AFB TEX, COMDR OCAMA TINKER AFB OKLA, COMDRAD 825 LITTLE ROCK AFB ARK

UNCLASSIFIED/BMAFK _____ ATTN: DM3A. THIS IS RCS: AF-S52, ALL PARTS OTHER THAN PART I, SECTION I, WHICH WAS TRANSMITTED UNDER SEPARATE CLASSIFIED MESSAGE. PROJECT BIG TIN 54 APPLIES.

PART I, SECTION II (See note 1)

NEGATIVE

PART I, SECTION III (See note 2)

A	B	C	D
RB-47E	51-199	SAC	6 DEC 55

PART II, SECTION I (See note 3)

A	B	C	D	E	F	G	H	I
11/22/002	2532601	1	1AFE-5-3324-1	NUT	RB-47E	70	52-036	904

PART III, SECTION I (See note 4)

A	B	C	D	E	F	G	H	I
11/22/002	2532601	1	11/29	0	RB-47E	52-036	1AFE-5-33241	NUT

PART IV, SECTION I (See note 5)

PART V, SECTION I (See note 6)

This is an explanation of the sample entries of RCS: AF-S52, all parts other than Part I, Section I. These parts are submitted by priority, unclassified message as of 1200 hours daily to be transmitted by 1500 hours daily.

NOTE 1. PART I, SECTION II

This part will always be negative as it involves organizations with Mission Category 4 and 5 only.

NOTE 2 PART I, SECTION III

This is the Structural Damage part of the report. It will always be negative unless an aircraft was involved in an accident which will require extensive structural damage repair, in that case, explanation is as follows:

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A - Aircraft Type and Model - Example: RB-47E

B - Aircraft Serial Number - Example: 51-199

C - Major Air Command - SAC

D - Date of Damage: Example: 6 Dec 55

Sample of AOCP/ANFE Daily Report-

NOTE 3. PART II, SECTION I

This part of the report reflects the outstanding items causing the AOCP status.

A - Month and Day and Item Number of Requisition: 11/21/002

B - Requisition Number: Example - 2632601

C - Quantity of the Item on Requisition: 1

D - Stock Number of the Item on Requisition: 1AFE-5-3324-1

E -The NOUN of the Item on Requisition: Nut

F - Aircraft Type Model and Series: RB-47E

G - The Wing or Squadron that owns the Aircraft: 70 SRW

H - The Aircraft Serial Number: Example - 904 (would mean Tinker)

NOTE 4 PART III, SECTION I

This part of the report reflects the AOCP items received since last report.

A - Month and day and item number.

B - Requisition Number against which Item was Received

C - Quantity of the Item Received

D - Date the Item was Received

E - This will be "0" when the Item is Cancelled or Downgraded

F - Aircraft Type and Model

G - Aircraft Serial Number

H - Stock Number

I - NOUN of the Item Received

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NOTE 5 PART IV, SECTION I (Weekly-on Friday only)

This part of the report reflects the outstanding items causing an ANFE Status-The format and Legend will be the same as part II Section I above-This part will be reported on Fridays and will also contain all parts as explained above the same as daily reports.

NOTE 6 PART V - SECTION I

This is the "IS" initial shortage part of the report. For the purpose of deployed organizations it will generally be NEGATIVE. However in case a T.O. mod. should be published and reporting is required follow the format and instructions outlined in Part II Section I above, the same reporting frequency as Part II above applies, i.e. every Friday

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SAC REG 67-20

DAILY POWER PACK STATUS REPORT

(RCS: SAC-S17 AND 1-SAC-S17)

PURPOSE

Provides SAC, 2AF, Control Point, home station, and/or unit deployed with current information of Power Packs.

WHEN, BY WHOM AND HOW REPORT SUBMITTED

When: As of 0800 hours local time each work day Monday through Friday.

Who: By the deployed unit and by the unit's home base.

How: Operational Immediate message prior to 1000 on the as of date. Messages will be transmitted Unclassified.

Attachment #8 to SOP #19

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FORMAT Sample of Message Form RCS: SAC-S17 (submitted by deployed unit)

FROM: COMDR 70SRW, 70ARS

TO: CINCSAC, COMDR 2AF, COMDRAD 825, COMDR TINKER AFB

UNCLASSIFIED/BMAFK_____ FOR SAC ATTN: DM3A. TINKER BIG-TIN-54 REPORT OF DAILY POWER PACK STATUS AS OF 0800, 16 NOV 55, RCS: SAC-S17.

A	B	E	H	K	N
J-47-GE-17	12	5	10	0	4

LEGEND

A - Engine Designation

B - Serviceable Power Packs on Hand

E - Serviceable Power Packs Due in

H - Serviceable Power Packs Received since Unit Deployed (This does not include initial power packs deployed with the Unit FAK.)

K - Reparable Power Packs on Hand

N - Reparable Power Packs Shipped (Returned) since the Unit Deployed

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FORMAT Sample of Message Form 1-SAC-S17 (Submitted by the Home Base Supply Officer)

FROM: COMDRADIV 825 LITTLE ROCK AFB ARK

TO: CINCSAC, 70SRW (ROTATION BASE), 2AF, TINKER AFB

UNCLASSIFIED/BMASU_____FOR SAC ATTN: DM3A, TINKER ATTN: BIG TIN.

REPORT OF DAILY POWER PACK STATUS AS OF 0800, 16 NOV 55, RCS: 1-SAC-S17.

A	B	C	F	I	L
J-47GE-17	61SRS	13	5	2	4

LEGEND

A - Engine Designation

B - Tactical Unit of Units Being Supported

C - Serviceable Power Packs on Hand

F - Serviceable Power Packs Shipped to Tactical Unit since Deployment

I - Reparable Power Packs on Hand

L - Reparable Power Packs Received from the Deployed Unit

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SECTION A GENERAL

I. TASK ORGANIZATIONS

Headquarters Squadron

6th Strategic Reconnaissance Squadron

26th Strategic Reconnaissance Squadron

61st Strategic Reconnaissance Squadron

70th Air Refueling Squadron

70th Armament-Electronics Squadron

70th Periodic Maintenance Squadron

70th Field Maintenance Squadron

II. MAINTENANCE MISSION: The mission of the 70th Strategic Reconnaissance Wing specialized maintenance organization is to attain and maintain the state of proficiency necessary to enable the assigned aircraft to complete a maximum strike effort as dictated by the War Plan.

III. GENERAL:

a. This SOP establishes a maintenance plan whereby the maintenance activities of the task organization may be completely intergrated into required staging teams in order to provide maximum quality prepared aircraft to meet the dictates of current war plans. It further establishes work schedules, outlines the flow of aircraft through these predetermined work schedules, designates the exact composition of the various maintenance teams operating under a staging team concept of deployment, and establishes responsibilities throughout the 70th Strategic Reconnaissance Wing specialized maintenance activity under any condition of staged deployment.

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b. Definitions and discussions:

(1) Staged deployment: Under this plan, operational aircraft are moved from the home base to a staging or forward base from which the actual strike against the target is to be conducted. Personnel necessary to make final preparation of the aircraft for the strike and to ready the aircraft for return home after the strike are deployed to the staging base concurrent with the movement of the operational aircraft to the staging area. Due to operation timing, only that maintenance required by noted defects or discrepancies will be accomplished on operational aircraft during staged deployment. Post Flights that become due on operational aircraft during staged deployment will be performed under the direction of the task force commander.

(2) Home base maintenance: Under the plan contained in this SOP, which aligns with the intent of current war plans, all maintenance personnel not required by and assigned to the various deployed staging teams will comprise the home base maintenance organization. This activity will be responsible for the initial preparation of the aircraft for the overall mission, and for re-preparation if a recurring mission condition develops. This maintenance activity will be under the direct supervision of the 70th Strategic Reconnaissance Wing Chief of Maintenance and will function as a normal specialized maintenance organization. It will be noted that, due to the operational timing plan, the dictates of mobility, and staging team composition, the greater bulk of maintenance and readying the aircraft must be accomplished by the home base maintenance function. Further,

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the success of the overall mission will depend largely upon the completeness and quality of the aircraft in departing the home station.

(3) Maintenance Staging Team: A team composed of personnel from all functions of the specialized maintenance organization of numbers and types needed for a specific maintenance requirement and deployed to a staging base upon execution of an Operations Order. These teams are responsible to the Task Force Commander for administration and control. The maintenance staging teams are designated as Pre-strike Maintenance Staging Teams, Pre-Post-Strike Maintenance Staging Teams, and Enroute Maintenance Staging Teams. Each of these teams has been organized as separate teams under this plan to provide adequate maintenance capability to any area in the minimum time possible and under any specific condition directed by the Operations Order. Personnel manning these various staging teams will, of necessity, be the most highly skilled and trained in their specialities and will function as a closely knit team of experts at the staging base, since mission success depends upon the capability of the maintenance stating organization to exercise its responsibilities in the extremely short time allowed by operational timing. Individual squadron integrity will not be preserved within these teams. Team composition is listed in Part II, Section B, of this Plan.

(4) Pre-Strike Maintenance Staging Team: A maintenance staging team of the highest caliber personnel available within the particular AFSC's capable of deployment to the staging base as a team within

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four (4) hours after implementation of the Operations Order. This team will refuel operational aircraft on arrival at the staging base, clear discrepancies noted by the flight crew on operational checks enroute to the staging base, accomplish final pre-strike maintenance, and insure readiness of the aircraft for the strike.

(5) Post-Strike Maintenance Staging Team: A maintenance staging team deployed to its designated staging base to meet, refuel, make emergency repair of battle damage, and perform necessary maintenance on the operational aircraft returning from the strike to enable a one-time return flight to the home station. The post-strike maintenance staging team will deploy after the pre-strike team, but in sufficient time to be in place to meet the aircraft after the initial strike.

(6) Pre-Post-Strike Maintenance Staging Team: When the pre-strike and post-strike maintenance staging teams operate from the same staging area, the consolidation will be known as a pre-post-strike maintenance staging team. In most instances, the quantities of personnel and equipment required for a pre-post team will not be the total of the pre-strike team and the post-strike team, but rather quantities deemed adequate to fulfill both requirements utilizing certain individuals to do both jobs under a firm program. This team will be deployed in much the same manner as the pre- and post-strike teams with those personnel to be used in the pre-strike activity deploying first. This team has been established as entirely seperate from the basic pre- and post-strike teams.

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(7) Enroute Maintenance Staging Team: A maintenance staging team which may be be deployed initially upon the inplememtation of the Operations Order. When deployed, this team will be dispatched to a suitable enroute base (flyover) to provide emergency maintenance for operational aircraft enroute to the staging base. This team will normally be deployed on an as-soon-as-possible basis, and on the first transport aircraft available for flyaway.

IV. IMPLEMENTATION:

a. The commander of each task organization will select the most qualified personnel to perform with the various maintenance staging teams and maintain the team assignment on a current basis. Alternates for each team position will also be assigned as far as possible within present manning limitations. Each individual with the specialized maintenance organization, whether a member of the staging teams, or the home base maintenance organization, will be thoroughly indoctrinated with his position and responsibilities in the detailed maintenance plan. Each team member will attain a state of readiness to prevent mobilization and deployment delays. The task organization commander will insure that equipment under his jurisdiction necessary for proper performance of the assigned mission is in a serviceable condition at all times. In addition, each maintenance staging team commander will periodically check the equipment listed in the 70th Strategic Reconnaissance Wing Mobility Plan which will accompany his team upon deployment.

b. Responsibilities and assignments: In addition to responsibilities set forth in the various chapters of the 70th Strategic Reconnaissance Wing Mobility Plan, responsibilities are assigned as follows:

(1) The Wing Chief of Maintenance is the commander of the pre-strike or the pre-post-strike maintenance staging teams. These two teams will not be deployed at the same time.

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(2) The Director of Materiel is responsible for the development and implememtation of the maintenance plan.

(3) The OIC of Quality Control Branch is designated as the commander of the post-strike maintenance staging team.

(4) The OIC of the Maintenance Control Branch will assume the duties of the Chief of Maintenance at the home base when the pre-strike or pre-post-strike maintenance staging teams are deployed. He will be responsible for scheduling the flow of aircraft through the various maintenance activities and coordinate aircraft status, in-comission estimates, and estimated times of aircraft departures with Tactical Operations Control. He will maintain the home base control unit function on a twenty-four (24) hour basis. He will frequently review and appraise aircraft maintenance progress and weigh the results against the overall timing plan to provide expedition of required maintenance and readying, and insure strict adherance to the operation timing plan.

V. SECURITY:

a. Aircraft security will be maintained throughout all phases of deployment in accordance with appropriate directives. Access to areas or aircraft will be through individual recognition or through access list rosters.

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SECTION B PRE-STRIKE MAINTENANCE PLAN

1. GENERAL SITUATION: The pre-strike staging team is necessary to service aircraft that are proceeding on a strike and require staging after they depart from their normal operating base. The bases which may be used for staging, normally provide only transient service. The staging team provides control and specialized support to augment the service normally furnished to transient aircraft, and is designed to completely maintain the aircraft deployed through the staging base. The staging team will usually be deployed to a base manned with a base complement of personnel as outlined in SAC Manual 400-1A.

2. MAINTENANCE MISSION: Pre-strike maintenance elements will perform specialized pre-strike maintenance within time limitations to permit combat aircraft to proceed on their combat sortie fully combat ready. This will involve refueling operation aircraft on arrival at the staging base, clearing discrepancies noted by flight crews on operational checks enroute to staging base, accomplishing final pre-strike maintenance and insuring readiness of aircraft for mission strike.

3. DEPLOYMENT:

a. The pre-strike maintenance staging team will be deployed to the designated staging base, immediately upon receipt of the execution order.

b. Tools and equipment in accordance with Part III, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan will accompany team at time of deployment.

c. Operational timing under the present concept will rarely allow the pre-strike team to arrive at the staging base prior to the arrival of the operational aircraft unless sufficient warning is given in advance of the execution of the Operations Order. This condition requires that the team be well aware and thoroughly indoctrinated in the overall requirements and its specific responsibilities so that a minimum time is expended to man assigned duty station. Further, the

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extremely close interval between operational aircraft arrival and maximum strike effort may require that certain personnel be pre-positioned at the staging base to assume the duties of the pre-strike maintenance team arrival if sufficient warning does not precede the execution order. Regardless of the method of deployment, the personnel preparing the aircraft for the first strike will perform in accordance with the provisions of this SOP.

4. GENERAL INSTRUCTIONS: A maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These manual concepts, will be adjusted and modified to meet the particular needs of the staging team. The Maintenance Control Branch should be complete with the following:

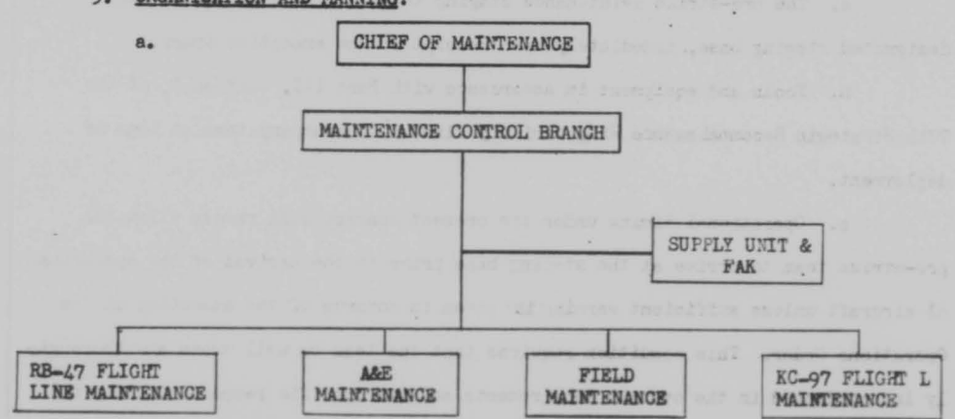
a. A radio and telephone set.

b. The necessary vehicle requirements to control the maintenance (and allied supply) activities.

c. A supply expeditor system as established in Part V to 70th Strategic Reconnaissance Wing Mobility Plan will be operated on a twenty-four (24) hour basis.

5. ORGANIZATION AND MANNING:

a.



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b. The pre-strike maintenance staging team will consist of officers and airmen with job specialities listed in Part II of the 70th Strategic Reconnaissance Wing Mobility Plan.

6. RESPONSIBILITIES:

a. Chief of Maintenance.

(1) The Chief of Maintenance will be responsible for implementing this plan and supervising scheduled maintenance and servicing of operational aircraft.

b. Flight Line Maintenance.

(1) The Flight Line Maintenance activity will be responsible for assisting the aircraft crew chief in servicing and preparing the aircraft for the mission strike.

c. Field Maintenance.

(1) The Field Maintenance activity will be responsible for providing specialist support to the aircraft.

d. Armament-Electronics Maintenance.

(1) The Armament-Electronics Maintenance activity will be responsible for providing A/E specialists to support the aircraft.

7. AIRCRAFT RE-FUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing, a visual inspection will be made of the aircraft for fuel leaks, tire (wheel) changes, or any landing gear malfunctions that would require retraction. If no jacking necessary, refueling will proceed, concurrently, and based upon the aircraft status, the Maintenance Control Branch, in coordination with the Flight Line maintenance organization, will be planning the balance of the maintenance schedule for that particular aircraft. In general, the following schedule, as modified by the Maintenance Control Branch, will apply.

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(1) Aircraft will taxi to the general refueling area.

(2) Maintenance personnel make visual inspection for fuel leaks, tire changes, etc., (If aircraft has landing gear discrepancies, aircraft commander should signal ground crew to guide aircraft directly to designated parking area and not to refueling hydrants).

(3) Move aircraft (If no jacking is necessary) on to hydrant.

(4) Commence refueling (refueling officer necessary)

(5) Maintenance debriefing team will debrief jet crew for any in-flight discrepancies. After debriefing is complete, maintenance plans and work order requests will be delivered to the Maintenance Control Branch.

(6) Move aircraft to designated parking area after refueling is complete.

(7) Unload 263 and other equipment from aircraft (if necessary).

(8) The Maintenance Control Branch will plan and schedule all maintenance. The maintenance requirements will be made known to the Maintenance Control Branch through the use of individual maintenance plans.

b. Minimum refueling facilities required are as follows:

(1) Four (4) each single point refueling hydrants (JP) for each fifteen (15) RB-47 aircraft or eight (8) each F-6 tank trucks per fifteen (15) RB-47 aircraft with SPR capability.

(2) One (1) each F-3 (or equivalalent) truck (serviced with 1010 oil) for each twenty (20) RB-47 aircraft.

(3) One (1) each single point refueling hydrant (JP) for each seven (7) KC-97 aircraft or five (5) each F-6 tank trucks (JP) with SPR capability for each ten (10) KC-97 aircraft.

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(4) One (1) each single point refueling hydrant (115/145) and nozzle hose connection for each seven (7) KC-97 aircraft or five (5) each F-6 tank trucks (115/145) with SPR capability for each ten (10) KC-97 aircraft.

(5) One (1) each F-3 tank truck (1100 oil) for each ten (10) KC-97 aircraft.

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c. Minimum building or space requirements are as follows:

(1) Maintenance Control - 250 Square Feet.

(2) Supply Unit (Including FAK Storage) - 3,000 Square Feet.

(3) RB-47 Flight Line Maintenance - 400 Square Feet.

(4) KC-97 Flight Line Maintenance - 400 Square Feet.

(5) A&E Maintenance (Mockups) - 1600 Square Feet.

d. Criteria for the selection and assignment of building facilities are as follows:

(1) Aircraft parking areas should be near the major maintenance facilities (hangers and shops) as possible.

(2) Flight Line Maintenance building facilities should be as near the parking area (for that type of aircraft) as possible.

(3) The Maintenance Control Branch should be near or adjacent to the RB-47 Flight Line activity (building).

(4) The supply unit and FAK (combined) should be located as near as possible to the aircraft areas. This must be a weather proof area in which fork lifts can be operated (hanger, warehouse, etc.)

(5) Field Maintenance is to be housed with the Flight Line activities, with the exception of shop skill personnel.

(6) Armament-Electronics Maintenance should be set up with the base A&E maintenance activity. This is to insure availibility of special power requirements to operate mockups. (220-110V AC 60 cycle 150 KVA, 115 V AC 400 cycle 20 KVA, and 28V DC 300 Amps).

e. To insure that Maintenance Control communications nets (Radio and telephone) are maintained in a constant state of readiness, as they are vital to the accomplishment of the mission.

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(1) Radio communications are required between the following:

(a) Maintenance Control

(b) Supply Unit (FAK)

(c) A&E Maintenance

(d) RB-47 Flight Line Vehicle

(e) KC-97 Flight Line Vehicle

(f) Chief of Maintenance Vehicle

(g) Field Maintenance

(2) Telephone communications by restricted line are required with all base activities as follows:

(a) Maintenance Control - 2 Lines *

(b) A&E Maintenance - 1 Line *

(c) Supply Unit (FAK) - 2 Lines *

(d) RB-47 Flight Line Office - 1 Line *

(e) KC-97 Flight Line Office - 1 Line *

(f) Field Maintenance - 1 Line *

(g) Refueling Unit - 1 Line

(h) Motor Pool - 1 Line

(i) Operations - 1 Line

(j) Headquarters - 1 Line

(k) Living Area (Officers and Airmen) - 1 Line

(l) Each Shop (A&E & Field Maintenance) - 1 Line

NOTE: Asterisk (*) Indicates that these lines must not be "shared" with other activities.

(In addition, a minimum of at least one (1) Field Telephone must be provided between each shop, the flight line, and maintenance control activities.)

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(1) Ground heaters - 1 per aircraft

(2) Blowers - One (1) per three (3) aircraft.

(3) De-icing Equipment (Decontamination unit equipped for spraying isoprophyll alcohol or killfrost.)

(4) Indoor facilities for major maintenance during cold weather.

h. To brief Base Supply, POL, Food Service, Security, Transportation (Motor Pool) etc., on the required twenty-four (24) hour work schedule (or any other schedule as coordinated with the staging team acting Chief of Maintenance). Messing service to maintenance personnel may be required at duty station.

i. To provide for retrieving and delivery of deceleration chutes.

j. To ascertain that refueling pits and/or vehicles will be scheduled for use as directed by Maintenance Control.

k. Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordination relationship between their sections (shops) and staging team personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest" priority for staging teams maintenance (which is necessary for successful staging team operation).

8. The Flight Line Maintenance Section will report complete aircraft status to the control unit every hour (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to Maintenance Control). The exact schedule of status reports will be as directed by Maintenance Control Branch.

9. SPECIAL SUPPLY AND FAK INSTRUCTIONS:

a. Maintenance activities should make their requirements known by radio or phone call. The supply unit will make the availability of the part known at the time of the call. If the availability cannot be determined immediately, the supply unit will notify the requesting agency when the item is available. The

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expediting section will pickup the item when notified that it is available by the supply unit.

b. Procedures in Part V, 70th Strategic Reconnaissance Wing Mobility Plan, titled "Staging Team Supply and Re-Supply Plan" will be followed for resupply.

10. FORWARD OPERATING BASE RESPONSIBILITIES:

a. To implement and exercise this plan until staging team arrival.

b. To Maintain and preposition equipment (such as Seaweed, etc.) for use as directed by the Staging Team Maintenance personnel.

c. To develop an aircraft parking plan (unless one has already been developed by the Wing for the base being staged through).

d. To preposition power units and equipment in accordance with the overall parking and a coordinated base reception plan.

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SECTION C POST-STRIKE MAINTENANCE PLAN

1. GENERAL SITUATION: The post-strike staging team is necessary to service aircraft that have just completed a strike sortie and require staging before returning to their normal operating base. The forward bases which may be used for staging normally provide only transient service. The staging team provides control and specialist support to augment the service normally furnished to transient aircraft. The staging team will usually be deployed to a base manned with a base complement and an authorized station site or portion thereof.

2. MAINTENANCE MISSION: Post-strike maintenance elements will perform the minimum specialized post-strike maintenance and repair of battle damage to permit one-time flight of aircraft from the post-strike base to the home station. Maintenance inspection will be limited to a safety of flight inspection of aircraft and engines. These elements also perform radiological decontamination of aircraft and materiel.

3. DEPLOYMENT:

a. The post-strike maintenance staging team will normally deploy after the pre-strike team, but in sufficient time to be in place to meet the aircraft after the initial strike.

b. Tools and equipment in accordance with Part III, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan, will accompany team at deployment.

4. GENERAL INSTRUCTIONS: A Maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These will be tailored down and modified to meet the particular needs of the staging team. The Maintenance Control unit should be complete with the following:

a. A radio and telephone communications net.

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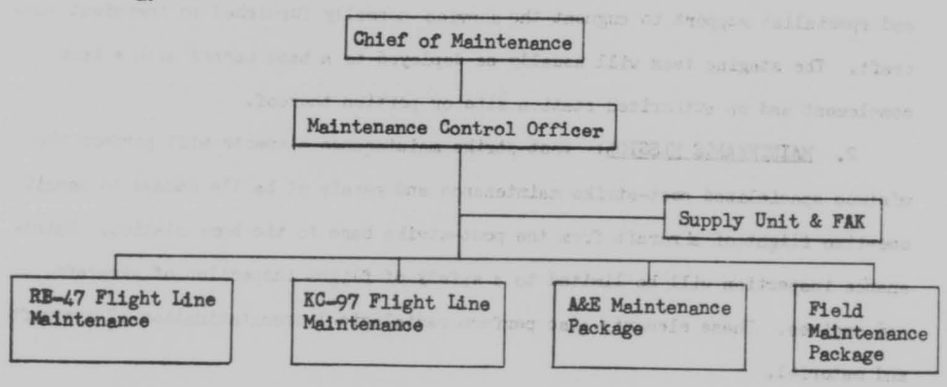
b. The necessary vehicle requirements to control the maintenance (and allied supply) activities.

c. A supply expeditor system as established in Part V to 70th Strategic Reconnaissance Wing Mobility Plan will be operated on a twenty-four (24) hour basis.

5. ORGANIZATION AND MANNING:

a.



b. The post-strike maintenance staging team consists of officers and airmen in the specialties listed in Part II, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan.

6. RESPONSIBILITIES:

a. Chief of Maintenance.

(1) The Chief of Maintenance will be responsible for implementing this plan and supervising scheduled servicing and maintenance on operational aircraft.

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b. Flight Line Maintenance:

(1) The Flight Line maintenance activity will be responsible for performing such flight line maintenance as is necessary in preparing aircraft for a safety of flight return to the home station, or forward operating base.

c. Field Maintenance:

(1) The Field Maintenance activity will be responsible for providing specialist support to aircraft.

d. Armament-Electronics Maintenance:

(1) Armament-Electronics Maintenance activity will be responsible for providing A&E specialist support to the aircraft.

7. AIRCRAFT REFUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing, a visual inspection for fuel leaks, tire (wheel) changes, etc., will be made. If no jacking is necessary, refueling will proceed on the maintenance control schedule. Concurrently, and based on the aircraft status, the control unit, in coordination with the Flight Line maintenance section, will be planning the balance of the maintenance schedule for that particular aircraft. In general, the following schedule, as modified by Maintenance Control, will apply:

(1) Park in refueling area.

(2) Process film and unload guns (as required)

(3) Inspection for fuel leaks, wheel changes, etc.

(4) Move aircraft (if necessary).

(5) Refuel.

(6) APG - A&E and unscheduled maintenance as directed by Maintenance Control.

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b. Minimum refueling facilities required are as follows:

(1) Five (5) single point hydrants per fifteen (15) RB-47 aircraft or ten (10) F-6 tanker units with SPR capability per fifteen (15) RB-47 aircraft and one (1) F-3 oil truck (serviced with 1010 oil) per fifteen (15) aircraft.

8. AIRCRAFT STATUS REPORTING PROCEDURE:

a. Aircraft commanders will communicate known major discrepancies to the staging base, a minimum of one-half hour prior to landing time. This information will be relayed to the staging team Maintenance Control unit.

b. The Flight Line Maintenance section will cause a complete status report to be made to the control unit every hour (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to Maintenance Control). The exact schedule of status reports will be as directed by Maintenance Control.

9. SPECIAL SUPPLY AND FAK INSTRUCTIONS:

a. Maintenance activities should make their requirements known by radio or telephone. The supply unit will make the availability of the part known at the time of this call. If the availability cannot be determined immediately, the supply unit will notify the requesting agency when the item is available. The Expediting Section will pickup the item when notified that it is available by the supply unit.

b. Procedures in Part V of the 70th Strategic Reconnaissance Wing Mobility Plan will be followed for resupply.

10. FORWARD OPERATING BASE RESPONSIBILITIES:

a. To implement and exercise this plan until staging team arrival.

b. To maintain and preposition equipment (such as seaweed, etc) for use as directed by the staging team maintenance personnel.

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c. To develop an aircraft parking plan (unless one has already been developed by the Wing for the base being staged through).

d. To preposition power units and equipment in accordance with the overall parking plan and a coordinated base reception plan.

e. To insure building or space minimum requirements as follows are available:

(1) Maintenance Control - 250 Square Feet.

(2) Supply Unit (Includes FAK Storage) - 1,500 Square Feet.

(3) RB-47 Flight Line Maintenance (A&E Mockup and Shop Space Included) - 1,600 Square Feet.

f. Criteria for the selection and assignment of building facilities are as follows:

(1) Aircraft parking area should be as near the major maintenance facilities (hangers & shops) as possible.

(2) Flight Line Maintenance building facilities should be as near the aircraft parking area as possible.

(3) The Maintenance Control unit should be near or adjacent to the RB-47 Flight Line activity.

(4) The Supply unit and FAK (combined) should be located as near as possible to the aircraft parking areas. This must be a weather proof area in which fork lifts can be operated.

(5) Field Maintenance is to be housed with the Flight Line activities, with the exception of shop skill personnel.

(6) Armament-Electronics Maintenance should be set up with the base A&E maintenance activity. This is to insure availability of special power requirements to operate Mockups (220-110V AC 60 cycle 150 KVA, 115V AC 400 cycle 20 KVA, and 28V DC 300 Amps).

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g. To insure that Maintenance Control communications nets (radio and telephone) are maintained in a constant state of readiness, as they are vital to the accomplishment of the mission.

(1) Radio communications are required between the following:

(a) Maintenance Control.

(b) Supply Unit (FAK).

(c) RB-47 Flight Line Vehicle.

(d) KC-97 Flight Line Vehicle.

(e) Chief of Maintenance Vehicle.

(2) Telephone communications are required with all base functions as follows:

(a) Maintenance Control - 2 Lines *

(b) Supply Unit - 2 Lines *

(c) RB-47 Flight Line Maintenance Office - 1 Line *

(d) KC-97 Flight Line Maintenance Office - 1 Line *

NOTE: (For RB-47 Flight Line Maintenance Office and KC-97 Flight Line Maintenance Office - With one extension for use by the supervisore of the Field Maintenance and A&E Maintenance "Packages").

(e) Refueling Unit - (As required by Base)

(f) Motor Pool - (As required by Base)

(g) Operations - (As required by Base)

(h) Headquarters - (As required by Base)

(i) Living Area - Officers and Airmen (As required by Base)

(j) Each shop (A&E & Field Maintenance) - (As required by Base)

(In addition, a minimum of at least one (1) field telephone must by provided between each shop, field maintenance, the flight line and maintenance control activities).

NOTE: Asterisk (*) indicates that these lines must not be shared with other base activities.

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h. To maintain and have available for use the vehicle and ground power requirements of the staging team maintenance activities.

(1) Standard Vehicles:

(a) Maintenance Control - - - - - - - - - - 2 Jeeps

(b) Flight Line - - - - - - - - - - - - - - 3 Jeeps

(c) Armament-Electronics - - - - - - - - - 2 Jeeps

1 Weapons Carrier

(d) Field Maintenance - - - - - - - - - - - 3 Jeeps

1 6x6

(e) Flight Line Pool - - - - - - - - - - - 4 pickups or equivalent with drivers

(2) Special Purpose Vehicles:

(a) Maintenance Control - - - - - - - - - 3 tractors w/drivers

1 radio vehicle

(b) Flight Line - - - - - - - - - - - - - - 2 radio vehicles

2 tugs

(c) A&E Maintenance - - - - - - - - - - - - 1 radio vehicle

(d) Field Maintenance - - - - - - - - - - - 2 tugs

2 fork lifts

1 P-1 crane (or equiv.)

(3) Power Units: Twelve (12) MD-3 (or equivalent) per fifteen (15) RB-47 aircraft.

i. Equipment applicable to peculiar climatic conditions will be a base responsibility. The following may be used as a guide.

(1) Ground Heaters - - - - - - - - - - - - - - One (1) per aircraft

(2) Blowers - - - - - - - - - - - - - - - - - One (1) per three (3) aircraft

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(3) De-icing Equipment - - - - - - - - - One (1) per ten (10) ACF. (Decontamination Unit equipped for spraying isoprophyll alcohol or kill frost)

(4) Indoor facilities for major maintenance during cold weather.

j. To brief Base Supply, POL, Food Service, Security, Transportation (Motor Pool), etc. on required twenty-four (24) hour work schedule (or on other schedules as coordinated with the staging team acting Chief of Maintenance). Messing service to maintenance personnel may be required at duty station.

k. To provide for retrieving and delivery of deceleration chutes.

l. To ascertain that refueling pits and/or vehicles will be scheduled for use as directed by Maintenance Control.

m. To provide oxygen and oil servicing, and make deliveries to sites as necessary.

n. Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordination relationship between their sections (shops) and staging team personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest" priority for staging team maintenance (which is necessary for successful staging team operation).

o. The base must develop a crash recovery plan, with pertinent SOP for expeditious removal of crashed aircraft. The base must maintain adequate heavy equipment to accomplish crash removal and runway clearance of medium jet bomber aircraft.

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= MOBILITY PLAN =

70TH AIR REFUELING SQUADRON

70TH STRATEGIC RECONNAISSANCE WING (M)

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2 - Commander, Forward Base
2 - Commander, Headquarters Second Air Force
2 - Commander, 825th Air Division
1 - Commander, 70th Strat Recon Wing
1 - Deputy Commander, 70th Strat Recon Wing
1 - Wing Adjutant
1 - Wing Comptroller
2 - Director of Personnel
2 - Director of Operations
2 - Operations and Plans
1 - Operations Communications
1 - Operations Intelligence
1 - Director of Materiel
1 - Chief of Maintenance
1 - Maintenance Control
1 - Supply Liaison
4 - Wing Logistics
1 - Wing Supply
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2 - Commander, 6th Strat Recon Squadron
2 - Commander, 26th Strat Recon Squadron
2 - Commander, 61st Strat Recon Squadron
2 - Commander, 70th Air Refueling Squadron
2 - Commander, 70th Periodic Maint Squadron
2 - Commander, 70th Field Maint Squadron
2 - Commander, 70th A&E Maint Squadron
2 - Commander, 70th Tactical Hospital
1 - Commander, 70th Recon Tech Squadron
2 - Commander, 825th Air Base Group
2 - Commander, Hq Sq, 825th Air Base Group
2 - Commander, 825th Food Service Squadron
2 - Commander, 825th Air Police Squadron
2 - Commander, 825th Installations Squadron
2 - Commander, 825th Motor Vehicle Squadron
2 - Commander, 825th Supply Squadron
2 - Commander, 384th Bomb Wing, ATTN: DM & DML

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PREFACE

1. This mobility plan supersedes all publications previously issued by the 70th Strategic Reconnaissance Wing (M) regarding mobility planning.

2. The distribution of this plan is intended to provide all interested individuals and organizations with information necessary to facilitate efficient deployment of the Wing.

3. Changes to this plan will be issued page for page. New pages will indicate the change number and date of change above the page number. Undated pages will be of the same date as the basic plan. New pages will be inserted in their proper places and the superseded pages will be removed and destroyed. Should it be necessary to issue changes to this plan in letter form, the letters will refer specifically to the page and paragraph being changed. Such changes as made by letters will be followed by regular changed pages as soon as possible and the letter rescinded.

4. This plan is made up of Parts, designated by roman numerals, and Sections, indicated alphabetically. The pages within each section are in numerical sequence. Thus, Part III, Section A, Page 1 is identified as Page III-A-1.

5. To provide distribution control of this plan, each copy has been numbered. Organizations and agencies receiving copies will be responsible for controlling their copies by numbers. This control will insure that individuals furnished copies by virtue of duty assignment turn over their copies to their successors upon transfer. Replacement copies will not be obtainable. This is not a registered document within the provisions of Air Force Regulation 205-1.

6. Suggestions for improvement to this plan are solicited. Additional data recommended for inclusion, or reports of errors found should be sent to the Director of Materiel, 70th Strategic Reconnaissance Wing (M) ATTENTION: Wing Logistics Officer.

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PART I

INTRODUCTORY NARRATIVE

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PART I - INTRODUCTORY NARRATIVE

SECTION A

GENERAL

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GENERAL

1. PURPOSE. The purpose of this plan is to provide organizations of the 70th Strategic Reconnaissance Wing (M) and its supporting units with a detailed plan for the preparation, control, supervision, and deployment of tactical aircraft, personnel and materiel of the Staging Teams, Transit Maintenance Team, and/or Air Echelon from the home station to a forward base as directed by operations orders.

2. SCOPE. This plan is directive in nature to all units of the 70th Strategic Reconnaissance Wing (M).

3. RESPONSIBILITY. Each squadron commander and the chief of each separate section is responsible to develop and implement for this plan those aspects for which he is functionally responsible.

4. THE PROBLEM

a. The war mission of the Strategic Air Command includes photographing and striking the heart of the enemy to destroy or render ineffective the crucial portions of the enemy nations structure - those elements within the enemy's homeland vital to the continued prosecution of the war. For maximum effectiveness the initial strikes must be delivered as soon as possible after the opening of hostilities. Almost any possible enemy target lies beyond the radius of SAC Medium aircraft from their ZI bases. A normal move of complete wings to forward bases nearer the target area would require considerable surface transport and much longer time than could be allowed.

5. SAC MOBILITY PLAN

a. To overcome this problem of time and distance, Strategic Air Command has developed a concept of mobility which provides for the pre-planned, tested air movement of the qualified personnel, supplies and equipment in unit and support aircraft to forward bases from which tactical missions may be flown. The SAC Mobility Plan is based on the following considerations:

(1) That the deployment of our forces at full war strength with complete organizational equipment, as is required for sustained operations, would require from 60 to 90 days under the most favorable conditions.

(2) That under emergency conditions, combat operations can be initiated from properly prepared forward bases by air deployed elements of our units and sustained near desirable rates.

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6. THE 70TH AIR REFUELING SQUADRON MOBILITY PLAN.

a. This plan is patterned after material presented in SAC Manual 400-1A and the proposed ANNEX D to SAC Manual 400-1 for Air Refueling Squadron deployment. Consideration has been given to all phases of planning necessary to carry out the concept for instant movement to prepared forward bases with the qualified personnel, the necessary supplies and equipment, and the tactical aircraft necessary for strategic air operations against an enemy. Instructions contained herein indicate the action required to prepare and execute the 70th Air Refueling Squadron Mobility Plan.

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PART I - INTRODUCTORY NARRATIVE

SECTION B

PREPARED FORWARD PAGES

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PREPARED FORWARD BASES

1. GENERAL:

a. Prepared forward bases are normally:

(1) Located outside the continental United States, and are not the home stations of the SAC combat forces that will use them for staging and/or sustained operations.

(2) Especially prepared, on the basis of planned usage, to include the facilities, manning, equipment and supplies required in place and ready for immediate use upon arrival of SAC combat forces.

b. The availability of prepared forward bases will determine to a considerable degree the manner in which this wing can carry out its war mission.

c. The responsibility for preparing forward bases, for keeping them ready for immediate use at all times, and for their logistic support is charged to the Air Force Commanders of the overseas areas. The Strategic Air Command is dependent upon such overseas Air Force Commands for these matters. SAC Air Divisions operate some of these forward bases, but depend on the Air Force Commands having area responsibility for depot support, major construction, and various other administrative and logistical support as detailed in respective mission assignments.

2. USES OF FORWARD BASES: (Defined)

a. This wing requires forward bases for the following uses.

(1) Operating Use: The continuous launching of strikes over an extended period of time. The "Air Echelon" deploys to a forward base for this purpose. The Air Echelon includes either all or a substantial part of each organizational element of the wing.

(2) Staging Use: The pre-strike and post-strike servicing of combat aircraft "operating" from another base. SAC "staging teams" provide the necessary specialized support.

(a) Pre-strike servicing involves refueling, crew rest, briefing, and final pre-strike maintenance.

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(b) Post-strike servicing involves refueling, crew interrogation, rest, medical care, radiological decontamination, and emergency maintenance to enable onetime return flight to home station, or the forward base used for operating.

(c) Pre-Post strike servicing for B-47 aircraft involves all those pre-strike and post-strike requirements noted above, when aircraft use the same base for post-strike as is used for prestrike.

(d) In turnaround servicing, in tanker aircraft operations, the aircraft may both pre and post strike several times from the same base before returning to the home station from which they "operate". Return to the home station is postponed until the aircraft require major inspection and maintenance.

(3) Transit Use: Transient type servicing of aircraft not on a strike sortie, but enroute between the ZI and the forward area. Medium type units deploying to or returning from the forward bases from which they stage and/or operate may require bases for transit route use when the distance precludes non-stop flight. Transit route use involves refueling, crew rest, and emergency maintenance. The necessary specialized support is provided by appropriate loading of combat aircraft or accompanying support airlift with the necessary air echelon personnel and materiel.

(4) Emergency Use: Emergency transient type servicing of aircraft which are unable to complete planned flight non-stop. Emergency use involves the same type servicing as transit route or staging use, depending on the situation. Specialized support, as the situation dictates, will be provided or arranged by SAC.

c. A forward base may be required for several of the uses simultaneously.

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3. REQUIREMENTS:

a. Forward Base Requirements are listed and explained below:

(1) Base Facilities. These consist of airfield facilities, utilities, technical and administrative facilities.

(2) Base Complements. These personnel are required to maintain the base facilities and prestocked equipment and supplies in a constantly useable condition. They must care for themselves and also augment the SAC "air echelon" or "staging teams".

(3) Station Sets.

(a) ECL 67-00-2 establishes the requirements for pre-positioning equipment at forward bases. This regulation prescribes those support items authorized by the MCAL which are required to be in place and ready for use at the forward operating and/or staging base prior to the arrival of the air echelon or staging team.

(b) This listing of equipment, commonly referred to as station set, consists of items that are impracticable to air transport with SAC air elements and includes items such as vehicles, refueling units, crash and firefighting equipment, ground power units, ground communications equipment, etc.

(c) The station set equipment and that equipment listed in ECL 67-00-6 "Special Set of Housekeeping Equipment" plus the UTE brought in by the air echelon or staging team is designed to permit the conduct of combat operations under austere conditions. Peculiar items of equipment, necessary because of extreme climatic conditions are not included.

(4) Housekeeping Set. ECL 67-00-6 "Special Set of Housekeeping Equipment" provides sustenance and emergency housekeeping equipment and supplies in increments of 500, 1000, 1500, 2000 and 2500 men for those bases where administrative facilities are inadequate. The set includes such items as shelter, pioneer equipment, billeting and messing equipment, utilities equipment and expendable housekeeping supplies. The augmentations to the basic kit are for temperate, semi-tropical, tropical and arctic zones.

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b. In addition to the above requirements, which should be in place at the forward bases, the forward "area" must be capable of providing full logistical support of the forward bases and CAC units that use them.

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PART I - INTRODUCTORY NARRATIVE

SECTION C

UNIT MOBILITY

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4. AIR ECHELON:

a. Included in the air echelon are the personnel and the materiel that can be effectively used at the forward base prior to the arrival of the complete organizational equipment and personnel authorized by the T/O. The total materiel resources normally carried forward by the air echelons when they deploy consist of their unit essential equipment and their flyaway kits.

b. Unit Mission Equipment. That portion of the organizational equipment which is air transportable and required to perform and support, logistically and operationally, the assigned mission at a base to which support equipment has been provided through station and housekeeping sets or through T/O assemblages and/or UAL equipment. The unit mission equipment may accompany personnel in unit and/or support aircraft.

(1) The UME which includes the following, must be maintained in authorized quantities and in serviceable condition at at all times:

(a) Organizational clothing, equipment, and individual issue specialist kits in the 10 series ECLs.

(b) Emergency survival equipment.

(c) Aircraft flight line, periodic and field maintenance tools and equipment.

(d) Armament, communications and electronics tools and test equipment to provide flight line, periodic and field maintenance capabilities.

(e) Administrative equipment common to all squadrons.

c. Flyaway Kits are a mobile service stock. These kits consist of Air Force and technical service spare parts required as a war reserve needed to maintain the aircraft of one squadron computed to support initial 30-day combat operations wherein each aircraft flies approximately 100 hours. Contained in the flyaway kits are an initial supply of completely built-up aircraft power packages in accordance with SAC Regulation 400-6. The listing of components within the flyaway kits is under constant revision to reflect the latest consumption experience and technical order changes. The wings must insure that their kits are at all times as nearly as possible 100% complete in accordance with latest revisions. All items must be properly inspected and preserved at all times. It is the responsibility of the Air Base Group Commander to insure the flyaway kits are maintained in a state of readiness at all times and that qualified personnel are assigned and that maintenance is performed in accordance with existing regulations. It follows that constant coordination between the wing commander and the base commander is required to insure compliance with the above.

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5. SURFACE ECHELONS: That portion of the wing's personnel and Unit Mission Equipment not air deployed is deferred to a later move and is termed the surface echelon. Also moving in the surface echelon is the Readiness Reserve Equipment to be shipped by the Air Materiel Command when directed.

6. DEPLOYMENT: Deployment will be accomplished by one of the following:

a. Stagings

(1) Priority I - is the deployment of aircraft, personnel and materiel to the pre-strike base required to launch the initial strike mission.

(2) Priority II - is the deployment of personnel and materiel to the post-strike base required to provide debriefing and maintenance of aircraft for one-time safety in flight from the post-strike base.

(3) Priority III - is the deployment of the residual personnel and materiel of the Air Echelon.

b. Turnaround Staging, Air Refueling Squadron.

(1) Class I - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of five days sustained operations.

(2) Class II - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of twelve days sustained operations.

(3) Class III - The deployment of aircraft, personnel and materiel to the staging base to provide for a maximum of twenty days sustained operations.

c. Phased Deployments

(1) First Phase - is the deployment of aircraft, personnel and materiel to the Forward Operating Base required to launch the initial strike mission.

(2) Second and Third Phases - is the deployment of the balance of the personnel and materiel of the air echelon to be moved in the succeeding days as rapidly as the support aircraft can effect turn-around.

d. Surface Echelon (Fourth Phase) - (this applies to both Staging and Phased Deployment) that portion of the Wing personnel and U A L equipment not air deployed by the staging team and/or during phased deployment of the Air Echelon. Also moving in the surface echelon is the Readiness Reserve Equipment to be shipped by Air Materiel Command when directed.

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PART I - INTRODUCTORY NARRATIVE

SECTION D

RESPONSIBILITIES

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RESPONSIBILITIES

1. PURPOSE: To define the responsibility for the preparation and execution of this plan.

2. GENERAL:

a. The responsibilities contained herein are of a general nature and do not relieve any section or activity of the responsibility for providing assistance within their capability.

b. All sections must keep its copy of this mobility plan posted with current changes and inform the 70th Wing Logistics Officer of discrepancies or required changes to the plan.

3. RESPONSIBILITIES:

a. Wing Staff

(1) The Wing Commander will:

(a) Insure that detailed Wing and Air Refueling Squadron Mobility Plans are prepared and maintained in a current status at all times.

(b) Direct the execution of this plan.

(2) The Deputy Wing Commander will:

(a) Act for the Wing Commander and assume overall direction of the plan upon his direction.

(3) The Wing Director of Personnel will:

(a) Maintain personnel records current at all times.

(b) Prepare and coordinate requests for special orders for all Personnel.

(c) Prepare SOP's and check lists for the processing of individual records for movement. (For rotation TDY's of 90 days or less duration, records will not be deployed).

(d) Act as or designate a Personnel Mobility Officer.

(4) The Wing Director of Operations will:

(a) Be responsible for preparing operations orders required to implement this plan.

(b) Supervise the briefing of air crews of unit aircraft.

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(c) Act as or designate a Wing Operations Mobility Officer.

(d) Insure that Operations Sections are prepared to deploy personnel and materiel as required by this plan.

(5) The Wing Director of Materiel will:

(a) Act as the Wing Mobility Control Officer.

(b) Be responsible for the preparation, coordination and implementation of this plan and for maintaining, the plan in a current status at all times.

(c) Designate a Project and Assistant Project Officer in compliance with 2AF Reg. 76-1.

(6) The Wing Comptroller will:

(a) Provide cost control and cost reporting services in accordance with USAF Manual 170-5 as modified.

(b) Provide appropriate instruction to each reporting element including the necessary forms required.

(c) Establish liaison with appropriate accounting and disbursing offices upon arrival at destination.

(d) Insure that Comptroller personnel and materiel are prepared for deployment as required by this plan.

(7) The Wing Adjutant will:

(a) Be responsible for expediting all messages concerning the movement(s). Operational priority will automatically be given to all incoming messages affecting the movement(s).

(b) Establish a courier service between the message center, wing staff sections, control center and the Base Communications Center.

(c) Monitor the security classification and handling of all classified documents.

(d) Coordinate and disseminate Base Post Office instructions on handling and forwarding of mail.

(e) Insure that the command section materiel and personnel and materiel of the Adjutant's Section are prepared for deployment in accordance with this plan.

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(8) The Wing Intelligence Officer will:

(a) Supervise the assembly, manifesting, and loading of intelligence materials.

(b) Prepare and insure execution of censorship plan.

(c) Prepare reports required during mobility as noted in the Second Air Force Reporting Guide.

(d) Insure that intelligence personnel and materiel are prepared for deployment in accordance with this plan.

(9) The Wing Operations Mobility Officer will:

(a) Coordinate with Base Operations, Mats Control Team, Cargo Control Officer, Wing Chief of Maintenance and Wing Mobility Officer concerning parking and loading of support aircraft.

(b) Maintain a record of unit and support aircraft arrivals and departures.

(c) Arrange for briefings requested by MATS or SAC support control officers.

(10) The Wing Communications Officer will:

(a) Maintain current communications flimsies for use during deployment.

(b) Prepare crew briefings on communications annex of operations order.

(c) Insure that communications personnel and materiel are prepared for deployment in accordance with this plan.

(11) The Wing Chief of Maintenance will:

(a) Be responsible for all maintenance functions.

(b) Prepare detailed maintenance plans for staging team and phased deployment requirements.

(c) Insure that written procedures are available and implementing personnel are briefed on their contents for the maintenance procedures to be implemented during deployment. Detailed individual responsibilities and duties must be covered.

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(d) Insure that aircraft are in a combat ready condition.

(e) Prepare and process requests for movement of Contractor Technicians with the Wing or units of the Wing in accordance with SAC Regulation 66-4.

(f) Provide the Wing Control Room with the aircraft status (tail numbers of aircraft to be used on the movement).

(12) The Wing Logistics Officer will:

(a) Prepare and maintain the Wing and Air Refueling Squadron Mobility Plans.

(b) Provide information and guidance to the Wing Commander, Directorates, Squadron Commanders and Squadron Mobility Officers relative to interpretation and execution of this plan.

(c) Conduct periodic staff visits throughout the Wing and its supporting units to insure the operational capability of the wing.

(d) Insure that personnel and equipment included in this plan, both Wing and Air Base Group, are not in excess of authorized quantitites. Consideration of a two-wing base support problem and the separate plan for the Air Refueling Squadron is mandatory.

(e) Coordinate and disseminate all mobility information.

(f) Establish and operate the Wing Mobility Command Post upon direction of the Wing Director of Materiel.

(g) Provide the Wing Commander with logistical information for dissemination to Staff Directors and Squadron Commanders during the initial briefing.

(13) The Wing Supply Officer will:

(a) Insure that all units are in possession of all authorized equipment. Where shortages exist, maintain lists of critical items and take aggressive, follow-up action.

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(c) Maintain current Flyaway Kit Data.

(e) Conduct inspections of all Wing organizations every ninety (90) days in accordance with SAC Regulation 55-32.

(d) Brief the Near Echelon Supply Officers on the proper supply procedures including Reports of Survey and reports submission.

(e) Act as the Wing Logistics Officer at the forward base until relieved.

(14) Squadron Commanders will:

(a) Appoint a Squadron Mobility Officer on orders.

(b) Designate squadron personnel and Materiel Mobility Officers to assist the Squadron Mobility Officer in developing and maintaining a squadron mobility plan based on the Wing Plan.

(c) Insure that the squadron is manned, trained and equipped for accomplishing the mission and is in a constant state of readiness.

(d) Have a working knowledge of the entire Wing Mobility plan and detailed knowledge of this portions specifically applicable to his squadron.

(e) Insure compliance with Mobility SOP's applicable to the Squadrons.

(f) Conduct periodic mobility inspections and walk-throughs to insure readiness. Thoroughly brief squadron personnel on the purpose, function and importance of the Mobility Plan.

(g) Insure that personnel records of assigned personnel are being properly maintained by the responsible agency.

(15) The Wing Surgeon (Commander, Tactical Hospital) will:

(a) Insure that an adequate innoculation program is maintained.

(b) Maintain up-to-date records of physical examinations, dental treatment and immunization and so arrange the records to permit rapid processing during deployment.

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(c) Insure that the Tactical Hospital is prepared to deploy personnel and materiel as required by this plan.

(16) The Rear Echelon Commander will:

(a) Assume command of all remaining Wing personnel after the air echelon has deployed.

(b) Be responsible that all equipment on hand in the Wing and remaining at the home station is properly safeguarded.

(c) Take the necessary action on all correspondence pertaining to the Wing at the home station.

(d) Follow up on all supply action that is required from the forward base.

(e) Accomplish the preparation and movement of the surface echelon when directed.

(17) The Squadron Mobility Officer will:

(a) Be responsible for the preparation and implementation of the squadron mobility plan.

(b) Be responsible that personnel and materiel of the squadron are maintained in ready status for deployment at all times.

(c) Be responsible for coordinating all required changes to the squadron mobility plan with the Wing Logistics Officer to insure that the Wing Plan is kept current at all times.

(d) Maintain current mobility personnel rosters and consolidated packing lists of materiel by weight and cube.

(e) Be responsible for insuring that all personnel are briefed on their specific duties and responsibilities during deployment.

(f) Insure compliance with the Wing Plan SOP's.

(18) The Squadron Supply Officer will:

(a) Act as the squadron materiel mobility officer to assist the mobility officer on all supply matters.

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(b) Procure and maintain individual equipment and unit mission equipment in a combat ready condition at all times.

(c) Insure that an assistant Squadron Supply Officer is named and he is briefed on his duties at the forward base.

(19) The Assistant Squadron Supply Officer will:

(a) Act as the Squadron Supply Officer at the forward base until relieved of the responsibility.

(b) Be responsible for the immediate control and safeguarding of squadron property at the forward base.

(20) Each Section Head will:

(a) Prepare the section for deployment in accordance with the Squadron Mobility Plan.

(b) Insure that section personnel are briefed and that they understand their duties and responsibilities during deployment.

(c) Prepare and use an individual mobility check list to include personnel processing, individual clothing equipment and staging team responsibilities as a check list guide.

(21) Each Individual will:

(a) Be sure he understands his duties and responsibilities to implement this plan.

(b) Keep personal affairs in order at all times.

(c) Be responsible for keeping his equipment serviceable at all times.

(d) Not wait for H-Hour to determine his mobility slot. Do it now.

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PART I - INTRODUCTORY NARRATIVE

SECTION I

CONSOLIDATED REGULATION

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MASTER RECAPITULATION - TURNAROUND STAGING TEAMS

KC-97 AIRCRAFT

NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS)

FOR 5, 10, AND 20 A/C TEAMS

TYPE TEAM	ELEMENTS	Pers & Mat (By Size & Type Team)					
		5 Acft Team		10 Acft Team		20 Acft Team	
		Pers	Mat	Pers	Mat	Pers	Mat
CLASS I	CONTROL	7	357	9	845	13	1366
	MAINTENANCE	44	24322.7	80	33133.4	121	54373.7
	MEDICAL	4	1375	4	1375	4	1375
	SERVICE*	21		33		57	
	TOTALS	76	26054.7	126	35353.4	195	57114.7
CLASS II	CONTROL	8	357	13	875	16	1499
	MAINTENANCE	66	31441.7	108	35816.8	149	63491.1
	MEDICAL	4	1375	4	1375	4	1375
	SERVICE*	22		35		61	
	TOTALS	100	33173.7	160	38066.8	230	66365.1
CLASS III	CONTROL	10	428	16	980	16	1591
	MAINTENANCE	74	40455.5	119	64847.8	159	96141.7
	MEDICAL	4	1375	4	1375	4	1375
	SERVICE*	25		42		66	
	TOTALS	113	42258.5	181	67202.8	245	99107.7

NOTE: *Only T/A 1-21 individual clothing and equipment will be deployed for support of Service Element.

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RECAPITULATION
NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN POUNDS) BY PHASE - 70TH STRATEGIC RECONNAISSANCE WING (M)
20 KC-97's

ORGANIZATIONAL ELEMENT (Figures in parenthesis indicate "Number of Personnel/Pounds of Materiel" for Air Echelon)	AIR ECHELON						SURFACE ECHELON			
	FIRST PHASE		SECOND PHASE		THIRD PHASE		FOURTH PHASE			
							COLUMN A		COLUMN B	
	PER	MAT	PER	MAT	PER	MAT	PER	MAT	PER	MAT
Air Refueling Sq (285) (21443.6)	191	11776.3 (c)	46	3665.5 (c)	48	5701.8 (c)	8		0	
Wing Hq (8) (0)	7	0	0	0	1	0	0		4	
Per Maint Sq (41) (0)	0	0	22	0	19	0	0		0	
A & E Sq (29) (5350.5)	21	3720.5	4	1073	4	557	8		5	
Fld Maint Sq (97) (127043.8)	55	45235	24	51659.2	18	30149.6	25		21	
Tac Hosp (4) (1375)	4	1375	0	0	0	0	0		4	
APG, Hq (3) (0)	0	0	0	0	3	0	0		25	
Supply Sq (18) (37000)	11	37000	5	0	2	0	0		107	
Mtr Veh Sq (13) (0)	7	0	3	0	3	0	0		35	
Operations Sq (4) (0)	2	0	1	0	1	0	0	a	21	b
Instl Sq (4) (0)	2	0	0	0	2	0	0		34	
Fd Sv Sq (13) (0)	6	0	4	0	3	0	0		15	
AP Sq (50) (0)	45	0	4	0	1	0	0		107	
Totals (569) (191912.9)	351g	99106.8	113g	56397.7	105g	36408.4	41		416	
Normally deployed in Unit Aircraft (541) (69972.9)	345	56756.8	107	5577.7 (d)	99	6738.4 (d)	0		0	
Normally deployed in support aircraft (18) (122840)	6e	42350	6e	50820	6e	29670	0		0	

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NOTES:

a. All unit mission equipment and base support equipment at the home station, after deployment of the tactical units, will be considered as a reserve pool of materiel for mobility planning purposes. Appropriate commanders may direct subsequent deployment of certain air transportable reserve materiel dependent upon existing and developing conditions at the forward base.

b. Materiel for fourth phase, Column B, is provided in the Station Set.

c. Survival equipment normally deployed in unit aircraft is not included in these totals.

d. In order to obtain full utilization of tanker aircraft cargo carrying capability, 5577.7 pounds of cargo from Phase II and 6738.4 pounds of cargo from Phase III will normally move with Phase I.

e. Cargo Couriers for aircraft engines deployed in support aircraft.

f. The 416 persons in Column B do not deploy when forward base complement is in place.

g. When this recapitulation is used in conjunction with rotational TDYs of 90 days or less, reduce by 2 persons. One in first phase and one in third phase. Records administration personnel will not deploy.

h. 1-2524 Weather Officer in first phase for the AWS Detachment included in First Phase Deployment of Wing Headquarters.

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PART II

DEPLOYMENT OF PERSONNEL

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PART II - DEPLOYMENT OF PERSONNEL

SECTION A

STAGING TEAM PERSONNEL TABLES

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STAGING TEAM PERSONNEL TABLES

1. GENERAL:

a. This section contains a recapitulation table and supporting tables as to the personnel compositions of Air Refueling Squadron Turnaround Staging Teams. The teams shown herein are designed to provide turnaround staging service for 5, 10 and 20 KC-97 aircraft.

b. The turnaround staging teams, designated as Class I, II, and III, are based on work load and time factors with a turnaround capability. The staging team capabilities are as follows:

(1) Class I-Three refueling missions per aircraft or a maximum of five days sustained operations.

(2) Class II-Five refueling missions per aircraft or a maximum of twelve days sustained operations.

(3) Class III-Eight refueling missions per aircraft or a maximum of twenty days sustained operations.

(4) The maximum ground time between refueling missions should not exceed four hours until a maximum of three refueling missions per aircraft have been accomplished. At the conclusion of a series of refueling operations, there must be at least forty-eight hours available for maintenance servicing. The number of aircraft to be serviced in a twenty four hour period will not exceed the number of aircraft for which the staging team is designed. Due to similarity of requirements and mission to be accomplished, the twenty aircraft Class III Staging Team and Phase I deployment is identical.

2. PERSONNEL TABLES:

a. The personnel tables in this section show the following information by element for the three types and sizes of staging teams.

(1) AFSC, Title, Quantity and Organization Source.

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RECAPITULATION - TURNAROUND STAGING TEAMS
KC-97G Aircraft

5, 10 & 20 A/C Teams
KC PERSONNEL STAGING

TYPE TEAM	ELEMENTS	PERSONNEL (By Size & Type Team)		
		5 Acft Team	10 Acft Team	20 Acft Team
CLASS I	CONTROL	7	9	13
	MAINTENANCE	44	80	121
	MEDICAL	4	4	4
	SERVICE	21	33	57
	TOTALS	76	126	195
CLASS II	CONTROL	8	12	16
	MAINTENANCE	66	108	149
	MEDICAL	4	4	4
	SERVICE	22	35	61
	TOTALS	100	160	230
CLASS III	CONTROL	10	16	16
	MAINTENANCE	74	119	159
	MEDICAL	4	4	4
	SERVICE	25	42	66
	TOTALS	113	181	245

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TURNAROUND STAGING TEAMS KC-97
PERSONNEL

AFSC	TITLE	ORGN	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
CONTROL ELEMENT											
COMMAND											
0066A	Staging Team Commander	ARS	1	1	1	1	1	1	1	1	1
7324	Administrative Officer	ARS				1	1	1	1	1	1
70230/50	Clerk	ARS	1	1	1	1	1	1	1	1	1
OPERATIONS											
1416	Operations Staff Officer	WgOps			1		1	1	1	1	1
NOTE:	This officer will deploy for the purpose of maintaining liaison and command control between the staging team and wing commander. A senior officer from the wing headquarters will deploy in lieu thereof when an operations staff officer is not available to deploy with the air refueling squadron.										
1435	Air Operations Officer	ARS	1	1	1	1	1	1	1	1	1
1525P	Aircraft Observer, Navigator	ARS	1	1	1	1	1	1	1	1	1
4324	Aircraft Performance Engineer	ARS		1	1		1	1		1	1
2524	Weather Officer	W DET			1		1	1	1	1	1
60170	Air Transportation Officer	ARS	1	1	1		1	1	1	1	1
70230/50	Clerk	ARS			1			1		1	1
92250	Sur Tr Pers Eq Specl	ARS					1	1		1	1
INTELLIGENCE											
2054	Intelligence Officer	ARS		1	1		1	1		1	1
20450/70	Intelligence Operations Spec/Te m	ARS	1	1	1	1	1	2	1	2	2

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TURNAROUND STAGING TEAMS KC-97
PERSONNEL

AFSC	TITLE	CRON	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
COMMUNICATIONS											
29250	CRYPTO Operator	825 Ops Sq	1	1	1	1	1	1	1	1	1
29350	Ground Radio Operator	325 Ops Sq			1			1		1	1
	CONTROL ELEMENTS TOTALS		7	9	13	8	13	16	10	16	16
MAINTENANCE ELEMENTS											
AIRCRAFT MAINTENANCE											
4344	Aircraft Maintenance Officer	ARS	1	1	1	1	1	1	1	1	1
42131/51/71	Propeller Repairman/ TECH	FMS	2	2	3	2	2	3	2	3	5
42132/52/72	Aircraft Hydraulic Repairman/TECH (50% ISR Specialist)	FMS	2	4	6	2	4	6	2	4	6
42230/50/70	Aircraft Instrument Repairman/TECH	FMS	1	2	3	2	3	4	3	4	5
42231/51	Mechanical ACCYS Equipment Repairman	FMS			1		1	1	1	1	1
42350	Aircraft Electrical Repairman (ENG Change)	FMS				1	1	2	1	2	2
42330/50/70	Aircraft Electrical Repairman/TECH (Aircraft Systems)	FMS	1	1	1	1	1	1	1	1	1
43171B	Aircraft Maintenance 2-Engine (MAINT. Control)	WHS	1	1	2	1	1	2	1	2	2
43171B	Aircraft Maintenance 2-Engine (Quality Control)	WHS	1	1	2	1	1	2	1	2	2

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TURNAROUND STAGING TEAMS KC-97
PERSONNEL

AFSC	TITLE	ORGN	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
AIRCRAFT MAINTENANCE (CONT)											
43171B	Aircraft Maintenance 2-Engine (Crew Chief)	ARS	5	10	20	5	10	20	5	10	20
43171B	Aircraft Maintenance 2-Engine (Flight Line)	ARS	1	2	3	1	2	3	1	2	3
43171B	Aircraft Maintenance 2-Engine (Post Flight Inspection)	ARS	1	2	2	1	2	2	1	2	2
43171B	Aircraft Maintenance 2-Engine (Maintenance Supervisor)	FMS		1	1		1	1	1	1	1
43131/51B	Aircraft Mechanic over 2-Engine (ASS't Crew Ch)	ARS	5	10	20	5	10	20	5	10	20
43131/51B	Aircraft Mechanic over 2-Engine (Post FLT INSP)	ARS	3	6	6	3	6	6	3	6	6
43231/51/71	Reciprocating ENG MECH/ TECH (Post FLT INSP)	ARS	8	16	16	8	16	16	8	16	16
43231/51/71	Reciprocating ENG/MECH/ TECH (ENG Build-Up)	FMS				16	16	16	16	16	16
43231/51/71	Reciprocating ENG MECH/ TECH (ENG Conditioning)	FMS	3	4	7	3	4	7	3	4	7
53150	Machinist	FMS			1		1	1	1	1	1
53430/50/70	Airframe Repairman/TECH	FMS	1	1	2	1	1	2	1	1	2
53430/50/70	Airframe Repairman/ TECH (ENG Build-Up)	FMS				1	2	3	1	2	3
47250	Ground Power and Support Equipment Repairman	FMS	1	2	3	1	2	4	2	3	5
60330/50	Vehicle Operator	ARS	1	1	2	1	1	2	1	1	2

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TURNAROUND STAGING TEAMS KC-9
PERSONNEL

AFSC	TITLE	ORGN	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
AIRCRAFT MAINTENANCE (CONT)											
6424	Supply Officer	ARS		1	1		1	1		1	1
NOTE: The supply officer of the air refueling squadron will deploy with all staging teams of 10 aircraft or more and will also perform the duties of the Flyaway Kit officer in the event the Flyaway Kit officer is not available or scheduled to deploy.											
64173	Organization Supply Supervisor (Supply Sergeant)	ARS	1			1			1		
64151/75	Supply Specialist/Stock Control TECH (Supply Expediter)	WgOps			1		1	1		1	1
64151	Organization Supply SPECL (Tool Crib)	ARS			1		1	1		1	1
70250	Clerk	ARS			1		1	1	1	1	1
Supply (FLYAWAY KITS)											
6424	Supply Officer			**1	**		**1	**1		**1	**1
64151	Organizational SUP SPECL		1	2	2	1	2	3	1	2	3
64173	Organizational SUP SUPV		1*		1	1*		1	1*		1

NOTE: *An NCOIC may be deployed in lieu of the Flyaway Kit Officer when less than ten aircraft deploy.

**When the Flyaway Kit Officer is not scheduled or available to deploy, the Unit Supply Officer of the deploying Air Refueling Squadron (or a qualified substitute) will assume the duties of the Flyaway Kit Officer.

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TURNAROUND STAGING TEAMS KC-97
PERSONNEL

AFSC	TITLE	ORGN	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
AIRCRAFT MAINTENANCE (CONT)											
Supply (FLYAWAY KITS)											
NOTE: In the event that insufficient flyaway kit personnel are authorized to fill the requirements outlined above plus requirements of other units on the same station which are scheduled to deploy, a cross training program must be established within the Supply Squadron in order to augment the Flyaway Kit Section with trained personnel for deployment purposes.											
AIRCRAFT ELECTRONICS MAINTENANCE											
3234	Armament Systems Officer	A&ESq		1	1		1	1		1	1
30150B/70	Aircraft Radio Repair General	A&ESq	1	2	3	2	3	4	3	5	7
30150C	Aircraft Radio Navigator Equipment Repairman	A&ESq		1	1	1	1	2	1	2	3
30151A/71	Aircraft Electric Navigator Equipment Repairman	A&ESq	1	2	2	2	3	4	3	5	6
42350/70	Aircraft Electrical Repairman/TECH (Auto Pilot)	A&ESq	1	1	2	1	2	2	1	2	2
70230/50	Clerk (A&E Dispatcher)	A&ESq		2	2		2	2		2	2
MAINTENANCE ELEMENT TOTALS			44	80	123	66	108	149	74	119	159
MEDICAL ELEMENTS											
9356	Medical Officer Aviation Medicine		1	1	1	1	1	1	1	1	1
90150/70	Aero Medical Specialist		1	1	1	1	1	1	1	1	1
90250/70	Medical Service Specialist		1	1	1	1	1	1	1	1	1
90670	Medical Administrative SPECL		1	1	1	1	1	1	1	1	1
MEDICAL ELEMENT TOTALS			4	4	4	4	4	4	4	4	4

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TURNAROUND STAGING TEAMS KC-97
PERSONNEL

AFSC	TITLE	ORGN	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
SERVICE ELEMENTS											
7724	Air Police Officer		1	1	1	1	1	1	1	1	1
77130/50	*Air Policeman		12	22	42	12	22	42	12	*22	42
77170	Air Police Supervisor		2	2	2	2	2	2	2	2	2
NOTE: *Based on two point guards per aircraft (1 per 12 hour shift) and two relief guards (1 per shift).											
NOTE: Air police personnel indicated are for deployment to forward bases and non-SAC ZI bases. Air Police support for units staging at SAC ZI bases will normally be provided by the staging base.											
60350	Vehicle Operator (Motor Pool)		1	2	3	2	3	5	3	5	7
64350	Petroleum Supply SPECL (Refueling)		2	3	4	2	3	4	3	5	6
62130/50	Baker							1		1	1
57130/50	Firefighter		1	1	2	1	1	2	1	2	2
62230/50	Cook		2	2	3	2	3	4	3	4	5
	Service Elements Totals		21	33	57	22	35	61	25	42	66
	STAGING TEAM TOTALS		75	126	195	99	159	229	112	180	244

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PART II - DEPLOYMENT OF PERSONNEL

SECTION B

PHASED DEPLOYMENT PERSONNEL TABLES

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PHASED DEPLOYMENT PERSONNEL TABLES

1. GENERAL:

a. This section of the plan specifically designates the phase of deployment for each individual authorized the Wing plus the support personnel of the Air Base Group. These listings are based upon current authorized Table of Organizations (T/O's).

2. RECAPITULATION:

a. The recapitulation preceding the phasing tables is broken down for easy reference when detail is not required.

(1) The first column "Organization Element" lists the squadrons of the Wing plus the Air Base Group support squadrons. The figures shown in this column in parenthesis are the total personnel in the Air Echelon of each squadron.

(2) The second column "Air Echelon" is divided into three columns listing the amount fo individuals deployed in each phase by squadron. These people are phased by priority as to their requirement in the launching of the first strike.

(3) The third column "Surface Echelon" moves only when specifically directed. These personnel will move by surface or air transport. Listed in this column are the remainder of each squadron's T/O strength, with the exception of the Air Base Group support squadrons. The figures listed for these squadrons are an equitable share of the T/O strengths after consideration of requirements both wings and the Air Refueling squadron. Column "B" lists personnel indentical to those included in the forward base complement and are included in the T/O strengths of the squadrons as listed in columns 2 and 3 (1st phase, 2nd phase, 3rd phase and 4th phase "A" and "B"). These individuals will remain in place, if the forward base is not manned or only partially manned all or part of the personnel in column B must be deployed with the First Phase. These personnel, if required, will be taken from each squadrons resources (T/O Strength).

(4) The remaining infromation included in the "Recapitulation" table is self explanatory.

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3. PERSONNEL TABLES:

a. The structure and explanation of the tables in this section are identical to the "Recapitulation" table as per paragraph 2 above. These tables however are broken down to sections within each squadron listing the authorized AFSC's and can be used for more detailed planning.

b. In addition to the foregoing information these tables reflect the total personnel deployed in each phase at the head of each column at the start of each table.

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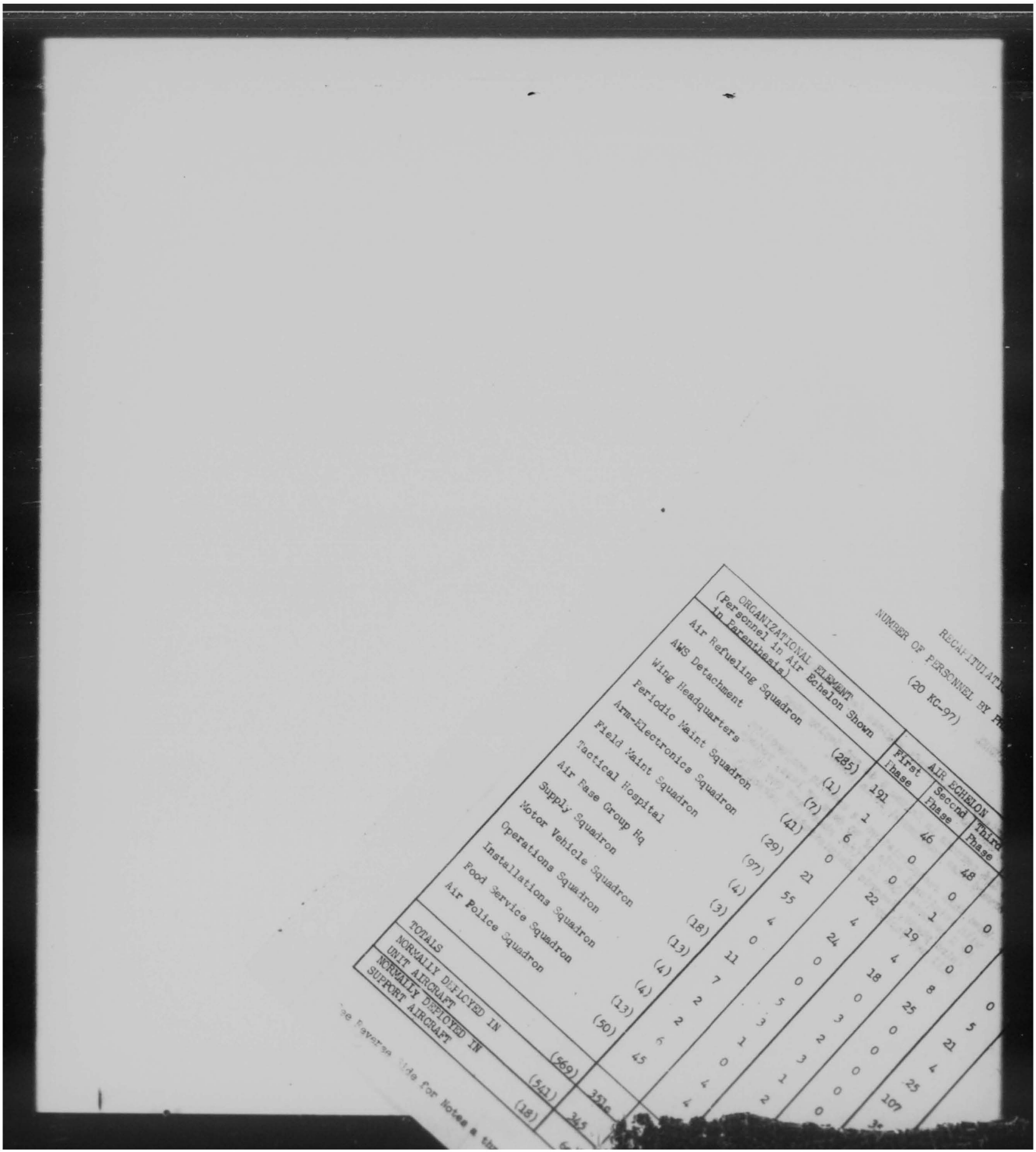

RECAPITULATI
NUMBER OF PERSONNEL BY PH
(20 KC-97)

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)	AIR ECHELON First Phase	Second Phase	Third Phase
Air Refueling Squadron (285)	191	46	48
AWS Detachment (1)	1	0	0
Wing Headquarters (7)	6	0	1
Periodic Maint Squadron (41)	0	19	0
Arm-Electronics Squadron (29)	21	4	0
Field Maint Squadron (97)	55	22	0
Tactical Hospital (4)	4	4	0
Air Base Group Hq (3)	0	24	0
Supply Squadron (18)	11	0	0
Motor Vehicle Squadron (13)	7	0	0
Operations Squadron (4)	2	5	0
Installations Squadron (13)	2	0	0
Food Service Squadron (4)	6	3	0
Air Police Squadron (50)	45	1	0
TOTALS (569)	354	129	49
NORMALLY DEPLOYED IN UNIT AIRCRAFT (541)	345	125	49
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT (18)	4	4	0

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RECAPITULATION

NUMBER OF PERSONNEL BY PHASE

(20 KC-97)

ORGANIZATIONAL ELEMENT (Personnel in Air Echelon Shown in Parenthesis)	AIR ECHELON			SURFACE ECHLON	
	First Phase	Second Phase	Third Phase	Fourth Phase A	Fourth Phase B
Air Refueling Squadron (285)	191	46	48	8	0
AWS Detachment (1)	1	0	0	0	0
Wing Headquarters (7)	6	0	1	0	4
Periodic Maint Squadron (41)	0	22	19	0	0
Arm-Electronics Squadron (29)	21	4	4	8	5
Field Maint Squadron (97)	55	24	18	25	21
Tactical Hospital (4)	4	0	0	0	4
Air Base Group Hq (3)	0	0	3	0	25
Supply Squadron (18)	11	5	2	0	107
Motor Vehicle Squadron (13)	7	3	3	0	35
Operations Squadron (4)	2	1	1	0	21
Installations Squadron (4)	2	0	2	0	54
Food Service Squadron (13)	6	4	3	0	15
Air Police Squadron (50)	45	4	1	0	107
TOTALS (569)	351c	113c	105c	41	416b
NORMALLY DEPLOYED IN UNIT AIRCRAFT (541)	345	107	99	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT (18)	6a	6a	6a	0	0

See Reverse Side for Notes a through c

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PHASED DEPLOYMENT OF PERSONNEL

Notes:

a. Cargo Couriers for aircraft engines deployed in support aircraft.

b. The 416 persons in Column B do not deploy when forward base complement is in place.

c. When this recapitulation is used in conjunction with rotational TDYs of 90 days or less, reduce by 2 persons. One in first phase and one in third phase. Records administration personnel will not deploy.

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
70TH AIR REFUELING SQUADRON T/O 1-1179 P-S 1 July 54 (285)	(191)	(46)	(48)	(8)	(0)
COMMAND	(1)	(0)	(1)	(0)	(0)
0066A Cmdr	1				
73170 1st Sgt			1		
UNIT ADMIN (4)	(3)	(0)	(1)	(2)	(0)
7324 Adjutant	1				
70230 Aprn Clerk	1				
73230 Aprn Class Specl	1				
73250 Class Specl				1	
73251 Personnel Specl			1	1	
UNIT SUPPLY (3)	(2)	(0)	(1)	(4)	(0)
6424 Supply Officer	1				
64010 Supply Helper			1		
64131 Apr Orgn Sup Spec				1	
64151 Orgn Sup Spec	1			1	
64173 Orgn Sup Supr				1	
70230 Apprentice Clerk				1	
INTELLIGENCE (3)	(3)	(0)	(0)	(0)	(0)
2054 Intelligence Officer	1				
20450 Intel Opns Spec	1				
20470 Intel Opns Tec	1				

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
Acft Maint (106)	(72)	(18)	(18)	(0)	(0)
4344 Acft Maint Off	1				
43131/B Apr A/C ov 2 Eng Mec	12	4	5		
43151B Ac ov 2 Eng Mec	14	2	2		
43171B Ac Maint Ov 2 Eng	25				
43231 Apr Rec Eng Mec			1		
43251 Rec Eng Mec	10	10	9		
43271 Rec Eng Mec	6	2	1		
60330 Apr Veh Opr	1				
60350 Veh Opr	1				
64151 Org Sup Specl	1				
70250 Clerk	1				
OPS & TRNG (11)	(6)	(3)	(2)	(2)	(0)
1435 Air Ops Off	1	1			
1525P Acft Obs Nav Bmbr	1				
4324 Acft Perfm Eng	1				
27170 Opr Sup	1				
70230 Apr Clerk			1		
70250 Clerk	1				
92230 Aprn Surv Tng & Eqp Specl		1		1	
92250 Surv Tng & Eqp Specl	1	1		1	
92270 Surv Tng & Eqp Tech			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON Fourth Phase	
		I	II	III	A	B
Combat Crews	(154)	(104)	(25)	(25)	(0)	(0)
1234C	Plt Bmbdmt	40	10	10		
1525P	Acft Obs Nav Bmbd	20	5	5		
43350	Inflt Ref Spec	4				
43370	Inflt Ref Tec	20	5	5		
43371	Flt Engr Tec	20	5	5		

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (SAC 52-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
WING HEADQUARTERS T/O 1-1048 FS 1 Jan 54 (7)	(6)	(0)	(1)	(0)	
OPERATIONS AND TRAINING (2)	(1)	(0)	(1)	(0)	(0)
1416 Operations Staff Off	1				
27170 Air Transp Supv			1		
MAINTENANCE CONTROL (3)	(3)	(0)	(0)	(0)	(4)
4344 Acft Maint Officer					1
43171B Acft Maint Tech	2				1
64151/75 Org Supply Spec/ Stock Control Tech	1				1
70250 Clerk					1
QUALITY CONTROL (2)	2)	(0)	(0)	(0)	(0)
43171B Acft Maint Tech	2				
Air Weather Service Detachment (1)	(1)	(0)	(0)	(0)	(0)
2524 Weather Officer	1				

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
PERIODIC MAINTENANCE SQUADRON T/O 1-7171 PS 1 July 54 (41)	(0)	(22)	(19)	(0)	(0)
Maintenance Supv (1)	(0)	(1)	(0)	(0)	(0)
4344 Acft Maintenance Off		*1			
*One (1) 43171B may be substituted					
DOCK INSPECTION (40)	(0)	(21)	(19)	(0)	(0)
43131B App A/C Maint ov 2 Eng Mech		1	1		
43151B A/C Maint ov 2 Eng Mech		5	4		
43171B A/C Maint ov 2 Eng Tech		1	1		
43231 App Reciprocating Eng Mech		4	4		
43251 Reciprocating Eng Mech		7	7		
43271 Reciprocating Eng Tech		2	1		
64151 Orgn Supply Specl		1	1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
ARMAMENT-ELECTRONICS SQ T/O 1-7475 P-S 1 July 54 (29)	(21)	(4)	(4)	(8)	(5)
MAINTENANCE SUPERVISION (4)	(3)	(0)	(1)	(0)	(0)
3234 Air Electronics Off	1				
30170 A/C Radio Maint Tech			1		
70250 Clerk	2				
AUTO PILOT (4)	(2)	(1)	(1)	(0)	(0)
42350 Acft Instr Rpmn	1	1	1		
42370 Acft Instr Rep Tech	1				
WEAPONS MAINT (1)	(0)	(0)	(1)	(0)	(1)
46230/50 Weapons Mech			1		1
COMMUNICATION/NAV MAINT (8)	(6)	(1)	(1)	(8)	(0)
30151A A/C El Nav/Eqp Rpmn	5	1		8	
30171 A/C El Nav/Eqp Maint Tech	1		1		
ANALYSIS (1)	(0)	(1)	(0)	(0)	(0)
30170 A/C Rad Maint Tech		1			
AIRBORNE RADIO MAINT (11)	(10)	(1)	(0)	(0)	(2)
30130B A/C Radio Eqp Gen Rpmn	2				1
30150B A/C Radio Eqp Gen Rpmn	2				1
30150C A/C Radio Nav Eqp Rpmn	3				
30170 A/C Radio Maint Tech	3	1			

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

		AIR ECHELON			SURFACE ECHELON	
					Fourth Phase	
		I	II	III	A	B
BOMB NAV SYS MAINT	(0)	(0)	(0)	(0)	(0)	(1)
32170						
GUN SYS MAINT	(0)	(0)	(0)	(0)	(0)	(1)
32350 TS Gnly Mech		0	0	0	0	1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
FIELD MAINTENANCE SQ T/O 1-7169 P-S 1 July 54 (97)	(55)	(24)	(18)	(25)	(21)
MAINTENANCE SUPERVISION (1)	(1)	(0)	(0)	(0)	(0)
43100 A/C Maint Supt	1				
POWER PLANT (3)	(0)	(2)	(1)	(0)	(1)
43171B A/C Maintenance Over 2 Eng Tech		1			
60350 Vehicle Operator		1			
70250 Clerk			1		
PAINT SHOP (1)	(0)	(0)	(1)	(0)	(1)
55251 Painter			1		1
MACHINE SHOP (2)	(1)	(1)	(0)	(0)	(1)
53150 Machinist	1				1
53170 Machine Shop Tech		1			
ENGINE TEARDOWN (4)	(2)	(1)	(1)	(2)	(0)
43231 App Reciprocating Eng Mech			1		
43251 Reciprocating Eng Mech	2	1		2	
POWER PACK REPAIR (2)	(0)	(1)	(1)	(0)	(0)
43151B A/C over 2 Eng Rpmn		1	1		
AERO REPAIR (5)	(0)	(2)	(3)	(0)	(0)
43131B App A/C over 2 Eng Rpmn			1		
43151B A/C over 2 Eng Rpmn/Tech		2	1		
60350 Vehicle Operator			1		

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
ENGINE BUILDUP (13)	(10)	(3)	(0)	(4)	(0)
43231 Aprn Reciprocating Eng Mech		2			
43251 Reciprocating Eng Mech	9	1		4	
43271 Reciprocating Eng Tech	1				
ENGINE CHANGE (13)	(13)	(0)	(0)	(4)	(0)
42350 A/C Elect Rpmn	2				
43231 App Reciprocating Eng Mech	2				
43251 Reciprocating Eng Mech	8			4	
43271 Reciprocating Eng Tech	1				
STRUCTURAL REPAIR (12)	(5)	(4)	(3)	(0)	(1)
53430 App Airframe Rpmn	1	2	2		
53450 Airframe Rpmn	3	1	1		
53470 Airframe Rep	1	1			1
WELDING SHOP (1)	(0)	(1)	(0)	(0)	(2)
53250 Metals Proc Specl		1			2
A/C ELECTRICAL SYS MAINT (5)	(1)	(2)	(2)	(6)	(1)
42330 App Acct Elect Rpmn				2	
42350 Acft Elect Rpmn		1	2	4	1
42370 Acft Elect Rep Tech	1	1			
A/C Hydraulic Shop (5)	(4)	(1)	(0)	(1)	(1)
42152 Acft Hydraulic Rep Mech	2	1		1	1
42172 Acft Hydraulic Rep Tech	1				
42231/51 Mech Accys Rep Rpmn	1				

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
INFLIGHT REFUELING (6)	(3)	(2)	(1)	(3)	(0)
42132 App Acft Hydraulic Rpmn	1			1	
42152 Acft Hydraulic Rpmn	2				
42350 Acft Elect Repmn		1	1	2	
42370 Acft Elect Rep Tech		1			
A/C INSTRUMENT MAINT (6)	(5)	(0)	(1)	(2)	(1)
42230 App Acft Instr Rpmn	1			2	
42250 Acft Instr Rpmn	4		1		1
A/C PROP MAINT (6)	(5)	(1)	(0)	(0)	(1)
42131/51 A/C Prop Repmn	5	1			1
GROUND POWER (5)	(5)	(0)	(0)	(0)	(5)
47250 Grnd Pwr Support Eqp Rpm	5				5
PARACHUTE REPAIR (7)	(0)	(3)	(4)	(3)	(2)
58150 Parachute Rigger		3	2	1	1
58151 Fabric/Leather Worker			1	2	1
58250 Rubber Prod Rpmn			1		
A/C REP & RECLM (0)	(0)	(0)	(0)	(0)	(2)
43131/51B A/C over 2 Eng Rpmn					2
A/C WDWKG SHOP (0)	(0)	(0)	(0)	(0)	(1)
55250 Woodworker					1
OFFICE MACHINE & EQP MAINT (0)	(0)	(0)	(0)	(0)	(1)
40130 Aprn Office Mach Rpmn					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
TACTICAL HOSPITAL T/O)-9022 1 June 55 (4)	(4)	(0)	(0)	(0)	(4)
Tactical Medical Support Element	(4)	(0)	(0)	(0)	(4)
9356 Medical Officer Avn Med	1				
9380 Internist					1
90150 Aero Medical Specl	1				
90250 Med Serv Specl	1				2
90670 Medical Admin Supv	1				
98150 Dental Specl					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
HQ, AIR BASE GROUP T/O 1-8033 P-S (3)	(0)	(0)	(3)	(0)	(25)
COMMAND (0)	(0)	(0)	(0)	(0)	(1)
0026B Commander					1
UNIT ADMIN (0)	(0)	(0)	(0)	(0)	(4)
70230 Aprn Clerk					1
73170 First Sergeant					1
73250 Class Specl					1
73251 Pers Specl					1
UNIT SUPPLY (0)	(0)	(0)	(0)	(0)	(1)
64151 Orgn Supply Specl	0	0	0	0	1
CHAPLAIN (1)	(0)	(0)	(1)	(0)	(0)
7924 Chaplain			1		
MIL PERSONNEL (0)	(0)	(0)	(0)	(0)	(3)
7324 Personnel Officer					1
73251 Pers Specl					1
73270 Pers Tech					1
FINANCE (1)	(0)	(0)	(1)	(0)	(3)
67150 Finance Specl			1		2
67170 Finance Supv					1
STAT SVS (1)	(0)	(0)	(1)	(0)	(1)
68150 Statistical Specl			1		
68170 Stat Svs Supt					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
MATERIEL (0)	(0)	(0)	(0)	(0)	(2)
6416 Supply Staff Officer					1
64173 Orgn Supply Supv					1
ADJUTANT (0)	(0)	(0)	(0)	(0)	(4)
7024 Adjutant					1
70250 Clerk					2
70270 Admin Supv					1
BASE & TRANS ACFT MAINT (0)	(0)	(0)	(0)	(0)	(2)
43151A A/C Mechanic					1
43151W A/C Flt Mech					1
OPERATIONS (0)	(0)	(0)	(0)	(0)	(4)
1435 Air Ops Officer					1
27150 Air Pagr Ops Specl					2
27170 Air Transp Supv					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
SUPPLY SQUADRON (18)	(11)	(5)	(2)	(0)	(107)
Flyaway Kit Section * (5)	(5)	(0)	(0)	(0)	(0)
6424 Supply Officer **	1				
64150 Whse Specl	1				
64152 Supply Records Specl	2				
64175 Stock Control Tech	1				
MANAGEMENT & PROCEDURES (0)	(0)	(0)	(0)	(0)	(5)
6424 Supply Officer					1
64152 Supply Records Specl					1
64175 Stock Control Tech					1
70230 App Clerk					1
70250 Clerk					1
INVENTORY & INSPECTION (0)	(0)	(0)	(0)	(0)	(7)
64150 Whse Specl					1
64152 Supply Records Specl					2
64172 Sup Inspect Tech					3
70250 Clerk					1
AF SERVICE STORE (0)	(0)	(0)	(0)	(0)	(3)
64171 Whse Supv					1
64174 Sup Rec Supv					1
64175 Stk Control Tech					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON Fourth Phase	
	I	II	III	A	B
SERVICE UNIT (0)	(0)	(0)	(0)	(0)	(46)
6424 Supply Officer					1
64130 App Whse Specl					10
64132 App Sup Rec Specl					10
64150 Whse Specl					15
64152 Sup Rec Specl					7
64171 Whse Supv					2
64174 Sup Rec Supv					1
64175 Stk Control Tech					1
70250 Clerk					1
GENERAL SERVICE UNIT (2)	(0)	(0)	(2)	(0)	(5)
64150 Whse Specl					1
64132 App Sup Rec Specl			1		
64152 Sup Rec Specl			1		1
64171 Whse Supv					1
64174 Sup Rec Supv					2
MATERIEL FACILITIES (0)	(0)	(0)	(0)	(0)	(4)
55250 Woodworker					1
60130 App Veh Opr					3
LOADING & HANDLING (0)	(0)	(0)	(0)	(0)	(13)
3084 Mun Officer					1
46130 App Mun Specl					3

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
LOADING & HANDLING (CONT)					
46150 Mun Specl					12
46170 Mun Supv					3
SALVAGE & DISPOSAL (0)	(0)	(0)	(0)	(0)	(1)
64130 App Whse Specl					1
PETROLEUM (11)	(6)	(5)	(0)	(0)	(16)
6454 Petroleum Sup Officer					1
64330 App Pet Sup Specl					4
64350 Pet Sup Specl	5	5			10
64370 Pet Sup Supv	1				1
EXPLO ORD DISP (0)	(0)	(0)	(0)	(0)	(1)
46171 Mun Disp Tech					1

Note** When the Flyaway Kit Officer is not available or scheduled to deploy, the Unit Supply Officer of the 70th ARS will assume the duties of Flyaway Kit Officer.

Note:* Insufficient Flyaway Kit personnel are authorized to fill the requirements noted above plus the requirements of the 70th and 384th Wings. It will be necessary to establish a cross training program within the Supply Squadron in order to augment the FAK Section with trained personnel for deployment purposes.

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
MOTOR VEHICLE SQUADRON (13) UMD1-8158 1 Sept 55	(7)	(3)	(3)	(0)	(35)
TRANSPORTATION SERV (0)	(0)	(0)	(0)	(0)	(1)
70250 Clerk					1
MTZ GRO EQ MAINT (6)	(0)	(3)	(3)	(0)	(21)
47000 Mtz Gro Eq Maint Supt					1
47131 App Auto Rpmn		1	2		
47151 Auto Rpmn		1	1		10
47152 Specl Veh Rpmn					2
47170 Vehicle Maint Tech		1			1
47250 Gnd Pow/Spt Eq Rpmn					2
53250 Metals Process Specl					1
53331 App Auto Bdy Rp/Rfnh					1
53351 Auto Bdy Rp/Rfnh					1
64150 Whse Specl					1
70250 Clerk					1
MOTOR POOL (7)	(7)	(0)	(0)	(0)	(13)
60330 Aprn Vehicle Operator	4				
60350 Vehicle Operator	3				11
60351 Vehicle Dispatcher					1
60370 Motor Vehicle Supv					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
OPERATIONS SQUADRON (4) T/O 1-8157 FS 1 Jan 54	(2)	(1)	(1)	(0)	(39)
UNIT SUPPLY (0)	(1)	(0)	(0)	(0)	(1)
68151 Orgn Supply Specl					1
COMM EL MAINT (0)	(0)	(0)	(0)	(0)	(2)
70230/50 Clerk		0			2
TELEPHONE MAINT (0)	(0)	(0)	(0)	(0)	(8)
3034 Comm Off					1
29150 Comm Center Specl					1
36132 Aprn Tel Instl Rpmn					1
36152 Tel Instl Rpmn					2
36250 Gen Off Eqp Mech					2
36270 Gen Off Eqp Tech					1
TELETYPE MAINT (2)	(0)	(1)	(1)	(0)	(5)
29130 Comm Center Specl		1	1		3
29170 Comm Center Supv					1
36350 Comm Mach Rpmn .					1
CRYPTO MAINT (1)	(1)	(0)	(0)	(0)	(6)
29230 Aprn Crypto Opr					2
29250 Crypto Operator	1				2
29270 Crypto Ops Supv					1
36371 Crypto Maint Tech					1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
GROUND RADIO MAINT (1)	(1)	(0)	(0)	(0)	(10)
29330 Aprn Grd Rad Opr					2
29350 Ground Rad Opr					2
29370 Radio Opr Supv					1
30430C Rad Antrac Eqp Rp					1
30452A G/C 4M/H/DF&A Fm Rp					1
30452B G/C V/UHF DF&A/FM Rp					1
56150 Electrician					2
PHOTO LAB OP (0)					(3)
23250 Still Photographer					1
23270 Photo Tech					1
40330 App Camera Rpmn					1
COMMUNICATION					(4)
29130 App Comm Center Specl					4

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PHASED DEPLOYMENT OF PERSONNEL
7015 AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON Fourth Phase	
		I	II	III	A	B
INSTALLATIONS SQUADRON T/O 1-8159 1 June 55	(4)	(2)	(0)	(2)	(0)	(54)
COMMAND	(0)	(0)	(0)	(0)	(0)	(1)
5516 Commander						1
REAL ESTATE MGMT	(0)	(0)	(0)	(0)	(0)	(2)
22350 Draftsman						1
64151 Orgn Sup Specl						1
MAINT REPAIR	(0)	(0)	(0)	(0)	(0)	(12)
5524 Instal Engr						1
53250 Metals Proc Specl						1
55130 App Rds Gnd Specl						2
55131 App Const Eq Opr						1
55150 Rds Gnd Specl						2
55151 Const Eq Opr						1
55230 App Woodworker						1
55231 App Painter						1
55250 Woodworker						1
70250 Clerk						1
UTILITY OPERATIONS	(0)	(0)	(0)	(0)	)	(7)
56130 App Electrician						1
56150 Electrician						1
56350 Water Sup Sv Specl						1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
UTILITY OPERATIONS (CONT)					
56430 App Plumber					1
56450 Plumber					1
56630 App Refrig Specl					1
56650 Refrig Specl					1
FIRE CRASH (4)	(2)	(0)	(2)	(0)	(32)
57130 App Firefighter	1		1		14
57150 Firefighter	1		1		16
57170 Firefighting Supv					2

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE	AIR ECHELON			SURFACE ECHELON	
				Fourth Phase	
	I	II	III	A	B
FOOD SERVICE SQUADRON T O 1-8020					
FOOD SERVICE (13)	(6)	(4)	(3)	(0)	(15)
62010 Food Sv Helper		3	1		6
62150 Baker	1		1		1
62230 Aprn Cook	1	1			
62250 Cook	4				7
62270 Food Sv Supv			1		1

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PHASED DEPLOYMENT OF PERSONNEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

ORGANIZATIONAL ELEMENT AFSC AND TITLE		AIR ECHELON			SURFACE ECHELON	
		I	II	III	Fourth Phase	
					A	B
AIR POLICE SQUADRON T/O 1-8035 1 June 55	(50)	(45)	(4)	(1)	(0)	(107)
UNIT ADMIN	(0)					
70230 Aprn Clerk						(1)
UNIT SUPPLY	(1)					1
46230 Aprn Weapons Mech						(2)
6431X Orgn Supply Specl				1		1
AIR POLICE	(0)					1
7724 Air Police Officer						(12)
77010 Air Police Helper						1
77150 Air Policeman						2
SECURITY	(49)					9
7724 Air Police Officer		1				(91)
70230 Aprn Clerk						2
77010 Air Police Hlpr		8				1
77130 Aprn Air Policeman		8				17
77150 Air Policeman		26	4			19
77240 Air Police Supv		2				46
LAW ENFORCEMENT		(0)	(0)	(0)	(0)	6
7724 Air Police Officer						(1)
						1

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PART II - DEPLOYMENT OF PERSONNEL

SECTION D

TMA/CIE MAINTENANCE TEAM PERSONNEL

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KC-97 TRANSIT MAINTENANCE TEAM PERSONNEL

Amount	AFSC	Squadron	Function
1	43271	Field Maintenance	NCOIC
3	43231/51/71	Field Maintenance	Engine Change and Repair
1	42250/70	Field Maintenance	Instrument Repair
1	42350/70	Field Maintenance	Electrical Repair
2	42132/52	Field Maintenance	Hydraulic Repair
1	42152	Field Maintenance	In-flight Refueling Repair
2	42131/51/71	Field Maintenance	Propeller Repair
1	30170	Armament & Elect.	Aircraft Radio (NCOIC of AES Element)
2	30151A	Armament & Elect.	COMM/NAVIG Repair
1	30150B	Armament & Elect.	Aircraft Radio Repair
1	64152	Supply Squadron	Flyaway Kit

Transit maintenance team personnel are not additional requirements to deploy, but are selected from personnel contained in staging teams and/or Phase I mission personnel.

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PART III

DEPLOYMENT OF MATERIEL

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PART III - DEPLOYMENT OF MATERIEL

SECTION A

STAGING TEAM MATERIEL TABLES

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STAGING TEAM MATERIEL TABLES

1. GENERAL:

a. This section contains a recapitulation table and supporting detailed tables to reflect the materiel composition of Turnaround Staging Teams. The materiel listing shown herein is designed to fulfill the staging requirements for 5, 10 or 20 KC-97's within a given time period as explained in Part I, Section C, Paragraph 6b of this plan.

2. RECAPITULATION:

a. The recapitulation in this section shows the weights of materiel by element for each of the three types and sizes of staging teams. The weights of materiel shown in the recapitulation were computed by extension of the unit weights shown in the supporting detailed materiel tables.

b. This materiel is drawn from the UME resources of the wing which are the same as those of the Air Echelon. Thus, when staging teams are dispatched from the home station to a different forward base than that to which the Air Echelon is deploying, the Air Echelon will be reduced by approximately the same amount of cargo.

3. MATERIEL TABLES:

a. The materiel tables herein show the following information by element:

(1) Stock number, Nomenclature, Unit Weight and Quantity and organization source providing the materiel.

b. Examination of the structure of the three sizes of teams shows that the increases in personnel and materiel from the 5 to 10 to 20 KC-97 aircraft teams are not twice and three times larger, respectively. The progression in team size takes into account that certain personnel and items of equipment are directly related to the number of aircraft to be serviced, and that some are not.

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RECAPITULATION - TURNAROUND STAGING TEAMS
KC-97G Aircraft

5, 10 & 20 A/C Teams
KC MATERIEL STAGING

TYPE TEAM	ELEMENTS	MATERIEL (By Size & Type Team)		
		5 Acft Team	10 Acft Team	20 Acft Team
CLASS I	CONTROL	357.	845.	1366.
	MAINTENANCE	24322.7	33133.4	54373.7
	MEDICAL	1375.	1375.	1375.
	SERVICE *	----	----	----
	TOTALS	26054.7	35353.4	57114.7
CLASS II	CONTROL	357.	875.	1499.
	MAINTENANCE	31441.7	35816.8	63491.1
	MEDICAL	1375.	1375.	1375.
	SERVICE *	----	----	----
	TOTALS	33173.7	38066.8	66365.1
CLASS III	CONTROL	428.	980.	1591.
	MAINTENANCE	40455.5	64847.8	96141.7
	MEDICAL	1375.	1375.	1375.
	SERVICE *	----	----	----
	TOTALS	42258.5	67202.8	99107.7

NOTE: *Only T/A 1-21 individual clothing and equipment will be deployed for support of Service Element.

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TURNAROUND STAGING TEAMS KC-97G

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS T/O CONTROL ELEMENT:	1179P-S, 1July 54										
COMMAND											
FSNA-7430-281-7053	Typewriter, 15"	40.	1	1	1	1	1	1	1	1	1
FSNA- 8345-275-2834	Case, Guidon	2.			1			1			1
FSNA-8345-275-2769	Flag, ORGAN	1.			1			1			1
790-303020	Flagstaff	5.			1			1			1
7900-681500	Shear, 10"	1.			1			1			1
8TAA-100000	Clock, 12hr.	1.5									1
	Packaging materiels and boxes	30.0	1	1	1	1	1	1	1	1	1
	COMMAND SECTION TOTALS		70.	70.	79.	70.	70.	79.	70.	70.	80.5

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS (CONT'D)											
SUPPLY											
C572155	DEcontaminating Appartus	10.	1	1	1	1	1	2	1	1	2
								1		1	1
FSNA-8340-481-0422	Paulin, Cotton	103.									1
	Stock Lists, miscellaneous files, and Pub.	90.									
	Packaging Materials and Boxes	20.	1	1	1	1	1	2	1	2	2
	SUPPLY SECTION TOTALS		30.	30.	30.	30.	30.	163	30	133.	253.

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TURNAROUND STAGING TEAMS KC-97 MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS (CONT'D)											
INTELLIGENCE											
FSNA-7430-281-6978	Typewriters, Portable	34.		1	1		1	1		1	1
7340-241-7915	Knife	.2		1	1		1	1		1	1
8460-491-0941	Case, M-1	65.		1	1		1	1		1	1
2900-737155	Screen, Proj	40.		1	1		1	1		1	1
6217-FAA46A	Computer, 4-Scales	.1		1	1		1	1		1	1
7700-331862	Flashlight	.5		1	1		1	1		1	1
7900-409310	Hammer	.5		1	1		1	1		1	1
7900-560740	Pliers, 6"	.4		1	1		1	1		1	1
7900-664100	Screwdriver, 6"	.3		1	1		1	1		1	1
7900-680660	Shears, 12"	2.		1	1		1	1		1	1
8700-293300	Dividers	.1		1	1		1	1		1	1
8700-377010	Instrument, Drawing	1.		1	1		1	1		1	1
8700-450870	Measure, Map	1.		1	1		1	1		1	1
8700-544000	Pen and Guides	1.		1	1		1	1		1	1
8700-637800	Rule, 15"	.1		1	1		1	1		1	1
8700-679600	Scale, 12"	.1		1	1		1	1		1	1
8700-700475	Scale, Photo	.1		1	1		1	1		1	1
8700-706800	Scale, Triangle	.1		1	1		1	1		1	1
8700-792800	Straighedge	1.		1	1		1	1		1	1
8700-902800	T-Square 42"	2.		1	1		1	1		1	1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS (CONT'D)											
INTELLIGENCE	(CONT'D)										
8900-679430	Projector AP-1	25.		1	1		1	1		1	1
8900-679418	Projector, H-2A	75.		1	1		1	1		1	1
	Maps, Charts, Mis files and Publications	110.	1	2	3	1	2	3	1	2	3
	Pack Materials & Boxes	20.	1	4	5	1	4	5	1	4	5
	INTELLIGENCE TOTALS		130	550	679.6	130	550	679.6	130	550	679.6

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
[illegible]AREFS (CONT'D)											
OPERATIONS AND TRAINING											
FSNA-7110-242-5593	Safe, Combination	165.			1			1			1
FSNA-7420-264-6943	Machine, A&S, 10 Key	50.			1			1			1
FSNA-7430-281-7053	Typewriter, 15"	40.		1	1		1	1	1	1	1
FSNA-8115-270-8747	Box, Set, W/4 boxes	110.	¼	½	1	¼	½	1	¼	½	1
7900-681500	Shear, 10"	1.			1			1		1	1
8700-745400	Sharpener, Pencil	.5			1			1		1	1
8700-781000	Stapler, Paper	.5			1			1		1	1
	Misc Files, records and Publications	50.	2	2	3	2	2	3	2	2	3
	Pack material & boxes	30.			2		1	2	1	1	2
	OPERATIONS AND TRAINING TOTALS		127	195	577	127	225	577	198	227	577
	CONTROL ELEMENT TOTALS:		357	845	1366	357	875	1499	428	980	1591

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TURNAROUND STAGING TEAMS KC-97 G MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASSIII		
			5	10	20	5	10	20	5	10	20
70 AREFS (Cont'd)											
MAINTENANCE ELEMENT:											
FSNA-8415-266-8680	Gloves, rubber	.5	2	3	5	2	3	5	2	3	5
FSNA-8415-268-7776	Jacket, Identifying, G-1	.5	1	2	5	1	2	5	1	2	5
FSNA-7430-281-7053	Typewriter, 15"	40.			1		1	1	1	1	1
5030-650200	Powercycle	153.	1	1	2	1	1	2	1	1	2
FSNA-8115-270-8717	Box, Set, W/4 Boxes	110.	1	1½	3	1	1½	3	1	1½	3
Components of ECL 20-00-36 as follows:											
FSNA-5965-284-5856	Headset, H-78/AIC-10	1.5	3	5	12	3	5	12	3	5	20
7CAC-472650	Light, Timing Magneto	5.	1	1	2	1	1	2	1	1	2
7CAC-589073-3	Multimeter,0-1000V DC	5.			1			1			1
7CAD-337110	Gage, Air Test	1.	1	1	2	1	1	2	1	1	2
7CAD-437800	Indicator, Piston Pstn	1.			1			1			1
7CAD-801818	Tester, Eng. Cyl., S-1	11.	1	1	2	1	1	2	1	1	2
7CAD-416715	Hydrometer	.5	1	1	1	1	1	1	1	1	1
7CAD-520900	Manometer	2.5	1	1	1	1	1	1	1	1	1
7CAD-801035	Tensionometer	3.0			1			1			1
7CAD-801150	Tensionometer	3.0			1			1			1
7CAD-801160	Tensionometer	3.0			1			1			1
7600-085600	Coupling, Hose	5.0	1	1	2	1	1	2	1	1	4
7600-085605	Coupling, Hose	5.0	1	1	2	1	1	2	1	1	4
7600-206810	Hose ASSY, Fuel Trans.	75.0	1	1	2	1	1	2	1	1	4
7700-247075	Cord- 50 feet	8.0	1	2	5	1	2	5	1	2	5

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TURNAROUND STAGING TEAMS KC-97 G MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS (Cont'd)	MAINTENANCE (Cont'd)										
7700-247110	Cord - 100 '	14.0	1	1	2	1	1	2	1	1	2
7700-247112	Cord - 100'	14.0			1			1			1
6230-299-3035	Flashlight, hazardous	1.0	1	2	4	1	2	4	1	2	4
6230-299-5714	Flashlight, inspection	.5	1	2	4	1	2	4	1	2	4
6230-299-3039	Flashlight, wand	.5	1	2	4	1	2	4	1	2	4
7700-333245	Floodlight	40.0	1	2	3	1	2	3	1	2	3
7700-529794	Light, 100', Expl. Prf.	15.0	1	1	2	1	1	2	1	1	4
6230-295-1747	Searchlight, Pistol Gp.	15.0	3	6	12	3	6	12	3	6	12
7900-000800	Adapter, Socket Wnch	1.0	1	1	2	1	1	2	1	1	2
7900-000829	Adapter, SW, Ratchet	1.0	1	1	2	1	1	2	1	1	2
7900-000939-3	Adapter, Wnch, Hex.	.4	1	1	2	1	1	2	1	1	2
7900-000939-35	Adapter, Wnch, Hex.	.4	1	1	2	1	1	2	1	1	2
7900-000939-4	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-45	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-5	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-55	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-6	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-65	" " "	.4	1	1	2	1	1	2	1	1	2
7900-000939-7	" " "	.4	1	1	2	1	1	2	1	1	2
7900-006650	Attachment	1.5			1			1			1
7900-008600	Awl	.5	1	1	1	1	1	1	1	1	1
7900-016850	Bar, SW, EXT. 8"	1.5			1			1			1

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TURNAROUND STAGING TEAMS KC-97 G MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-017650	Bar, Wreck	4.5			1			1			1
7900-059000	Plumb Bob	1.0			1			1			1
7900-123700	Cutter, Gasket	.2			1			1			1
7900-250840	Drill, Twist ¼" HS	.2	1	1	2	1	1	2	1	1	2
7900-318422	Finder, Bar, Magnetic	.6	1	1	1	1	1	1	1	1	1
7900-318670	Finger, Mech, 24"	.6	1	1	2	1	1	2	1	1	2
7900-321320	Frame, Hacksaw 8-12"	1.5	1	1	2	1	1	2	1	1	2
7900-332320	Gage, Drill	.2	1	1	1	1	1	1	1	1	1
7900-387480	Gage, Tire	2.	5	10	20	5	10	20	5	10	20
7900-387870	Gage, Tire	.5	1	1	2	1	1	2	1	1	2
7900-401794-5	Gun Lube, 21 oz.	8.0	1	1	1	1	1	1	1	1	1
4930-247-3671	Gun Lube	10.0	1	1	1	1	1	1	1	1	1
4930-247-3672	Gun Lube, 5 oz.	3.0	1	1	1	1	1	1	1	1	1
7900-409370	Hammer, Claw, 13oz	.8			1			1			1
7900-411140	Hammer, Insert Face	1.0			1			1			1
7900-412660	Hammer, B-Peen	1.0			1			1			1
7900-426620	Handle, Socket, Hinge	1.4	1	1	2	1	1	2	1	1	2
7900-426650	" " "	1.5	1	1	1	1	1	1	1	1	1
7900-426695	" " "	1.2	1	1	2	1	1	2	1	1	2
7900-427880	" Socket, Slide	3.0			1			1			1
7900-427915	" T - Bar	2.2			1			1			1
7900-428143	" Torque	1.5			1			1			1

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TURNAROUND STAGING TEAMS KC-97 G MATERIEL											
STOCK NUMBER	Nomenclature	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-428150	Handle, Torque	3.0	1	1	2	1	1	2	1	1	2
7900-428155	" "	4.5	1	1	2	1	1	2	1	1	2
7900-428156	" "	5.5			1			1			1
7900-435045	" Socket 1/4"	1.0	1	1	2	1	1	2	1	1	2
7900-435050	" " 3/8"	1.0	1	1	2	1	1	2	1	1	2
7900-435055	" " 3/8"	1.0	1	1	2	1	1	2	1	1	2
7900-435060	" " 1/2"	1.0	1	1	2	1	1	2	1	1	2
7900-435065	" " 1/2"	1.0	1	1	2	1	1	2	1	1	2
7900-441640	Holder, drill	1.0	1	1	2	1	1	2	1	1	2
7900-441700	" "	1.0	1	1	2	1	1	2	1	1	2
7900-467650	Joint, Skt, Univ.	.5	1	2	4	1	2	4	1	2	4
7900-469200	Kit, Batt. Service	4.0	1	1	2	1	1	2	1	1	2
7900-474000	Knife, Putty	.2	1	1	2	1	1	2	1	1	2
7900-479650	Letter Stamp, Gothic	2.5									1
7900-479800	" " "	2.5									1
7900-553965	Pliers, Adj. Elect	.6	1	1	2	1	1	2	1	1	2
7900-555860	" Slip	.4	1	1	1	1	1	1	1	1	1
7900-573260	Puller, Nail	4.0			1			1			1
7900-578120	Punch, Ctr.	.2	1	1	2	1	1	2	1	1	2
7900-578210	" "	.2	1	1	2	1	1	2	1	1	2
7900-581560	Punch 3/32	.1	1	1	2	1	1	2	1	1	2
7900-581620	" 5/32	.1	1	1	2	1	1	2	1	1	2

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Con't'd)											
7900-581680	Punch 3/16	.1	1	1	2	1	1	2	1	1	2
7900-581740	" 7/32	.1	1	1	2	1	1	2	1	1	2
7900-581770	" 1/4	.2	1	1	2	1	1	2	1	1	2
7900-581800	" 5/16	.2	1	1	2	1	1	2	1	1	2
7900-582090	" 3/8	.2	1	1	2	1	1	2	1	1	2
7900-582180	" 3/16	.2	1	1	2	1	1	2	1	1	2
7900-582270	" 1/4	.2	1	1	2	1	1	2	1	1	2
7900-582360	" 5/16	.5	1	1	2	1	1	2	1	1	2
7900-582420	" 3/8	.5	1	1	2	1	1	2	1	1	2
7900-653020	Saw, X-cut, 26"	2.0			1			1			1
7900-654300	" Hand Rip	2.0			1			1			1
7900-656130	" Keyhole	.2	1	1	1	1	1	1	1	1	1
7900-662730	Screwdriver, Cabinet	.2	1	1	1	1	1	1	1	1	1
7900-662820	" "	.3	1	1	1	1	1	1	1	1	1
7900-662850	" "	.4	1	1	1	1	1	1	1	1	1
7900-662910	" "	.8	1	1	1	1	1	1	1	1	1
7900-663530	" X-Point	.3	1	1	1	1	1	1	1	1	1
7900-663540	" 3"	.1	1	1	1	1	1	1	1	1	1
7900-663580	" 4"	.2	1	1	1	1	1	1	1	1	1
7900-663590	" 4"	.2	1	1	1	1	1	1	1	1	1
7900-663610	" 6"	.4	1	1	1	1	1	1	1	1	1
7900-663620	" 6"	.4	1	1	1	1	1	1	1	1	1

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TURNAROUND STAGING TEAMS KC-97G
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-663640	Screwdriver, 8"	.5	1	1	1	1	1	1	1	1	1
7900-663650	" 8"	.5	1	1	1	1	1	1	1	1	1
7900-666760	" Offset, Rcht	.1	1	1	1	1	1	1	1	1	1
7900-664400	" Common, 18"	1.5	1	1	1	1	1	1	1	1	1
7900-664520	" " 7"	1.0	1	1	2	1	1	2	1	1	2
7900-684500	Sledge, 8lb.	8.0			1			1			1
7900-686690	Snip, Tin, 3" Cut	1.6	1	1	2	1	1	2	1	1	2
7900-693150	Socket 3/8"	.1	1	1	2	1	1	2	1	1	2
7900-693150-5	" 7/16"	.1	1	1	2	1	1	2	1	1	2
7900-693151	" 1/2"	.1	1	1	2	1	1	2	1	1	2
7900-693151-5	" 9/16"	.1	1	1	2	1	1	2	1	1	2
7900-693152	" 5/8"	.1	1	1	2	1	1	2	1	1	2
7900-693152-5	" 11/16"	.1	1	1	2	1	1	2	1	1	2
7900-693153	" 3/4"	.1	1	1	2	1	1	2	1	1	2
7900-693153-5	" 13/16"	.1	1	1	2	1	1	2	1	1	2
7900-693154	" 7/8"	.1	1	1	2	1	1	2	1	1	2
7900-693154-5	" 15/16"	.1	1	1	2	1	1	2	1	1	2
7900-693155	" 1"	.1	1	1	2	1	1	2	1	1	2
7900-693155-5	" 1-1/16"	.1	1	1	2	1	1	2	1	1	2
7900-693156	" 1-1/8"	.1	1	1	2	1	1	2	1	1	2
7900-693156-5	" 1-3/16"	.1	1	1	2	1	1	2	1	1	2
7900-693157	" 1¼"	.1	1	1	2	1	1	2	1	1	2

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-693157-5	Socket 1/5/16"	.5	1	1	2	1	1	2	1	1	2
7900-693158	" 1-3/8"	.5	1	1	2	1	1	2	1	1	2
7900-693158-5	" 1-7/16"	.5	1	1	2	1	1	2	1	1	2
7900-693159	" 1½"	.5	1	1	2	1	1	2	1	1	2
7900-693159-5	" 1-9/16	.5	1	1	2	1	1	2	1	1	2
7900- 693160	Socket, 6 point Open end 1-5/8	.5	1	1	2	1	1	2	1	1	2
7900-693160-5	" 1-11/16	.5	1	1	2	1	1	2	1	1	2
7900-693161	" 1-3/4"	.5	1	1	2	1	1	2	1	1	2
7900-693161-5	" 1-13/16"	.5	1	1	2	1	1	2	1	1	2
7900-693162	" 1-7/8"	.6	1	1	2	1	1	2	1	1	2
7900-693162-5	" 1-15/16"	.6	1	1	2	1	1	2	1	1	2
7900-693163	" 2"	.6	1	1	2	1	1	2	1	1	2
7900-693163-5	" 2-1/16"	.6	1	1	2	1	1	2	1	1	2
7900-693164	" 2-1/8"	.6	1	1	2	1	1	2	1	1	2
7900-693164-5	" 2-3/16	.6	1	1	2	1	1	2	1	1	2
7900-693165	" 2-1/4"	.8	1	1	2	1	1	2	1	1	2
7900-693165-5	" 2-5/16"	.8	1	1	2	1	1	2	1	1	2
7900-693166	" 2-3/8"	.8	1	1	2	1	1	2	1	1	2
7900-693166-5	" 2-7/8"	.8	1	1	2	1	1	2	1	1	2
7900-693167	" 2-1/2"	.9	1	1	2	1	1	2	1	1	2
7900-693167-5	" 2-9/16	.9	1	1	2	1	1	2	1	1	2
7900-693168	" 2-5/8"	.9	1	1	2	1	1	2	1	1	2
7900-693168-5	" 2-11/16"	.9	1	1	2	1	1	2	1	1	2

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TURNAROUND STAGING TEAMS KC-97G
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE	(Cont'd)										
7900-693169	Socket, 6 point Open end, 2-3/4"	.9	1	1	2	1	1	2	1	1	2
7900-693169-5	" 2-13/16"	1.	1	1	2	1	1	2	1	1	2
7900-693170	" 2-7/8"	1.	1	1	2	1	1	2	1	1	2
7900-693170-5	" 2-15/16"	1.	1	1	2	1	1	2	1	1	2
7900-693171	" 3"	1.	1	1	2	1	1	2	1	1	2
7900-693171-5	" 3-3/16"	1.	1	1	2	1	1	2	1	1	2
7900-693172	" 3-1/8"	1.	1	1	2	1	1	2	1	1	2
7900-696170	Socket, 12 point 3/8 x 3/8"	.2	1	2	4	1	2	4	1	2	4
7900-696205	Socket, 12 point 3/8 x 7/16 X-Deep	.3	1	2	4	1	2	4	1	2	4
7900-696265	Socket, 12 point 3/8 x 1/2 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-696325	Socket, 12 point 3/8 x 9/16 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-696385	Socket, 12 point 3/8 x 5/8 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-696445	Socket, 12 point 3/8 x 11/16 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-696500	Socket, 12 point 3/8 x 3/4 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-696910	Socket, 12 point 1/2 x 1/2	.3	1	2	4	1	2	4	1	2	4
7900-696970	Socket, 12 point 1/2 x 9/16	.3	1	2	4	1	2	4	1	2	4
7900-697060	Socket, 12 point 1/2 x 5/8	.3	1	2	4	1	2	4	1	2	4

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-697090	Socket, 12 point, 1/2 x 5/8 X-Deep	.5	1	2	4	1	2	4	1	2	4
7900-697150	" ½ x 11/16	.3	1	2	4	1	2	4	1	2	4
7900-697180	" ½ x 11/16 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-697210	" ½ x 3/4	.3	1	2	4	1	2	4	1	2	4
7900-697240	" ½ x 3/4 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-697325	" ½ x 3/16 X-Deep	.4	1	2	4	1	2	4	1	2	4
7900-697330	" ½ x 3/16	.3	1	2	4	1	2	4	1	2	4
7900-697390	" ½ x 7/8	.3	1	2	4	1	2	4	1	2	4
7900-697448	" ½ x 15/16 X-Deep	.5	1	2	4	1	2	4	1	2	4
7900-697450	" ½ x 15/16	.3	1	2	4	1	2	4	1	2	4
7900-697535	" ½ x 1 X-Deep	.5	1	2	4	1	2	4	1	2	4
7900-697540	" ½ x 1	.3	1	2	4	1	2	4	1	2	4
7900-697600	" ½ x 1-1/16	.3	1	2	4	1	2	4	1	2	4
7900-697660	" ½ x 1-1/8	.3	1	2	4	1	2	4	1	2	4
7900-697720	" ½ x 1-3/16	.4	1	2	4	1	2	4	1	2	4
7900- 697750	" ½ x 1-¼	.4	1	2	4	1	2	4	1	2	4
7900-698820	" 3/4 x 1-5/16	1.6			1			1			1
7900-698850	" 3/4 x 1-3/8	1.8			1			1			1
7900-698880	" 3/4 x 1-7/16	2.			1			1			1
7900-698910	" 3/4 x 1-½	2.			1			1			1
7900-706801	Soldering Iron, 110V	1.5			1			1			1
7900-706804-9	" 1/8" .30° Tip	1.5			1			1			1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-783982	Tool ASSY, Solderless 9½	1.4	1	1	2	1	1	2	1	1	2
7900-787865	Tool, Flare, 1/8 - 3/4	5.5			1			1			1
7900-788670	Tool, Grease fit, midger	.4	1	1	2	1	1	2	1	1	2
7900-788672	Tool, Grease fit, St.	.4	1	1	2	1	1	2	1	1	2
7900-793950	Tool, Valve repair	.2	1	1	2	1	1	2	1	1	2
7900-803150	Twister, Wire plier, side cut	1.	1	1	2	1	1	2	1	1	2
7900-836640	Wrench, Box, 1-1/16 & 1-1/8	3.	1	1	2	1	1	2	1	1	2
7900-836700	Wrench, Box, 1¼ & 1-3/8	3.	1	1	2	1	1	2	1	1	2
7900-841894	Wrench, CF, Flare ¼ x3/8	.1	1	1	2	1	1	2	1	1	2
7900-841894-4	Wrench, CF, flare ¼ x7/16	.1	1	1	2	1	1	2	1	1	2
7900-841894-6	Wrench, " ¼ x ½	.1	1	1	2	1	1	2	1	1	2
7900-841894-8	Wrench, " ¼ x 9/16	.1	1	1	2	1	1	2	1	1	2
7900-841897-4	Wrench, " 3/8 x 5/8	.1	1	1	2	1	1	2	1	1	2
7900-841897-8	Wrench, " 3/8 x 11/16	.2	1	1	2	1	1	2	1	1	2
7900-841898	Wrench, " 3/8 x 3/4	.2	1	1	2	1	1	2	1	1	2
7900-841898-4	Wrench, " 3/8 x 13/16	.2	1	1	2	1	1	2	1	1	2
7900-841898-8	Wrench, " 3/8 x 7/8	.3	1	1	2	1	1	2	1	1	2
7900-841899	Wrench, " 3/8 x15/16	.3	1	1	2	1	1	2	1	1	2
7900-841899-4	Wrench, " 3/8 x 1	.3	1	1	2	1	1	2	1	1	2
7900-842420	Wrench, CF, Thin 3/8x7/16	.1	1	1	2	1	1	2	1	1	2
7900-842420-4	Wrench, CF, Thin 3/8 x ½	.1	1	1	2	1	1	2	1	1	2

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-842420-8	Wrench, CF, Thin, 3/8 x 9/16	.1	1	1	2	1	1	2	1	1	2
7900-842421	Wrench " " 3/8 x 5/8	.1	1	1	2	1	1	2	1	1	2
7900-842421-4	Wrench " " 3/8 x 11/16	.1	1	1	2	1	1	2	1	1	2
7900-842421-8	Wrench " " 3/8 x 3/4	.1	1	1	2	1	1	2	1	1	2
7900-842422	Wrench " " 3/8 x 13/16	.1	1	1	2	1	1	2	1	1	2
7900-842422-4	Wrench " " 3/8 x 7/8	.1	1	1	2	1	1	2	1	1	2
7900-842422-8	Wrench " " 3/8 x 15/16	.1	1	1	2	1	1	2	1	1	2
7900-842423	Wrench " " 3/8 x 1	.1	1	1	2	1	1	2	1	1	2
7900-842423-4	Wrench " " 3/8xl-1/16	.1	1	1	2	1	1	2	1	1	2
7900-842423-8	Wrench " " 3/8xl-1/8	.2	1	1	2	1	1	2	1	1	2
7900-842424	Wrench " " 3/8xl-3/16	.2	1	1	2	1	1	2	1	1	2
7900-842424-4	Wrench " " 3/8 x 1-¼	.2	1	1	2	1	1	2	1	1	2
7900-842424-8	Wrench " " 3/8 xl-5/16	.2	1	1	2	1	1	2	1	1	2
7900-842425	Wrench " " 3/8 x 1-3/8	.2	1	1	2	1	1	2	1	1	2
7900-842425=4	Wrench " " 3/8 x 1-7/16	.2	1	1	2	1	1	2	1	1	2
7900-842425-8	Wrench " " 3/8 x 1½	.2	1	1	2	1	1	2	1	1	2
7900-848600	Wrench Open End 15° 1-1/16 x 1¼	1.5	1	1	2	1	1	2	1	1	2
7900-848780	Wrench " " 1-1/8 & 1-5/16	1.5	1	1	2	1	1	2	1	1	2
7900-854260	Wrench, Open End, Thin 15° 11/32 & 3/8	.1	1	1	2	1	1	2	1	1	2
7900-854261	Wrench " " 7/16 & ½	.1	1	1	2	1	1	2	1	1	2
7900-854262	Wrench " " 9/16 & 5/8	.2	1	1	2	1	1	2	1	1	2

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TURNAROUND STAGING TEAM KC-97G
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MAINTENANCE (Cont'd)											
7900-854263	Wrench, Open End, Thin, 15° 11/16 & 3/4	.4	1	1	2	1	1	2	1	1	2
7900-854264	Wrench, Open End, Thin 15° 13/16 & 7/8	.5	1	1	2	1	1	2	1	1	2
7900-854265	Wrench " " 15/16 & 1	.5			1			1			1
7900-854266	Wrench " " 1-1/16&1-1/8	.6	1	1	2	1	1	2	1	1	2
7900-854267	Wrench " " 1-3/16&1-1/4	.6			1			1			1
7900-857660	Wrench, Pipe, Adjustable 8"	1.5			1			1			1
7900-857690	Wrench, Pipe, Adjustable 10"	2.			1			1			1
7900-859000	Wrench, Pipe, Strap 1/8 2	2.	1	1	2	1	1	2	1	1	2
7900-859030	Wrench, Pipe, Strap 1-5	4.5			1			1			1
7900-859900	Wrench set TBKL	2.0	1	1	2	1	1	2	1	1	2
4930-262-8868	Oiler 1 Pt	1.5	1	2	3	1	2	3	1	2	3
4930-390-5609	Lubricator Auto	5.0	1	1	2	1	1	2	1	1	2
4940-215-8496	Separator Oil-Wty	5.0	1	1	2	1	1	2	1	1	2
5210-221-1893	Gage Drill	.2	1	1	1	1	1	1	1	1	1
5210-234-6748	Tape Steel, 100'	2.5	0	0	1	0	0	1	0	0	1
5210-242-5311	Gage Screw Pch.	.2	1	1	1	1	1	1	1	1	1
1600-211304964	Amplifier AM26A	6.0	1	1	2	1	1	2	1	1	2
1600-212996700	Jack Box BC 1366-N	5.0	5	10	20	5	10	20	5	10	20

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS	MAINTENANCE (CONT'D)										
8100-221821	Compressor	80.	1	1	1	1	1	1	1	1	1
8100-232213	Cup, Paint Spray	.5			1			1			1
8100-244758	Drill, Elec Port ¼"	6.			1			1			1
8100-871696	Tank Hyd Svce & Bld	27.	1	1	1	1	1	1	1	1	1
8100-945140	Wrench, Pneu	6.			1			1			2
8200-023188	Adapter, Tow, NG,C-97	10.	1	2	3	1	3	3	1	2	3
8200-082158	Bar, Assy, Tow NG,C-97	51.	1	1	2	1	1	2	1	1	2
8200-368018	Jack Hyd 5 ton axle	35.	1	1	1	1	1	1	1	1	1
8200-368092	Jack Hyd 20 ton	195.		1	1		1	1		1	1
8200-368150	Jack, Hyd 50 ton Axle	555.			1			1			1
8200-399701	Jack, Assy Fin fold C-97	65.			1			1			1
8200-625026	Jack Assy, IFR Boom KC97	5.			1			1			1
8200-630168-5	Maint Platform adj 7'	260.	1	2	4	1	2	4	1	2	4
8210-325910	Generator Set, C-21B	1450.	1	1	2	1	1	2	1	1	2
8220-033700	Adaptor Lift	18.	1	1	1	1	1	1	1	1	1
8220-234060	Cradle, Boom Support	110.	1	1	1	1	1	1	1	1	1
8220-796400	Truck, Lift, Wheel E-1	125.			1			1			1
9AMD-50B9641-1	Wrench, 7/8" open short	.5	3	5	10	3	5	10	3	5	10
9AMD-50B9641-2	Wrench, 7/8" open long	.5	3	5	10	3	5	10	3	5	10
9AMD-53SAC375-1	Indicator, Mag & Val tim	2.			1			1			1
9APW-PWA13	Clamp piston ring	.5		1	1		1	1		1	1
9APW-PWA1485	Wrench, Intake Pack Nut	2.	1	2	4	1	2	4	1	2	4

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TURNAROUND STAGING TEAMS KC-97 MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS MAINTENANCE (CONT'D)											
9APW-PWA2104	Puller, Tach. Drive Shaft	4.			1			1			1
9APW-PWA2274	Socket, Wrench Oil Plug	.5	1	1	2	1	1	2	1	1	2
9APW-PWA2488	Holder rod master	.5	1	1	1	1	1	1	1	1	1
9APW-PWA2788	Wrench, DZUS fastener	.5		1	1		1	1	1	1	1
9APW-PWA3500	Holder, Master rod	.5	1	1	1	1	1	1	1	1	1
9APW-PWA3790-23	Puller, Exhaust Manifold	5.			1			1			1
9APW-PWA3865	Wrench, 3 lug, 7/8" radius	.5			1			1			1
9APW-PWA3899	Drife, Rocker Shaft ASSy	.5	1	1	2	1	1	2	1	1	2
9APW-PWA4536	Extension, Intake Pipe	.5	1	1	2	1	1	2	1	1	2
9APW-PWA4644	Wrench, Int Pipe Pack	1.	1	1	2	1	1	2	1	1	2
9APW-PWA4675	Gage, Feeler Valve	.5	1	1	2	1	1	2	1	1	2
9APW-PWA4911	Pusher Piston pin	1.	1	1	1	1	1	1	1	1	1
9APW-PWA5102	Wrench, Manifold Coupling	1.	1	1	2	1	1	2	1	1	2
9APW-PWA5111	Wrench, Push Rod Cover	1.	1	1	2	1	1	2	1	1	2
9APW-PWA5170	Protractor, Mag Timing	2.	1	1	1	1	1	1	1	1	1
9APW-PWA5185	Wrench, Fuel Drain Valve	.5	1	1	2	1	1	2	1	1	2
9APW-PWA5263	Drift, Exhaust Manifold	1.			1			1			1
9APW-PWA5276	Depressor, Valve Spring	2.	1	1	1	1	1	1	1	1	1
9APW-PWA5312	Holder Oil Screen Valve	2.	1	1	2	1	1	2	1	1	2
9APW-PWA5313	Holder Fixture Oil Screen	1.5	1	1	2	1	1	2	1	1	2
9APW-PWA 5314	Holder, Valve Washer	1.5	1	1	2	1	1	2	1	1	2
9APW-PWA5350	Wrench Cyl hold down	1.5	1	1	1	1	1	1	1	1	1
9APW-PWA5354	Wrench, Intake Pipe Nut	1.	1	1	2	1	1	2	1	1	2

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS MAINTENANCE (CONT'D)											
9APW-PWA5365	Wrench, Cyl Hold Dwn Nut	.5	1	2	4	1	2	4	1	2	4
9APW-PWA5430	Wrench, Intake Man CYl	.5	1	1	2	1	1	2	1	1	2
9APW-PWA5448	Wrench, Highten Coil	1.5	1	1	1	1	1	1	1	1	1
9APW-PWA5451	Wrench, Main Oil Screen	1.			1			1			1
9APW-PWA5453	Guide, Exhause Coupling	1.			1			1			1
9APW-PWA5502	Holder, Manifold Coup	1.5	1	1	1	1	1	2	1	1	2
9APW-PWA5509	Pliers, Snap Ring	1.			1			1			1
9APW-PWA5616	Wrench, Breather Body	.5			1			1			1
9APW-PWA5630	Wrench, Push Rod Cland	2.	1	2	4	1	2	4	1	2	4
9APW-PWA5653-100	Depressor, Rocker Arm	1.5	1	1	2	1	1	2	1	1	2
9BBQ-F61507	Gage, Turbo Nozzle Box	.5	2	3	5	2	3	5	2	3	5
9BBQ-F63703	Wrench, MLG	2.			1			1			1
9BBQ-F65681	Wrench,MLG, Drag Strut	4.			1			1			1
9BBQ-F65682	Aligner, Cargo Hoist	1.			1			1			1
9BBQ-F65683	Wrench, Cargo Hoist	1.			1			1			1
9BBQ-F65711	Clamp, NLG,Strut Jacking	1.			1			1			1
9BBQ-F65735	Wrench Gen overhall	1.			1			1			1
9BBQ-F65736	Wrench Gen overhall	1.			1			1			1
9BBQ-F65737	Wrench Gen overhall	1.			1			1			1
9BBQ-F65858	Wrench Torque Trans	1.			1			1			1
9BBQ-F65859	Wrench Torque Trans	1.			1			1			1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
70 AREFS MAINTENANCE (CONT'D)											
9BBQ-F65866	Adapter, Air Valve Inlet	.5	1	1	2	1	1	2	1	1	2
9BBQ-F65868	Wrench, LH, Oil Breather	.5			1			1			1
9BBQ-F65869	Wrench, RH, Oil Breather	.5			1			1			1
9BBQ-F65905	Wrench, Fuel Tank Boor	1.			1			1			1
9BBQ-F65906	Wrench, Fuel Tank Strut	1.			1			1			1
9BBQ-F65907	Wrench, Fuel Door Panel	1.			1			1			1
9BBQ-F65908	Wrench, Fuel Tank Cntr	1.			1			1			1
9BBQ-F65909	Wrench Fuel & NG Nut	.5	1	1	2	1	1	2	1	1	2
9BBQ-F65955	Adapter Wg Jnt	1.5	1	1	1	1	1	1	1	1	1
9BBQ-F66167	Wrench, Assy Pin Spanner	.5			1			1			1
9BBQ-F66284	Wrench, Starter & Gen	2.	1	2	4	1	2	4	1	2	4
9BBQ-F71050	Wrench, M&NG, Adjustable	3.			1			1			1
9BMD-45B1706-100	Wrench, MLG Axle Nut	3.			1			1			1
9BMD-45B1706-46	Wrench, MLG Axle Nut	4.	1	1	2	1	1	2	1	1	2
9DBP=AXR9592	Alignment Jig whl Brake	43.	1	1	1	1	1	1	1	1	1
9900-NL-F10004	Cable Assy	3.	1	2	4	1	2	4	1	2	4
9900-NL-F10004-1	Cable Assy	3.	1	2	4	1	2	4	1	2	4
	Pack Material & Boxes	100.	5	10	22	5	10	22	5	10	22
	Bench Stocks	25.	2	3	4	2	3	4	2	3	4
	Tech Orders & Stock List	200.			1			1			1
	Misc Files, Pub & record	50.	1	2	3	1	2	3	1	2	3
ARS	MAINTENANCE TOTALS		3,420	4,626	9,970	3,460	4,726	9,972	3,460	4,726	10,186.2

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
FIELD MAINTENANCE SQUADRON Power Plant Shop											
7CAC-472650	Light Timing Magneto,B-1	4.	1	1	1	1	1	2	1	1	2
7CAD-801818	Tester Cylinder Compression	9.	1	1	1	1	1	1	1	1	1
7900-273989-4	Driver Hand Insert 18 MM	.3	1	1	1	1	1	1	1	1	1
7900-278515	Extractor Hand Insert7/16	.2	1	1	1	1	1	1	1	1	1
7900-318422	Finder Bar Magnetic	.6	1	1	1	1	1	1	1	1	1
7900-428143	Handle Torque 5-150 Inch Pounds	1.5	1	1	1	1	1	1	1	1	1
7900-428150	Handle Torque 100-750 Inch Pounds	3.	1	1	1	1	1	2	1	1	2
7900-428155	Handle Socket 1/2 700-1600 Pounds	7.	1	1	1	1	1	1	1	1	1
7900-428375	Handle Socket Torque 1" SQ Drive	7.	1	1	1	1	1	1	1	1	1
7900-453430	Indicator Dial .001 Grad	.4	1	1	1	1	1	1	1	1	1
7900-664400	Screwdriver Common, 18"	1.						1		1	1
7900-759915	Tap Hand Plug Finish 18 MM	.5	1	1	1	1	1	1	1	1	1
7900-785810	Tool Expand Insert 18 1.5 MM	.5	1	1	1	1	1	1	1	1	1
7900-792975	Tool Staking Insert	.5	1	1	1	1	1	1	1	1	1
8100-018600	Adapter Aircraft Engine Hoist (Engine Build-up)	180.						1			1
8220-017400	Adapter Hoist Engine NR (EBU) .60 Shaft	10.						1			1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
FMS (CONT'D)	Power Plant Shop										
8220-033700	Adapter Lift Supercharger Installation (EBU)	15.						1			1
8220-234100	Cradle Supercharger Installation (EBU)	10.						1			1
8220-615800	Sling Power Pack (EBU)	10.						1			1
9AMD-50B9641-1	Wrench Spark Plug Open, Short 7/8"	.5	1	2	3	2	3	4	2	3	4
9AMD-50B9641-2	Wrench Spark Plug Open, Long 7/8"	.5	1	2	3	2	3	4	2	3	4
9AMD-53SAC75-1	Indicator Magneto and Valve Timing	5.	1	1	1	1	1	2	1	1	2
9APW-PWA13	Clamp Piston Ring 5-3/4"	4.	1	1	1	1	1	1	1	1	1
9APW-PWA1485	Wrench Spanner Intake Packing Nut	2.	1	1	1	1	1	1	1	1	1
9APW-PWA1791	Pliers Piston Ring	2.	1	1	1	1	1	1	1	1	1
9APW-PWA3517	Socket Wring Bolt Engine Mount (EBU)	3.						1			1
9APW-PWA3923	Wrench 12 point 84 Degree Offset 5/8"	.5	1	1	2	1	1	2	1	1	2
9APW-PWA4152	Driver Valve Adjusting Screw	1.	1	1	1	1	1	1	1	1	1
9APW-PWA4536	Extension Intake Pipe Spanner Nut	.5	1	1	2	1	1	2	1	1	2
9APW-PWA4570	Wrench Oil Sump Stud Nut	.2	1	1	1	1	1	1	1	1	1
9APW-PWA4644	Wrench Intake Pipe Packing 485	1.	1	1	2	1	1	2	1	1	2

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
FMS (CONT'D)	Power Plant Shop										
9APW-PWA4675	Gage Feeler Valve Clearance	.5	1	1	1	1	1	1	1	1	1
9APW-PWA4911	Pusher Pistion Pin Disassembling	.4	1	1	1	1	1	1	1	1	1
9APW-PWA5003	Wrench Palmut Spanner 7/16"	1.	1	1	1	1	1	1	1	1	1
9APW-PWA5058-101	Puller Accessory Drive Sup Generator Starter and Oil Pump	6.	1	1	1	1	1	1	1	1	1
9APW-PWA5170	Protractor Magneto Timing and Valve Setting	6.	1	1	1	1	1	1	1	1	1
9APW-PWA5185	Wrench Fuel Drain Valve	.5	1	1	1	1	1	1	1	1	1
9APW-PWA5276	Depressor Valve Spring	4.	1	1	1	1	1	1	1	1	1
9APW-PWA5350	Wrench Cylinder Hold Down Nut Pneumatic Spinner	14.	1	1	1	1	1	1	1	1	1
9APW-PWA5354	Wrench Intake Pipe Nut	1.	1	1	1	1	1	1	1	1	1
9APW-PWA5365	Wrench Cylinder Hold Down	.4	1	2	3	1	2	3	1	2	3
9APW-PWA5430	Wrench Intake Manifold Nut	.5	1	1	1	1	1	1	1	1	1
9APW-PWA5448	Wrench Hi-tension Lead Coil	1.	1	2	3	1	2	3	1	2	3
9APW-PWA5453	Guide Exhaust Coupling Seal ASSY	1.	1	1	1	1	1	1	1	1	1
9APW-PWA5494	Wrench Adapter Push Rod	1.5	1	1	1	1	1	1	1	1	1
9APW-PWA5502	Holder Internal Manifold Coupling	1.5	1	1	1	1	1	1	1	1	1
9APW-PWA5564	Puller Fuel Feed Valve	2.	1	1	1	1	1	1	1	1	1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
FMS CONT'D	Power Plant Shop										
9APW-PWA5630	Wrench Push Rod Gland Nut Torque	2.	1	1	1	1	1	1	1	1	1
9APW-PWA5653-100	Depressor Rocker Arm	1.5	1	1	2	1	1	2	1	1	2
9BBQ-F61506	Gage Cap-Turbo Wheel Clearance	.5	1	1	1	1	1	1	1	1	1
9BBQ-F61507	Gage Turbo Nozzle Box Clearance	.5	1	1	1	1	1	1	1	1	1
9BBQ-F66284	Wrench 9/16, 12 point 3/8 Drive	1.5	1	2	3	1	2	3	1	2	3
7900-244868-8	Drill, pneu. foot ½"cap	10.			1			1			1
7900-000932	Adpt. Wr. instr. ½" SD 1" hex	2.			2			2			2
7900-402734	Gun, Oil spray acft ang intr.	5.			1			1			1
7900-427390	Handle, so wr. ratchet, M 3/4"	8.			1			1			1
7900-467770	Joint, So. wr. univ 3/4" SD 1M	2.			1			1			1
7CAD-438860	Indicator, Piston position	3.			1			1			1
7CAD-472330	Light assy - Cyl Insp	4.			1			1			1
7CAD-856250	Torquemaster P/N I-650	10.			1			1			1
9APW-PWA2104	Puller, tach dr. shaft	10.			1			1			1
9APW-PWA2308	Holder, coupling 1" ID 33 teeth	5.			1			1			1
9APW-PWA3109	Extn Wr. ½SD Fx 3/8" SMD 18"	15.			6			6			6

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
FMS (CONT'D)	Power Plant Shop										
9APW-PWA3500	Holder - Master Rod	1.			1			1			1
9APW-PWA3626	So. Wr. 6 ft. .740" BO ½" SD	2.			1			1			1
9APW-PWA3865	Wr. So. spanner 3 lug 7/8" rad.	2.			1			1			1
9APW-PWA3790-23	Puller-exhaust man. coll. att. bush.	1.			1			1			1
9APW-PWA4244	Drift and Base Mag dr. case oil	4.			1			1			1
9APW-PWA4255	Wr. So. 6 ft 1 37/64" BO T handle	2.			1			1			1
9APW-PWA4291	Wr. Spanner U type 4 lug 1½" rad.	8.			4			4			4
9APW-PWA4886	Pusher - Magneto Dr. pinion and oil	4.			2			2			2
9APW-PWA5102	Wr. intake man coupl spanner nut	4.			2			2			2
9APW-PWA5006	Wr.-thermocoupl con. adap.	2.			1			1			1
9APW-PWA5114	Wr. Magneto spark adv. cyl. cover	5.			1			1			1
9APW-PWA5143	Puller-spark adv cont. guide	5.			1			1			1
9APW-PWA5145	Puller-Mag dr. shaft oil seal	4.			1			1			1
9APW-PWA5263	Drift-Ext. man coll att bush	2.			1			1			1
9APW-PWA5272	Puller-Front oil pump disassembly	10.			1			1			1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
Power Plant Shop (Cont'd)											
9APW-PWA5312	Holder-oil screen valve spring assy	5.			1			1			1
9APW-PWA5313	Holding fixture-oil screen	5.			1			1			1
9APW-PWA5314	Holder-oil screen valve washer & pin	4.			1			1			1
9APW-PWA5451	Wr. Main tension coil lead nuts	4.			1			1			1
9APW-PWA5497	FAcer-axh. man coil att bush	10.			1			1			1
9APW-PWA5509	Pliers-Rocker box cover tube seal	3.			1			1			1
9APW-PWA5564-lol	Puller-cover fuel feed valve	5.			1			1			1
9BBQ-F65735	Wr. Exten. 3/4" SF BO 1"	2.			2			2			2
9BBQ-F65736	Wr. Asft. 6 pt. M1" dia 3/4" SD	2.			2			2			2
9BBQ-F65737	Adap-Power flg. mtg nuts 1 1/8" hex	2.			2			2			2
9BBQ-F65739	Wr. adap. power flg mtg nuts	4.			2			2			2
9BBQ-F65868	Wr. LH oil breather tube nut	5.			2			2			2
9BBQ-F65869	Wr. LH oil breather tube nut	5.			2			2			2
9BBQ-F65903	Adap. wr Eng mt. bolt 3/4" SD	3.			2			2			2
9BMD_42D3644	Wr. assy spline #0 C-Shaft	15.			2			2			2
8220-024900	Adap Acft hoisting suchg.	45.			1			1			1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
Power Plant Shop (Cont'd)											
9900-55M1C100-C1	Cable	5.			1			1			1
	Bench Stocks	LBS	40	60	75	40	60	75	40	60	75
	Technical Orders, Stock Lists and Miscellaneous Files and Publications	LBS	20	20	20	20	20	20	20	20	20
	R-4360 Aircraft Engines Power Packs on Airborne Transportation Trucks 8220-773600	8470	2	2	2	2	2	3	3	4	5
	NOTE: Engine build-up tools and raw engines will deploy on all operations in excess of 15 days unless otherwise directed by applicable operations orders.										
	POWER PLANT TOTALS:		17099	17122.9	17460.3	17100.	17123.9	26128.3	25610.	34064.9	43495.3

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
SHEET METAL SHOP											
7900-006650	Attachment, Mach 90 deg Drill #3	1.			1		1	1		1	1
7900-012200	Bar Buck Rivet Style 1	.5			1		1	1		1	1
7900-012205	Bar Buck Rivet Style 2	.5			1		1	1		1	1
7900-012210	Bar Buck Rivet Style 3	.5			1		1	1		1	1
7900-097120	Clamp C 3"	.4			2		2	2		2	2
7900-097200	Clamp C 6"	.6			2		2	2		2	2
7900-097240	Clamp C 8"	1.			2		2	2		2	2
7900-230500	Divider Spring Joint 12"	.4			1		1	1		1	1
7900-784212	Tool Blind Rivet Cutoff	1.			1		1	1		1	1
7900-401398	Gun Hand Rivet Pull	3.			1		1	1		1	1
8100-401608-25	Gun Pneumatic Rivet Pull 3/16"	3.			1		1	1		1	1
8100-401608-5	Gun Pneumatic Rivet Pull 1/4-3/8"	3.			1		1	1		1	1
8100-401609	Gun Pneumatic Rivet Pull 1/8-3/16"	3.			1		1	1		1	1
8100-404225	Hammer Pneumatic Rivet 1/8" Slow Hit	3.			1		1	1		1	1
8100-404240	Hammer Pneumatic Rivet 5/32" Fast	3.			1		1	1		1	1
	Bench Stocks	LBS			35		20	35		20	35
	Packaging Materials and Boxes	LBS			15		15	15		15	15
	SHEET METAL SHOP TOTALS		0	0	75.9	0	60.9	75.9	0	60.9	75.9

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TURNAROUND STAGING TEAMS KC-97
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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
ELECTRICAL SYSTEMS MAINTENANCE											
7CAC-002900-85	Set Adapter Tube Socket MX949U	5.			1		1	1		1	1
7CAC-020100	Ammeter DC Portable 0-5-20-200A	7.			1		1	1		1	1
7CAC-526165	Meter Freq. Portable TS-328-U	1.			1		1	1		1	1
7CAC-589073-3	Multimeter 0-1000V DC	16.			1		1	1		1	1
7CAC-868850	Adapter, Set tube MX-949U	6.			1			1			1
7CAC-964700	Voltmeter Portable DC 0-150-300V	2.			1		1	1		1	1
7CAD-809635	Tester Portable Insul. 1-100 MEG 500V	4.			1		1	1		1	1
7700-247110	Cord, ext 100'	14.			1			1			1
7700-529795	Light, ext.	15.			1			1			1
7900-401410	Gun Hand Electric 110V	2.			1		1	1		1	1
7900-469200	Kit, Battery Ser Type B-1	4.			1			1			1
7900-783978	Tool Assy Sloderless Connection	3.			1		1	1		1	1
7900-793620	Tool, Swage Hand 3/16-3/4"	4.			1		1	1		1	1
8100-244785	Drill, Elect. 1/4"	4.			1			1			1
	Technical Orders, Rcds Misc. files & Publict-ions.	Lbs			15		15	15		15	15

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TURNAROUND STAGING TEAMS KC-97 MATERIEL											
STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
ELECTRICAL SYSTEMS MAINTENANCE (CONTD)											
	Bench Stocks	Lbs.			40		20	40		20	40
	Packing Cases	25 #			1		1	1		1	1
	ELECTRICAL SHOP TOTALS		0	0	167	0	80	167	0	80	167
HYDRAULIC SHOP											
7CAD-335950	Gage Assy, Bleeding A-1	1.5	1	1	1	1	1	1	1	1	1
7900-318422	Finder, Bar Magnetic	.6	1	1	1	1	1	1	1	1	1
7900-318670	Finger, Mech Flex 24"	.6	1	1	1	1	1	1	1	1	1
7900-321320	Frame, Hacksaw, 8-12" Adjustable	1.5	1	1	1	1	1	1	1	1	1
7900-426620	Handle, Socket Hing ½ drive	1.4	1	1	1	1	1	1	1	1	1
7900-428150	Handle, Torque Ind 100-750	.5	1	1	1	1	1	1	1	1	1
7900-428156	Handle, Socket, 3/4 1200-4800	2.	1	1	1	1	1	1	1	1	1
7900-435055	Head Socket Open End Ratchet 3/8 Drivex1-1/8	1.5	1	1	1	1	1	1	1	1	1
7900-435060	Head Socket OE Ratchet ½ Drive x 1-½	1.5	1	1	1	1	1	1	1	1	1
8200-261020	Filler-Bleeder Hydraul Tank	27.	1	1	1	1	1	1	1	1	1
	Bench Stocks	(Lbs)	15	25	40	15	25	40	15	25	40
	Packing Materials & Boxes	(Lbs)	30	40	50	30	40	50	30	40	50

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
HYDRAULIC SHOP	(CONTINUED)										
	Technical Orders, Records Miscellaneous Files and Publications	Lbs.	10	10	10	10	10	10	10	10	10
	HYDRAULIC SHOP TOTALS		93.1	113.1	138.1	93.1	113.1	138.1	93.1	113.1	136.1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
INFLIGHT REFUELING BOOM REPAIR											
2000-740086	Protector IFR Boom Nozzle Threads	2.		1	1		1	2	1	1	2
7CAD-801035	Tensiometer Control Cable C-7	2.		1	1		1	1	1	1	1
7700-529799-5	Light Extension 50 Feet W/Guard	5.		1	1		1	1	1	1	1
7900-401794	Gun Lubrication 21 OZ	8.		1	1		1	1	1	1	1
7900-561506	Pliers Retaining Ring #1	.3		1	1		1	1	1	1	1
8220-240100	Dolly Boom IFR KC-97	276.		1	1		1	1	1	1	1
8220-602750	Sling Boom Operator Compartment	14.		1	1		1	1	1	1	1
9BBQ-F65921	Wrench IFRB Recoil Coupling	1.5		1	1		1	1	1	1	1
9BBQ-F65922	Wrench IFRB Nozzle	1.5		1	1		1	1	1	1	1
9BBQ-F65923	Puller IFRB Tube Retaining Pins	.2		1	1		1	1	1	1	1
9BBQ-F66028	Support IFRB Liner Tube	.6						1		1	1
9BBQ-F66029	Support IFRB Liner Tube	.8						1		1	1
9BBQ-F66158	Spreader Boom Operator Compartment	6.		1	1		1	1	1	1	1
9BBQ-F66186	Wrench 3/8" Pin Spanner	1.5		1	1		1	1	1	1	1
9BBQ-F66187	Wrench ASSY Pin Spanner	1.5		1	1		1	1	1	1	1
9BBQ-F66189	Wrench Slotted Nut Spanner	.3		1	1		1	1	1	1	1
9BBQ-F66190	Puller IFRB Fuel Tube	3.		1	1		1	1	1	1	1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT.	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
INFLIGHT REFUELING BOOM REPAIR (CONT'D)											
	Packaging Materials and Boxes	Lbs.		30	30		30	30	30	30	30
	IN-FLIGHT REFUELING BOOM REPAIR SHOP TOTALS		0	354.8	354.8	0	354.8	358.2	354.8	356.2	358.2
INSTRUMENT MAINTENANCE											
7CAC-589073-3	Multimeter 0-1000V DC	3.			1		1	1		1	1
7900-706804-9	Soldering Iron Electric 1/8 30 Degree Tip	1.5			1		1	1		1	1
8100-244758	Drill Electric Portable ¼" low speed	6.			1		1	1		1	1
7700-247115	Cord Ext.	10.			4			4			4
7900-404315	Gun, Soldering	2.			2			2			2
9DMD-44B8483	Gun Assy fuel & oil press	5.			2			2			2
	Bench Stocks	Lbs			15		15	15		15	15
	USAF Packing Case	(25#)			1		1	1		1	1
	AIRCRAFT INSTRUMENT SHOP TOTALS		0	0	104.5	0	50.5	104.5	0	50.5	104.5
PROPELLER REPAIR											
7CAC-587845	Multimeter 0-1500AC 0-150DC	3.		1	1		1	1	1	1	1
7CAC-595560	Ohmmeter 0-1000 Meg	3.		1	1		1	1	1	1	1
7CAC-596300	Ohmmeter, .005-5 Ohm Full Scale	5.		1	1		1	1	1	1	1
7CAD-444000	Insp Kit Dye Penetrant	40.			1			1			1

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TURNAROUND STAGING TEAMS KC-97
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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
PROPELLER REPAIR CONT'D.											
7700-529799-5	Light Ext. 50 ft. w/guard	5.		1	1		1	1	1	1	1
7900-330630	Gage Coating Thickness	1.		1	1		1	1	1	1	1
7900-571600	Protractor Assy Propeller	4.		1	1		1	1	1	1	1
9BHP-HSP1258	Handle Dome Lifting	3.5			3			3			3
9BHP-HSP1260	Wrench Low Pitch Stop Adjust	2.			1			1			1
9BHP-HSP1310	Loader Blade Ball	.5		1	1		1	1	1	1	1
9BHP-HSP1320	Gage Dome Shim Preload	.5			1			1			1
9BHP-HSP1328	Puller Cam Roller Shaft	1.			1			1			1

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TURNAROUND STAGING KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
PROPELLER REPAIR (CONT'D)											
9BHP-HSP1421	Puller Blade Segmental Gear	4.		1	1		1	1	1	1	1
9BHP-HSP1431	WR Rotating Cam removing	8.			1			1			1
9BHP-HSP1557	WR Blad Prload Lever Screw Arm	5.			1			1			1
9BHP-HSP1460	Wrench Oil Transfer Housing	5.		1	1		1	1	1	1	1
9BHP-HSP1558	Template Blade Angle Check	.2		1	1		1	1	1	1	1
9BHP-HSP1573-1	Socket Prop Retaining Nut	5.		1	1		1	1	1	1	1
9BHP-HSP1583	WR Valve Sleve Lock Nut	7.			1			1			1
9BHP-HSP1584	Puller Integral Oil System	6.		1	1		1	1	1	1	1
9BHP-HSP1685	Sleeve Stop Lever Adjustment	1.		1	1		1	1	1	1	1
9BHP-HSP1827	Indicator Plade Checking	.2		1	1		1	1	1	1	1
9BHP-HSP1833	Wrench Dome Retaining Nut	10.		1	1		1	1	1	1	1
9BHP-HSP1850	Puller-Solenoid Pack Integral Oil	7.			2			2			2
9BHP-HSP1936	Wrench Reverse Stop Sleeve ADJ	1.		1	1		1	1	1	1	1
9BHP-HSP1965	Pilot Sleeve Front Seal	1.5		1	1		1	1	1	1	1
9BHP-HSP1973	Inserter Rear Cover Seal	.5		1	1		1	1	1	1	1
9BHP-HSP1985	Installer Rear Cover Plate	.5		1	1		1	1	1	1	1
9BHP-HSP2063	Wrench Servo Valve Nut	.1		1	1		1	1	1	1	1

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MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
PROPELLER REPAIR (CONT'D)											
9BHP-HSP2128	WR Servo Piston Shaft Holding	5.			1			1			1
9BHP-HSP2288	Wrench Blade Packing Nut	2.		1	1		1	1	1	1	1
9BHP-HSP2350	Socket Oil Transfer Housing	3.		1	1		1	1	1	1	1
9BHP-HSP2626	Bar Blading Turning	16			2			2			2
9BHP-HSP3485	Inserter Seal Cap	6.			3			3			3
9BHP-HSP3486	Puller Seal Cap	5.			3			3			3
9BHP-HSP455	Wrench Prop Dome Retaining Nut	10.		1	1		1	1	1	1	1
9BHP-HSP465	Wr Dome Shell 9-5/8" dia strap	2.			2			2			2
9BMD-44D26138-60	Protector Shaft end #60	.5		1	1		1	1	1	1	1
8220-616600	Sling Aircraft Power Pks	.4			3			3			3
1660-037574-12	Indicator	1.			1			1			1
7900-073580	Caliper Inside Micrometer 1-1/2	.5			1			1			1
7900-076300	Caliper Outside Micrometer 0-1	.5			1			1			1
7900-106150	Combination Set Complete c/o	2.			1			1			1
7900-453430	Indicator Test Dial Type grad	.5			1			1			1
7900-479650	Ltr Stamping Gothic 1/8 A to Z	3.			1			1			1

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STOCK NUMBER	NOMENCLATURE	UNIT U/I	CLASS I 5	CLASS I 10	CLASS I 20	CLASS II 5	CLASS II 10	CLASS II 20	CLASS III 5	CLASS III 10	CLASS III 20
PROPELLER REPAIR (CONTD)											
	Bench Stocks	(LOT)		10	10		10	20		20	20
	Packaging Materials and Boxes	(LOT)		30	30		30	30	30	30	30
	PROPELLER REPAIR SHOP TOTALS		0	112	58.3	0	112	58.7	112	122	286.2
AUXILIARY EQUIPMENT REPAIR											
7CAC-479650	Lt Set, Timing MAG	Ea.	1	1	1	1	1	1	1	1	1
7CAC-977260	Volt Ohm, AC & DC, Portable	Ea.	1	1	1	1	1	1	1	1	1
7CAD-802702	Tester, Vacuum & Pressure	Ea.	1	1	1	1	1	1	1	1	1
7CAD-803000	Gauge, Compression	Ea.	1	1	1	1	1	1	1	1	1
7CAD-808225	Tester, Portable, HYD Pressure	Ea.	1	1	1	1	1	1	1	1	1
7700-247075	Cord, 50 Feet	Ea.	1	1	1	1	1	1	1	1	1
7700-247112	Cord, 100 Feet	Ea.			1			1			1
7700-332290	Flashlight, Hazardous	Ea.			1			1			1
7700-332400	Flashlight, Inspection	Ea.			1			1			1
7700-529794	Light, 110 Feet, Explosion Proof	Ea.			1		1	1	1	1	1
7900-250840	Drill, Twist, 1/4" HS	Ea.			1			1		1	1
7900-251080	Drill, Twist, 5/16" HS	Ea.			1			1		1	1
7900-251320	Drill, Twist, 3/8" HS	Ea.			1			1		1	1
7900-278515	Extractor, Hand Insert, 7/16"	Ea.			1			1			1
7900-318422	Finish, Par, Magnetic	Ea.			1			1			1
7900-387870	Gauge, Tire, 0-140	Ea.			1			1		1	1

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TURNAROUND STAGING KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
AUXILIARY EQUIPMENT REPAIR (CONT'D)											
7900-469200	Kit, Battery Service	4.			1			1		1	1
7900-553965	Pliers, Adjustable Electric, 9¼"	.6	1	1	1	1	1	1	1	1	1
7900-787865	Tool, Flaring 1/8 to 3/4"	5.5			1		1	1		1	1
8100-244758	Drill, ELECT. PORT. ¼" low speed	6.			1			1		1	1
	Ground Power Equipment Spares C-21B	(LBS)	150	150	200	150	150	200	150	150	200
	Packing Cases	(25# EA)	1	1	2	1	1	2	1	1	2
	Technical Orders and Miscellaneous Stock Lists and Records	(LBS)	10	10	10	10	10	10	10	10	10
	AUXILIARY EQUIPMENT REPAIR TOTALS		227.6	227.6	350.	227.6	242.6	350.	242.6	259.2	350.
PAINT, DOPE AND FABRIC SHOP											
8330-681270	Respirator	5.			1			1			1
6600-351500	Hose, Air 50 Feet	10.			1			1			1
	PAINT, DOPE AND FABRIC TOTALS		0	0	15	0	0	15	0	0	15

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STOCK NUMBER	NOMENCLATURE	UNIT MT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MACHINE SHOP											
7700-247075	Cord, ext.	9.			1			1			1
7900-197630	Die Hex 1/2 20	.2						1		1	1
7900-202320	Die Pipe Round 3/8-2" OD	.2						1		1	1
7900-202410	Die Pipe Round 1/2-2" OD	.2						1		1	1
7900-207460	Die Round ADJ Split 1/4 20 2"	.5						1		1	1
7900-207980	Die Round ADJ Split 1/4 32 2"	.5						1		1	1
7900-208360	Die Round ADJ Split 5/16 18 2"	.5						1		1	1
7900-208660	" " " " 5/16 24 2"	.5						1		1	1
7900-209020	" " " " 3/8 16 2"	.5						1		1	1
7900-209320	" " " " 3/8 24 2"	.5						1		1	1
7900-209590	" " " " 7/16 14 2"	.5						1		1	1
7900-210310	" " " " 1/2 13 2"	.5						1		1	1
7900-210550	" " " " 1/2 20 2"	.5						1		1	1
7900-210910	" " " " 9/16 18 2"	.5						1		1	1
7900-211060	" " " " 9/16 24 2"	.5						1		1	1
7900-211180	" " " " 5/8 11 2"	.3						1		1	1
7900-211360	" " " " 5/8 14 2"	.5						1		1	1
7900-211930	" " " " 3/4 10 2"	.3						1		1	1

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TURNAROUND STAGING TEAMS KC-97
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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MACHINE SHOP (CONT'D)											
7900-222550	Die Round ADJ Split 4 40 13/16	.1						1		1	1
7900-222640	" " " " 4 48 13/16	.1						1		1	1
7900-222850	" " " " 5 40 13/16	.1						1		1	1
7900-223090	" " " " 6 32 13/16	.1						1		1	1
7900-223270	" " " " 6 40 13/16	.1						1		1	1
7900-223630	" " " " 8 32 13/16	.1						1		1	1
7900-223750	" " " " 8 36 13/16	.1						1		1	1
7900-224080	" " " "10 34 13/16	.1						1		1	1
7900-224290	" " " "10 32 13/16	.5						1		1	1
7900-250840	Drill Twist SS 1/4 HS	.1						1		1	1
7900-250960	" " " 9/32 HS	.1						1		1	1
7900-251200	" " " 11/32 HS	.1						1		1	1
7900-251320	" " " 3/8 HS	.1						1		1	1
7900-251440	" " " 13/32 HS	.1						1		1	1
7900-251560	" " " 7/16 HS	.1						1		1	1
7900-251800	" " " 1/2 HS	.1						1		1	1
7900-256650	Drill Twist Letter Size H	.1						1		1	1
7900-256710	" " " " I	.1						1		1	1
7900-256770	" " " " J	.1						1		1	1
7900-256830	" " " " K	.1						1		1	1
7900-256890	" " " " L	.1						1		1	1
7900-256950	" " " " M	.1						1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MACHINE SHOP (CONT'D)											
7900-257020	Drill Twist Letter size N	.1						1		1	1
7900-257080	" " " " O	.1						1		1	1
7900-257140	" " " " P	.1						1		1	1
7900-257200	" " " " Q	.1						1		1	1
7900-257320	" " " " S	.1						1		1	1
7900-257380	" " " " T	.1						1		1	1
7900-257440	" " " " U	.1						1		1	1
7900-257500	" " " " V	.1						1		1	1
7900-257560	" " " " W	.1						1		1	1
7900-257620	" " " " X	.1						1		1	1
7900-257740	" " " " Z	.1						1		1	1
7900-628650	Reamer Taper Pin NR 000000	.1						1		1	1
7900-628680	Reamer Taper Pin NR 00000	.1						1		1	1
7900-628710	Reamer Taper Pin NR 0000	.1						1		1	1
7900-628740	Reamer Taper Pin NR 000	.1						1		1	1
7900-628800	Reamer Taper Pin NR 0	.1						1		1	1
7900-628830	Reamer Taper Pin NR 1	.1						1		1	1
7900-628860	" " " " 2	.1						1		1	1
7900-628890	" " " " 3	.1						1		1	1
7900-628920	" " " " 4	.1						1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MACHINE SHOP (CONT'D)											
7900-628950	Reamer Taper Pin NR 5	.1						1		1	1
8100-244758	Drill Elect 1/4"	4.			1			1			1
8100-244760-6	Drill Elect 1/2"	10.			1			1			1
7900-751710	Tap Hand Plug 1/4-20	.2			13			13			13
7900-751800	" " " 1/4-28	.2			1			1			1
7900-752120	" " " 5/16-24	.2			1			1			1
7900-752390	" " " 3/8-24	.3			1			1			1
7900-752570	" " " 7/16-14	.3			1			1			1
7900-752660	" " " 7/16-20	.3			1			1			1
7900-752840	" " " 1/2-13	.3			1			1			1
7900-752920	" " " 1/2-20	.3			1			1			1
7900-761000	" " " 6-32	.1			1			1			1
7900-761480	" " " 8-32	.1			1			1			1
7900-761750	" " " 10-32	.1			1			1			1
7900-718210	Stock Die 2" OD Die	2.5			1			1			1
7900-870980	Wr. Tap 1/16 to 1/4	1.			1			1			1
7900-872220	Wr. Tap 1/4 to 1-1/8"	2.5			1			1			1
	Packaging materials and boxes	(LES)			15			15		15	15
	MACHINE SHOP TOTALS		0	0	48.8	0	0	60.8	0	27.	60.7

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
AERO REPAIR											
9BMD-45B1706-46	Wr LG Axle Nut	.3			1			1			1
9BMD-45B1706-100	Wr MLG Axle Nut	.3			1			1			1
9D BR-AXR9592	Alignment jig wheel to brake instal	40.			1			1			1
8200-082158	Bar assy-towing and steering NLG	70.			1			1			1
8200-399701	Jack assy-Fin Folding	75.			1			1			1
	AERO REPAIR SHOP TOTALS		0	0	185.6	0	0	185.6	0	0	185.6

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON											
7CAC-801319-21585	Test Set Radar AN-UPM-8	125.	1	1	1	1	1	1	1	1	1
7CAC-720706	Shield Antenna CW-224-U	15.			1		1	1		1	1
7CAC-170270-1383	Cable ASSY CX-1021-ARN6	1.			1		1	1		1	1
7CAC-177680	Cavity Tuned 9000-9600MC	10.			1		1	1		1	1
7CAC-274353	Dummy Load TS-108-AP	2.	1	1	1	1	1	1	1	1	1
7CAC-318208-345	Meter FREQ 85-1000MC TS-175A-U	22.			1		1	1		1	1
7CAC-654700	Kit Pressurizing MK-20A-UP	5.	1	1	1	1	1	1	1	1	1
7CAC-318208-545	Meter FREQ 160-200MC EC-906-E	5.	1	1	1	1	1	1	1	1	1
7CAC-020680	Ammeter I-139A	5.			1			1			1
7CAC-041086	TS-488/UP	22.			1			1			1
7CAC-611119	AN/USM 24	75.			1			1			1
7CAC-801318-5478	TS-268D/U	5.			1			1			1
7CAC-801319-217	TS-23/APN	15.			1			1			1
7CAC-801319-23758	TS-147P/UP	50.			1			1			1
7CAC-979564	Watimeter [illegible]-11/U	5.			1			1			1
7CAC-979548	URM-43A	10.			1			1			1
7CAC-361880	Generator SG-83	.5			1		1	1		1	2
7CAC-363885-8	Generator Signal TS-452	58.			1		1	1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON	(CONT'D)										
7CAC-363892-3	Generator Signal 2-400MC 6 Band TS 497	52.			1		1	1		1	1
7CAC-363949	Generator Signal SG-13/ ARN	25.			1		1	1		1	1
7CAC-363954	Generator Signal I-196-B	15.			1		1	1		1	1
7CAC-446825	Interconnecting Box J-520/U	3.	1	1	1	1	1	1	1	1	1
7CAC-526165	Meter FREQ Portable TS-328-U	5.			1		1	1		1	1
7CAC-526373-5	Frequency Meter AN/USM-29	80.			1		1	1		1	1
7CAC-587845	Multimeter TS-297/U	3.	1	1	1	1	1	1	1	1	1
7CAC-587851	Multimeter 0-5000 TS-585B-U	50.			1		1	1		1	1
7CAC-587927	Multimeter ME-75	5.	1	1	1	1	1	1	1	1	1
7CAC-587939	Multimeter ME-26-U	18.			1		1	1		1	1
7CAC-587942	Multimeter .05-500V	15.			1		1	1		1	1
7CAC-587943	Multimeter TS-505-U	18.	1	1	1	1	1	1	1	1	1
7CAC-589073-3	Multimeter 0-1000V DC PSM-6	8.	1	2	3	2	3	4	3	4	5

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
7CAC-801319-2175	Test Set Radar UPM-1B	175.			1		1	1		1	1
7CAC-801319-219	Test Set Radar Pulse TS-23A-APN	20.			1		1	1		1	1
7CAC-801319-2233	Test Set Radar TS-230	60.			1		1	1		1	1
7CAC-801319-2335	Test Set Radar TS-16A-APN	50.			1		1	1		1	1
7CAC-801319-238	Test Set Radar TS-10C	20.			1		1	1		1	1
7CAC-611120	Oscilloscope 3" 1.25-125000	55.		1	1	1	1	1	1	1	1
7CAC-801319-254143	Test Set ARM-6	7.	1	1	1	1	1	1	1	1	1
7CAC-801319-254144	Test Set ARM-7	8.	1	1	1	1	1	1	1	1	1
7CAC-801319-2542	Test Set ARC-3 Radio	60.			1		1	1		1	1
7CAC-801319-2543	Test Set Radio AN-UPM-30	1.			1		1	1		1	1
7CAC-801319-25514	Test Set Radio AN-ARM-6	10.			1		1	1		1	1
7CAC-801319-25515	Test Set Radio AN-ARM-7	10.			1		1	1		1	1
7CAC-725230	Simulator Microphone AN-URM-14	10.			1		1	1		1	1
7CAC-952090	Voltmeter Portable AC-150V	5.	1	1	1	1	1	1	1	1	1
7CAC-979564-5	Wattmeter Portable RF 0-25-50-100W	3.			1		1	1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
7CAC-657535	Wavemeter ID-263/U	5.	1	1	1	1	1	1	1	1	1
1600-010021950	Amplifier LS-184/AIC-10	2.			1		1	1		1	1
1600-011278010	Control Receiver ARN-18	1.			1		1	1		1	1
1600-011526960	Coupler ERA-3001-B-1	40.			1		1	1		1	1
1600-011728030	Dynamotor DY-66B/ARN-14	45.			1		1	1		1	1
1600-113323015	Power Supply PP-298/ARC 21	25.			1		1	1		1	1
1600-013424100	Receiver Radio R-540/ ARM-14C	30.			1		1	1		1	1
1600-013570075	Receiver Transmitter RT-128A	125.			1		1	1		1	1
1600-202591100	Antenna AN-104B ARC-3	2.			1		1	1		1	1
1600-205975212	Antenna AT-172/ARN-14	10.			1		1	1		1	1
1600-206081274	Antenna ASSY AS-313B/ ARN-6	20.			1		1	1		1	1
1600-211344100	Coupling Unit CU-65/ARN-6	1.			1		1	1		1	1
1600-216259000	BC-348	35.			1		1	1		1	1
1600-211687425	Control Radio Set C-118 A/ARC-3	1.			1		1	1		1	1
1600-211939950	Control Radio Set C-87/ ART-13	2.			1		1	1		1	1
1600-211944406	Control Radio Set C-451/ ARC-21	2.			1		1	1		1	1
1600-211944737	Control Radio Set C-628/ ARC-27	2.			1		1	1		1	1
1600-214349040	Direction Finder R-101/ ARN-8	50.			1		1	1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
1600-218997125	Receiver Transmitter RT-178/ARC-27	60.			1		1	1		1	1
1600-224549885	Control Radio C-149A/ARN-6	2.			1		1	1		1	1
1600-224564921	Receiver Radio R-77A/ARC-3	20.			1		1	1		1	1
1600-224643180	Transmitter Radio T-47A/ART-13	70.			1		1	1		1	1
1600-224643270	Transmitter Radio T-67/ARC-3	25.			1		1	1		1	1
1600-226003340	Indicator Radio ID-231A/ARN-6	2.			1		1	1		1	1
1600-293080000	Mounting FT-240	2.			1		1	1		1	1
1600-293346301	Mounting MT-198/ART/13A	2.			1		1	1		1	1
1600-293346378	Mounting MT-275/ARN-6	1.			1		1	1		1	1
1600-293346524	Mounting Base MT-236B/ARC-3	1.			1		1	1		1	1
1600-293348990	Mounting MT-821-ARC-27	2.			1		1	1		1	1
1600-293348991	Mounting MT-822/ARC-27	3.			1		1	1		1	1
1600-293349175	Mounting MT971/ARC-21	3.			1		1	1		1	1
1600-293349176	Mounting MT-972/ARC-21	1.			1		1	1		1	1
1600-298359384	Mounting AN MTG MT-274A/ARN-6	5.			1		1	1		1	1
1600-298360113	Mounting AN MTG MT-627/ARN-14	2.			1		1	1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON	(CONT'D)										
1600-322850505	Line CG-131/ARN-6	2.			1		1	1		1	1
1600-298360114	Mounting AN MTG MT-628/ ARN-14	2.			1		1	1		1	1
1600-337837400	Dynamotor DY-17/ART/13A	20.			1		1	1		1	1
1600-337837500	Dynamotor DY-21/ARC-3	8.			1		1	1		1	1
1600-337837590	Dynamotor DY-22/ARC-3	8.			1		1	1		1	1
1600-337838766	Dynamotor DY-77/AIC-10	10.			1		1	1		1	1
1600-347541000	Junction Box Power J-68/ ARC-3	10.			1		1	1		1	1
1600-349197150	Mounting MT-164/ART-13	5.			1		1	1		1	1
1660-035110417	Antenna AS-428A/APS-42	60.			1		1	2		1	2
1660-036290568	Coupler CU-307/U	5.			1		1	2		1	2
1660-036290569	Coupler CU-308/U	5.			1		1	2		1	2
1660-036290581	Control Radar C-818/APS-42	7.			1		1	2		1	2
1660-037574033	Indicator Loran IP-58/ APN-70	15.			1		1	2		1	2
1660-03757404.0	Indicator IP-217/APS-42A	23.	1	1	2	1	1	2	1	2	3
1660-037800000	Keyer, KY-86/APN	2.			1		1	1		1	1
1660-038479500	Panel Control SB-215/APN 76A	2.	1	1	1	1	1	2	1	1	2

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
1660-038670084	Receiver Radio R-277/APN-70	40.			1		1	2		1	2
1660-038670088	Receiver Transmitter RT-275/APS-42A	70.			1		1	2		1	2
1660-038670095	Receiver Transmitter BC-788/ARN-1	2.			1		1	1		1	1
1660-039250130	Synchronizer SN-59A/APS-42	40.			1		1	2		1	2
1660-206081264	Antenna AS-306/APN-11	4.			1		1	1		1	2
1660-211944740	Control Radar C-629/APX-6	2.			1		1	1		1	1
1660-212608486	Indicator ID-169B/APN-12	35.	1	1	1	1	1	2	1	1	2
1660-218993150	Transmitter Receiver RT-11	40.	1	1	1	1	1	2	1	1	2
1660-218993234	Receiver Transmitter RT-11A	40.	1	1	1	1	1	2	1	1	2
1660-218993700	Receiver Transmitter RT-82/APX-6	40			1		1	1		1	1
1660-218993716	Receiver Transmitter RT-93/APN-11	40.			1		1	2		1	2
1660-224552000	Indicator ID-14B/APN-1	2.			1		1	1		1	1
1660-293261400	Mounting FT-416	2.	1	2	3	1	2	3	2	3	4
1660-293282500	Mounting FT-445	2.			1		1	1		1	1
1660-293339220	Mounting MT-14/ARN-1	2.			1		1	1		1	2
1660-293348672	Mounting MT-639/APS-42	2.			1		1	1		1	1
1660-295530050	Drive Tuning C-195/APN-12	1.			1		1	1		1	1
1660-299540018	Waveguide CG-175/APS-3A	1.	1	2	3	1	2	3	2	3	4

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON	(CONT'D)										
1790-207385235	Head-set Microphone H-78/AIC-10	1.	1	2	3	1	2	3	2	3	4
1790-612030300	Loudspeaker LS-10	5.			1		1	1		1	1
2234-CQ16A1	Switch Clutch F-1 Auto-pilot	1.			1		1	1		1	1
2234-DQ12	Disconnect Servo F-1 Auto-Pilot	1.	1	2	3	1	2	3	1	2	3
2234-DR18	Adapter ASST F-1 Auto-pilot	2.			1		1	1		1	1
2234-DR8	Box Junction F-1 Auto-Pilot	4.			1		1	1		1	1
2234-EP17A2	Relay Caging F-1 Auto-Pilot	1.			1		1	1		1	1
2234-12011-1A	Transmitter Remote Compass B-1	5.			1		1	1		1	1
2234-12320-1B	Amplifier Multiple Channel B-2	18.			1		1	1		1	1
2234-12361-1A	Servo Auto pilot 45LB FT E-2	10.	1	2	3	1	2	3	1	2	3
2234-12401-1B-B1	Control Vertical Gyro Type L-5	5.			1		1	1		1	1
2234-12423-1C-B1	Control Rate Gyro M-3	4.			1		1	1		1	1
2234-15704-1A2	Control Turn & Pitch Aircraft A-1	5.			1		1	1		1	1
2234-16404-1C-A3	Indicator Master Direction M-5	3.			1		1	1		1	1
2234-16500-1A	Amplifier Single Channel A-1	6.			1		1	1		1	1
3380-541120-4995	Relay Armature	1.			1		1	1		1	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
4BAA-219427-55	Blower HD-22/APN-11	10.			1		1	1		1	1
4213-778-4B	Inverter Rotary 400CY24V	25.			1		1	1		1	1
6234-10061-1X-B1	Indicator Remote Compass	10.			1		1	1		1	1
6234-35900-1A 1B1	Amplifier Compass C-1	10.			1		1	1		1	1
6234-35900-1F	Amplifier Compass C-1	7.			1		1	1		1	1
6234-36104-1L11A2	Indicator Course Meter ID-250A	2.			1		1	1		1	1
6234-7301-1B 2A1	Indicator Radio Control ID251	5.			1		1	1		1	1
6240-675313B	Indicator Directional V-8	1.			1		1	1		1	1
6245-140314	Indicator Course	5.			1		1	1		1	1
6263-15150-1	Slaving Control N-1 Compass	4.			1			1			1
6263-16000-1	Amplifier N-1 Compass	23.			1			1			1
6263-15900-1-2 or 3	Indicator Master Directional N-1 Compass	10.			1			1			1
6263-15700	Indicator Gyro MAG Compass V-7A	2.			1		1	1		1	1
7CAC-457006	Box Junction J-229-ARN-14	88.			1		1	1		1	1
7CAC-461789	Kit Pilot Preflight Test	15.			1		1	1		1	1
7700-247110	Cord Ext. 100 Feet	14.			1		1	1		1	1

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
A & E SQUADRON (CONT'D)											
7CAC-738180	Mount MT-1164	6.			1		1	1		1	1
7CAC-801316-6	Test Kit MK-136/ARC-21	8.	1	1	1	1	1	1	1	1	1
7CAC-801318-5725	Test Set Electron Tube TV-7-U	25.	1	1	1	1	1	1	1	1	1
7CAC-801319-120	Test Set Insulation AN-PSM-2	10.			1		1	1		1	1
7CAC-801319-215783	Test Set Radar UPM-33	60.			1		1	1		1	1
7CAC-801319-215786	Test Set Radar TS-147/UP	50.			1		1	1		1	1
7CAC-801319-21582	Test Set Radar AN-UPM-6B	125.			1		1	1		1	1
7900-706801	Soldering Iron 110V AC 60 CYL	2.			2		1	1		1	1
7900-706802-8	Soldering Iron 24VDC.	1.			1			1			1
7900-706804-9	Soldering Iron 1/8 30° Tip	5.	1	2	3	2	3	4	2	3	4
7900-738280	Stripper Wire NR. 22	1.	1	2	3	1	2	3	1	2	3
8TAA-982000	Watch Stop	.5			1		1	1		1	1
	Bench Stocks	(LBS)	20	30	40	30	40	50	40	50	60
	Technical Orders, Stock Lists, Miscellaneous Files, Records, and Publications	(LBS)	20	20	30	20	20	30	20	20	30
	Packaging Materials and Boxes	(LBS)	50	50	110	50	110	110	50	110	130

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
SUPPLY SQUADRON FLYAWAY KIT SECTION											
Complete KC-97 Flyaway Kit	Selected Flyaway Kit Spares (Reserve)	15,000									1
	Selected Flyaway Kit Spares (Back-UP)	12,000			1			1		1	1
	*Selected Flyaway Kit Spares (Nucleus)	10,000		1	1	1	1	1	1	1	1
	**Selected Flyaway Kit Spares (Deployment Route Kit)	3,000	1	-							

SUPPLY SQUADRON TOTALS

Turnaround Staging Teams	CLASS I	CLASS II	CLASS III
5 - Aircraft	3,000	10,000	10,000
10 - Aircraft	10,000	10,000	22,000
20 - Aircraft	22,000	22,000	37,000

NOTE: *This is a pre-assembled kit consisting of approximately 10,000 pounds of AOCP, ANFE, safety of flight, and high consumption type spares. These spares will also be considered as Priority I for out movement during emergency evacuations and mobility operations.

**This is a pre-assembled portion of the 10,000 pound nucleus kit which will be used by Deployment Route Maintenance Teams and/or minor number of aircraft on operational missions of short duration.

MAINTENANCE ELEMENT TOTALS:	24322.7	33133.4	54373.7	31441.7	35816.8	63491.1	40455.5	64847.8	96141.7

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TURNAROUND STAGING TEAMS KC-97
MATERIEL

STOCK NUMBER	NOMENCLATURE	UNIT WT	CLASS I			CLASS II			CLASS III		
			5	10	20	5	10	20	5	10	20
MEDICAL TACTICAL HOSPITAL AIRBORNE DISPENSARY											
	Dispensary Air Transportable (ECL 20-90-4	1375	1	1	1	1	1	1	1	1	1
	TACTICAL HOSPITAL TOTALS										
	Turnaround Staging Teams		CLASS I			CLASS II			CLASS III		
	5 - Aircraft		1375			1375			1375		
	10 - Aircraft		1375			1375			1375		
	20 - Aircraft		1375			1375			1375		

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PART III - DEPLOYMENT OF MATERIEL

SECTION B

PHASED DEPLOYMENT MATERIEL TABLES

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PHASED DEPLOYMENT MATERIEL TABLES

1. General:

a. This section shows the allocation of materiel authorized the wing to the several phases for deployment by sections within each squadron. In the case of the Air Base Group support squadrons, an equitable portion of their materiel necessary for support is shown. These listings are based upon current Unit Mission Equipment (UME) column of the Unit Authorization Lists (UAL's).

2. Recapitulation:

a. The recapitulation preceding the phasing tables is for easy reference to total weights when other detail is not required.

(1) The first column "Organizational Element" lists the squadrons of the Wing plus the Air Base Group support squadrons. The figures shown in this column in parenthesis are the total materiel in the Air Echelon of each Squadron.

(2) The second column "Air Echelon" is divided into three columns listing the weight of materiel deployed in each phase by squadron. This materiel is phased by priority as to the requirement in the launching of the first strike.

(3) The third column "Surface Echelon" moves only when specifically directed. This materiel will move by surface or air transport. This column consists of that equipment not air deployed by the staging team and/or during phased deployment of the Air Echelon. Column "B" is that Unit Support type equipment which is listed in ECL 67-00-2 "Station Set" and 67-00-6 "Housekeeping Set", is impracticable to air transport and is prepositioned at the forward base.

(4) The remaining information included in the "Recapitulation" table is self explanatory.

3. Materiel Tables:

a. The materiel listed in the phasing tables includes Unit Mission Equipment (UME) less T/A 1-21 individual clothing and equipment, ECL 10-series kits issued to individuals based on AFSC's and weapons carried in the possession of individuals.

b. Items are listed by functional T/O elements. Quantities and weights are shown for each line item. Weights are shown in airlift configuration.

c. For further guidance to the phasing tables, footnotes are provided at the end of the phasing tables.

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RECONCILIATION
WEIGHT OF MATERIEL (IN TONS) BY PHASE
AIR REFUELING SQUADRON
SD KC-97C

ORGANIZATIONAL ELEMENT (Total wt of materiel in Air Echelon is in Parenthesis)	AIR ECHELON			SURFACE ECHELON	
	FIRST PHASE	SECOND PHASE	THIRD PHASE	FOURTH PHASE	
				A	B
70TH AIR REFUELING SQ (2243.6)	(c) 1776.3	(c) 366.5	(c) 101.8		
FIELD MAINT SQ (129043.8)	45234.	51659.2	30149.6		
A & E MAINT SQ (5390.5)	3720.5	1072.	598.	A	B
TACTICAL HOSP (1275)	1275.	0	0		
SUPPLY SQ (37000)	37000.	0	0		
TOTALS (191912.9)	99106.8	56397.7	36648.4	0	0
Weight of Unit Mission Equipment and Flyaway Kits (except engines) normally deployed in unit acft (86072.9)	66756.8	(b) 5577.7	(d) 6738.4	0	0
Weight of R-4360 aircraft engines normally deployed in support acft. (Power packs at 8,470 and raw engines at 4240 rounds) (122840)	(5 each) Power Packs 42350	(6 each) Power Packs 50820	1 ea Power Pack & 5 each Raw 29670	0	

(See notes a thru c on reverse side of page)

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NOTES:

a. All unit mission equipment and base support equipment at the home station, after deployment of the tactical units, will be considered as a reserve pool of materiel for mobility planning purposes. Appropriate commanders may direct subsequent deployment of certain air transportable reserve materiel dependent upon existing and developing conditions at the forward base.

b. Materiel for fourth phase, Column D, is provided in the Station Set.

c. Survival equipment normally deployed in unit aircraft is not included in these totals.

d. In order to obtain full utilization of tanker aircraft cargo carrying capability, 5577.7 pounds of cargo from Phase II and 6738.4 pounds of cargo from Phase III will normally move with Phase I.

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97 ACFT)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
70TH AIR REFUELING SQUADRON T/C 1-1179 P-S, 1 July 54						
COMMAND						
Guidon Flag, case & Flagstaff (lot)	1	8				
Typewriter, 15"	1	40	1	40		
Clock, 12 hour	1	1.5				
Shear, 10"	1	1.				
Stapler, paper			1	.5		
*Pox set, w/4 boxes			½	45.	½	45
Safe, comb lock					1	165
Typewriter, 24"					1	53
Perforator, 3-hole					1	3
Sharpener, pencil					1	.5
Dictionary, desk type					1	3
**Misc files, records and publications (lot)				100		150
Packaging materials and boxes		30		50		125
SUPPLY						
Kit, Cloth impreg					1	2

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PHASED DEPLOYMENT OF MATERIEL
7OTH AIR REFUELING SQUADRON (2O KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY (CONT)						
Kit, Chem, M-9			1	5		
Decontaminating Apparatus	2	20				
Machine, listing, A & S					1	54
Paulin, cotton	1	103				
*Box, set, w/4 boxes			2	110	2	110
Shear, 10"					1	1
Sharpener, pencil					1	.5
Stapler, paper					1	.5
Reel, strapping					1	12
Sealer, box					1	5
Stencil outfit					1	2
Stretcher, box strapping					1	5
Typewriter, 15"					1	40
**Stock lists, misc files and pubs		90		165		100
Packaging materials & boxes		40		40		40
INTELLIGENCE						
ECL 20-20-1 Set, Intelligence	1	249.6				

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
INTELLIGENCE (CONT)						
Maps, Charts and misc files & pubs		330				
Packaging materials and boxes		100				
OPERATIONS AND TRAINING						
Safe, comb lock	1	165				
Machine, A & S, 10 Key	1	50				
Typewriter, 15"	1	40			1	40
*Box, set, w/4 boxes	1	110				
Shear, 10"	1	1				
Sharpener, pencil	1	.5				
Stapler, paper	1	.5				
**Misc files, records and publications		150		100		100
Packaging materials and boxes		60		40		60
MAINTENANCE						
Gloves, rubber	5	2.5	3	1.5	3	1.5
Jacket, identifying, C-1.	5	2.5				
Typewriter, 15"	1	40				
Powercycle	2	306				
*Box, set, w/4 boxes	3	330				
Case, set, 2-case, MF-1			1	80	1	80

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
MAINTENANCE (CONT)						
ECL 20-00-36 Set, Air Refueling Sq Flt Line Maint., KC-97:						
Class - Fed (lot)		258.4				
Class 08-A (lot)		262		222		246
Class 12 (lot)		340		340		170
Class 16-A (lot)		112				
Class 17-A (lot)		125.5		20		20
Class 17-B (lot)		327.8		10.5		22.8
Class 17-C (lot)		51				
Class 18-A (lot)		84				
Class 18-P (lot)		47.5		75		80
Class 18-D (lot)		43				
Class 19-A (lot)		2027		61		5
Class 19-E (lot)		24				
Class 19-F (lot)		2900		1450		2900
Class 19-G (lot)		253		110		250
Packaging material and boxes		2200		300		500
Bench stocks		100				
Technical orders & stock lists		200		200		200
Misc files, pubs & records		150		100		100

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION						
Command (860.5)		80.5		235.5		544.5
Supply (945)		253		320		372
Intelligence (679.6)		679.6		0		0
Operations & Training (917)		577		140		200
Maintenance (17741.5)		10186.2		2970		4585.3
TOTALS (21143.6)		11776.3		3665.5		5701.8

NOTES:
*Weight indicated for shipping boxes is empty weight.

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
70TH A & E MAINT SQ T/O 1-7475 P-S, 1 July 54						
MAINT SUPERVISION & ADMIN						
Technical Orders, Stock lists, misc files, records and pubs		30				
Packaging materials and boxes		130				
TOOL CRIB						
Class 08-A (lot)		14		26		26
Class 17-A (lot)				20		25
Class 17-B (lot)		26		22		22
Class 17-C (lot)		1646		917		451
Class 38 (lot)		.5				
Bench Stocks (lot)		60				
BENCH SETS						
Class 03-C (lot)		25				
Class 05-A (lot)		79				
Class 05-F (lot)		87				
Class 16-A (lot)		659				
Class 16-K-1 (lot)		944		82		27
Class 16-N (lot)		9		6		6
Class 16-T (lot)		1				
Class 34-B (lot)		10				

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION						
Maint Supervision & Admin (160)		160		0		0
Tool Crib (3255.5)		1746.5		985		524
Bench Sets (1935)		1814		88		33
TOTALS (5350.5)		3720.5		1073		557

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
70TH FIELD MAINT SQUADRON T/O 1-7169 P-S, 1 July 54						
POWER PLANT SHOP						
Class 17-A (lot)		180				
Class 17-B (lot)		51.5				
Class 17-C (lot)		34				
Class 18-A (lot)		308.3				
Class 18-B (lot)		81.5				
Class 19-E (lot)		5				
Class 19-G (lot)		390				
Bench Stocks (lot)		75				
Technical Orders, Stock lists and misc files & pubs. (lot)		20				
R-4360 A/C Engines - Power packs on airbourne trucks 8220-773600	5	42350	6	50830	1	8470
R-4360 A/C engines, raw on truck 8220-772100					5	21200
SHEET METAL SHOP						
Class 17-A (lot)		15		12		5
Class 17-B (lot)		10.9		4.7		19.2
Class 18-D (lot)				1		1
Bench Stocks (lot)		35				
Packaging materials & boxes (lot)		15		15		15

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
WELDING SHOP						
Class 17-B (lot)				52.8		
ELECTRICAL SYSTEMS MAINT						
Class 08-A (lot)		29				
Class 17-A (lot)		4				
Class 17-B (lot)		13				34
Class 17-C (lot)		41		281		87
Class 18-B (lot)						6
Class 64 (lot)						2.5
Bench Stocks (lot)		40				
Technical Orders, records and misc files & pubs (lot)		15				
Packing cases (lot)		25				50
HYDRAULIC SHOP						
Class 17-B (lot)		7.6		26		
Class 17-C (lot)		1.5				
Class 19-A (lot)		27				
Bench Stocks (lot)		40				
Technical orders, records and misc files & pubs (lot)		10				
Packaging materials & boxes (lot)		50		30		
INFLIGHT REFUELING BOOM REPAIR						
Class 08-A (lot)		5				

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
INFLIGHT REFUELING BOOM REPAIR (Cont)						
Class 17-B (lot)		8.3				
Class 17-C (lot)		2				
Class 18-B (lot)		16.9				
Class 19-G (lot)		292				
Class 20-A (lot)		4				
Packaging materials & boxes (lot)		30				
INSTRUMENT MAINT						
Class 08-A (lot)		40				
Class 17-A (lot)		6				
Class 17-B (lot)		5.5				
Class 17-C (lot)		3		152		
Class 18-D (lot)		10				
Bench Stocks (lot)		15				
Packing cases (lot)		25		25		
PROPELLER REPAIR						
Class 08-A (lot)		5		5		
Class 16-K-1 (lot)		1				
Class 17-B (lot)		11.5		1		
Class 17-C (lot)		51		10		
Class 18-B (lot)		167		40.5		
Class 19-G (lot)		1.2				

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
PROPELLER REPAIR (CONT)						
Bench Stocks (lot)		20				
Packaging materials and boxes (lot)		30		25		
AUXILIARY EQUIP REPAIR						
Class 08-A (lot)		38				
Class 17-A (lot)		6				
Class 17-B (lot)		12				
Class 17-C (lot)		34				
Ground Power Equipment Spares, C-21B. (lot)		200				
Technical orders and misc stock lists & records (lot)		10				
Packing cases (lot)		50				
PAINT, DOPE AND FABRIC						
Class 04-B (lot)		10				
Class 13-C (lot)		5				
Class 17-A (lot)						4
Class 17-B (lot)						2
Packaging materials and boxes (lot)						10
MACHINE SHOP						
Class 08-A (lot)		9				
Class 17-A (lot)		14				
Class 17-B (lot)		22.7				

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
MACHINE SHOP (CONT)						
Packaging materials and boxes (lot)		15				
AERO REPAIR						
Class 17-B (lot)				2.5		9.2
Class 17-C (lot)				12		
Class 18-B (lot)		.6		18.7		42.7
Class 18-D (lot)		40				
Class 19-A (lot)		145				
Class 19-G (lot)						45
Bench Stocks and Fuel Cell repair parts (lot)				75		60
Packing cases (lot)				50		50
PARACHUTE & LIFE RAFT REPAIR						
Class 17-A (lot)						20
Class 18-D (lot)						2
Packaging materials and boxes (lot)						15
RECAPITULATION						
Power Plant Shop (123,985.3)		43495.3		50820		29670
Sheet Metal Shop (148.8)		75.9		32.7		40.2

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
RECAPITULATION (CONT)						
Welding Shop (52.8)		0		52.8		0
Electrical Systems Maint (627.5)		167		281		179.5
Hydraulic Shop (192.1)		136.1		56		0
Inflight Refueling Boom Rpr (358.2)		358.2		0		0
Instrument Maint (281.5)		104.5		177		0
Propeller Repair (368.2)		286.7		81.5		0
Auxiliary Equipment Repair (350)		350		0		0
Paint, Dope and Fabric (31)		15		0		16
Machine Shop (60.7)		60.7		0		0
Aero Repair (550.7)		185.6		158.2		206.9
Parachute and Life Raft Rpr (37)		0		0		37
TOTALS (127,043.8)		45235		51659.2		30149.6

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
TACTICAL HOSPITAL UMD 9022, 1 June 55						
ECL 20-90-4 Set, Air Transportable Dispensary	1	1375				
TOTALS (1375)		1375		0		0

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY SQUADRON UMD 8160, 1 Sept 55						
FLYAWAY KIT SECTION						
Selected Flyaway Kit Spares (Reserve)	1	15000				
Selected Flyaway Kit Spares (Back-up)	1	12000				
*Selected Flyaway Kit Spares (Nucleus)	1	10000				
TOTALS (37,000)		37000		0		0

NOTE:
*This is a pre-assembled Kit consisting of approximately 10,000 pounds of AOCP, ANFE, safety of flight, and high consumption type spares. These spares will also be considered as Priority I for out-movement during emergency evacuations and mobility operations.

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PHASED DEPLOYMENT OF MATERIEL
70TH AIR REFUELING SQUADRON (20 KC-97)
SEPARATE DEPLOYMENT

LIST OF ITEMS BY ORGANIZATIONAL ELEMENT	Schedule for Phased Deployment					
	1st Phase		2d Phase		3d Phase	
	Qty	Wt	Qty	Wt	Qty	Wt
SUPPLY SQUADRON UMD 8160, 1 Sept 55						
FLYAWAY KIT SECTION						
Selected Flyaway Kit Spares (Reserve)	1	15000				
Selected Flyaway Kit Spares (Back-up)	1	12000				
*Selected Flyaway Kit Spares (Nucleus)	1	10000				
TOTALS (37,000)		37000		0		0

NOTE:
*This is a pre-assembled Kit consisting of approximately 10,000 pounds of AOCP, ANFE, safety of flight, and high consumption type spares. These spares will also be considered as Priority I for out-movement during emergency evacuations and mobility operations.

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PART III - DEPLOYMENT OF MATERIEL

SECTION C

TRANSIT MAINTENANCE TEAM MATERIEL

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KC-97 TRANSIT MAINTENANCE TEAM

1. This section contains the materiel required for KC-97 Transit Maintenance Support.

2. Transit Maintenance Spares will normally be withdrawn from appropriate Flyaway Kits and stored in separate Flyaway Kit bins.

RECAPITULATION

EQUIPMENT AND SPARES

ITEM	QTY	WT. (LBS.)
Field Maintenance Special Tools		196.5
R-4360 A/C Engine set up on truck 8220-773600	1	8470
A&E Special Tools		550
A&E and FM Selected Spares		3000
TOTAL WT:		12216.5

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STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	FIELD MAINTENANCE SQUADRON		
	CLASS 17-B		
7900-000 932	Adapter wr. intr 1/2 x 1	2.	1
7900-273 989-4	Driver hand insert 18 MM	3.	1
7900-278 515	Extractor Hand insert 7/16	2.	1
7900-427 390	Handle so wr ratchet M, 3/4"	8.	1
7900-453 430	Indicator test dial type grad	.4	1
	CLASS 17-C		
7CAC-472 650	Light timing	4.	2
7CAD-438 860	Indicator piston position	3.	1
7CAD-801 818	Tester compression cyl	9.	1
7CAD-856 250	Torquemaster	10.	1
	CLASS 18-A		
9AMD-50B 9641-1	Wrench spark plug elbow short 7/8"	.5	3
9AMD-50B 9641-2	Wrench spark plug elbow long 7/8"	.5	3
9APW-PWA13	Clamp piston ring 5 3/4" dia	4.	1
9APW-PWA 1485	Wrench intake spanner (Pack nut)	2.	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	CLASS 18-A (CONT'D)		
9APW-PWA 1791	Pliers piston ring inst	2.	1
9APW-PWA 3109	Ext wr 1/2" SD Fx 3/8" SMD 18"	15.	2
9APW-PWA 3500	Holder master rod	1.	1
9APW-PWA 3517	So wr .740", .30 1/2" SD	3.	1
9APW-PWA 3626	So wr 6 pt, 2 1/2" dia, 1/2" SD	2.	1
9APW-PWA 3923	Wrench Palnut	.5	1
9APW-PWA 4152	Driver valve adjusting screw	1.	1
9APW-PWA 4244	Drift and Base mag dr case oil	4.	1
9APW-PWA 4536	Extension intake pipe spanner nut	.5	2
9APW-PWA 4644	Wrench intake pipe packing 4x5	1.	1
9APW-PWA 4675	Gage feeler valve clearance	.5	1
9APW-PWA 4886	Pusher, magneto dr. pioion & oil	4.	1
9APW-PWA 4911	Pusher piston pin disassembling	.4	1
9APW-PWA 5003	Wrench palnut spanner 7/16"	1.	1
9APW-PWA 5102	Wr intake man coupl spanner nut	4.	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	FIELD MAINT SQ (CONT'D)		
9APW-PWA 5145	Puller - mag dr shaft oil seal	4.	1
9APW-PWA 5170	Protractor mag timing & valve setting	6.	1
9APW-PWA 5276	Depressor valve spring	4.	1
9APW-PWA 5350	Wrench cyl hold down nut pneu	14.	1
9APW-PWA 5365	Wrench cyl hold down	.4	3
9APW-PWA 5430	Wrench intake manifold nut	.5	1
9APW-PWA 5448	Wrench hi-tension lead coil	1.	2
9APW-PWA 5509	Pliers-rocker box cover tube seal	3.	1
9APW-PWA 5564-101	Puller-cover fuel feed valve	5.	1
9APW-PWA 5630	Wrench push rod gland nut torque	2.	1
9APW-PWA 5653-100	Depressor Rocker arm	1.5	2
	CLASS 18-B		
9BBQ-F615 06	Gage turbo wheel clearance	.5	1
9BBQ-F615 07	Gage turbo nozzle box clearance	.5	1
9BBQ-F657 35	Wrench ext 3/4" SF BO 1"	2.	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	CLASS 18-B (CONT'D)		
9BBQ-F657 36	Wrench asft 6st M, 1" dia, 3/4" SD	2.	1
9BBQ-F657 37	Adap-power pkg mtg nuts, 1 1/8" hex	2.	1
9BBQ-F657 39	Wrench adap power flg mtg nuts	4.	1
9BBQ-F659 03	Adapter wr eng mt bolt 3/4" SD	3.	1
9BBQ-F662 84	Wrench 9/16, 12 pt 3/8 drive	1.5	2
9BMD-42D 3644	Wrench assy spline #60 C-shaft	15.	1
	CLASS 19-G		
8220-017 400	Adapter hoist engine #60 shaft (EBU)	10.	1
	R-4360 A/C engine blt up, on truck 8220-773600	8470.	1
	ARMAMENT & ELECTRONICS SQUADRON (SPECIAL TOOLS)		
	CLASS 17-C		
7CAC-041 086	TS-488/UP	22.	1
7CAC-3182 08-545	Meter freq, 160-200 MC, BC-906-E	5.	1
7CAC-3639 54	Generator signal I-196-B	15.	1
7CAC-5890 73-3	Multimeter 0-1000V DC PSM-6	8.	1

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STOCK NUMBER	NOMENCLATURE	UNIT WT	QUAN-TITY
	A & E SQ (CONT'D)		
7CAC-611119	Oscilliscope AN/USM-24	75.	1
7CAC-654700	Kit pressurizing MK-20A-UP	5.	1
7CAC-801318-5725	Test set, electron tube TV-7-U	25.	1
7CAC-801319-215786	Test set, radar TS-147/UP	50.	1
7CAC-801319-21585	Test set, radar AN-UPM-8	125.	1
7CAC-801319217	Test set, TS-23/APN	15.	1
7CAC-801319-2175	Test set, radar UPM-1B	175.	1
7CAC-801319-238	Test set, radar TS-10C	20.	1
7CAC-979548	Wattmeter URM-43A	10.	1
	SELECTED A&E AND FM SPARES (lot)	3000.	1

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PART III - MATERIEL

SECTION D

ABSOLUTE ESSENTIAL EQUIPMENT

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ABSOLUTE ESSENTIAL EQUIPMENT (AEE)

1. This section contains those items of base support type equipment which are considered to be essential for launching of KC-97 aerial refueling missions. These items are authorized the forward bases as part of the station set required to be in place for support of KC-97 aircraft operations. AEE items are also contained in the unit authorization list of the combat unit and/or supporting organizations at the home stations.

2. Units are notified in advance by means of SAC Form 651 (SAC Regulation 400-9) of those items of AEE which are not on hand at the forward bases. The Form 651 also contains authority to airlift from the home station as high priority cargo, those AEE items which are not in place.

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STATION SET ABSOLUTE ESSENTIAL EQUIPMENT (AEE) REQUIREMENTS

KC-97 AIRCRAFT

		Turnaround Staging Teams		
		A	B	C
STOCK NUMBER	NOMENCLATURE	5 Acft	10 Acft	20 Acft
8100-221822-5 (Sub 8100-209750)	Air Compressor, 3500 PSI	1	1	1
8100-519374-535 (Sub 8100-307818)	Generator set, MD-4	1	1	1
8100-559713	Post propeller assembly, 2.5'x2	1	1	1
8100-628500	Rectifier, B-8	2	2	2
8100-801989-853	Spacer, propeller assembly	1	1	1
8100-803750	Stand assembly propeller	1	1	1
7CAC-738235	Stand assy, port., hyd., 16GPM, 3000 PSI	1	1	2
7CAD-806350	Tester assy., fuel flow	1	1	1
8200-630025	Maintenance platform, B-1, 3 to 10'	2	2	4
8200-630035	Maintenance platform, B-5, 7 to 12'	3	6	10
8200-630040	Maintenance platform, B-2, 13 to 20'	1	1	1
8200-924620 (Sub 8200-953530)	Oxygen trailer MB-2	1	1	1
8210-322510	Generator set, B-11	1	1	2
9BCP-ST1563	Nut, propeller assembly, post	1	1	1
9BMD-50C1006	Bushing, propeller, plain	1	1	1

NOTE: For full deployment, amounts listed in Column "C" (20 A/C) will be deployed.

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PART IV

LOADING PLAN

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PART IV - LOADING PLAN

SECTION A

GENERAL

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GENERAL

1. General.

a. This part of the mobility plan contains the loading lists of the personnel and materiel to be deployed on unit and support aircraft.

b. The loading plan is based on the total deployment of the Air Refueling Squadron and its supporting elements from the Wing and Air Base Group.

c. Normally, all personnel and materiel will be deployed in unit aircraft except the R-4360 engines and the cargo courier personnel who accompany them. The loading plan is based on individual aircraft loads for personnel and materiel.

d. Personnel have been allocated priority numbers prefixed with the letter "K" to avoid confusion with the Wing loading plan during simultaneous outloading operations. The assignment of personnel priority numbers will also facilitate any necessary load adjustments due to the operations order or other operational requirements.

e. Priority numbers have not been assigned to the materiel listings. However, in the event of a joint operation when personnel and cargo of the Wing or other units must be airlifted, the priority of outmovement will be in accordance with the sequence of the unit aircraft flight number. Thus, materiel on aircraft number 1 will have priority over that materiel scheduled for Flight #3 and so on through Flight #20. The same priority criteria applies to the personnel flights.

f. Personnel and materiel comprising the transit maintenance team will be deployed on KC-97 Flight #1. No personnel or materiel are scheduled for deployment on KC-97 Flights #19 and 20. These aircraft will be utilized as required, for control teams in the event of implementation of the 825th AD 10 series operations plan or other operational commitments.

g. The Commander, 70th ARS will insure that crews scheduled for passenger flights are qualified in accordance with SAC Reg 50-17.

h. The Senior Loading Officer is responsible for loading unit and support aircraft. The ARS Squadron Mobility Officer will be responsible for preparing and maintaining manifests for this loading plan, as nearly complete as possible, prior to deployment.

2. Turnaround Staging Teams.

a. The loading plan reflects the deployment of only the Class III 20 aircraft staging team. In the event a smaller staging team is to be deployed, it will be necessary to adjust the loads commensurate with the requirements contained in Part IIA and Part IIIA of the plan.

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3. Phased Deployment.

a. The Class III 20 aircraft staging team and Phase I are identical as noted previously in this plan.

b. The explanation of the personnel loading plan is as follows:

(1) Priority numbers K-1 through K-104 are assigned to the 70th ARS Flight Crews. The following AFSCs will normally be deployed in each unit aircraft.

2 - 1234C Pilot Bombardment

1 - 1525P Acft Obsvr

1 - 43371 Acft Perf Engr

1 - 43350/70 Inflight Ref Specl

(2) Priority numbers K-150 through K-189 are assigned to the 70th ARS ground crew personnel who will deploy in each unit aircraft. The Commander, 70th ARS, will assign personnel to each deploying aircraft in the AFSC and quantity indicated below.

1 - 43171B Acft Maint Tech (Crew Chief)

1 - 43131/51B Acft Mech (Asst Crew Chief)

(3) Priority numbers K512 through K536 are assigned to the additional flight crews. These crews will normally deploy in Phase II. The Commander, 70th ARS, will assign these crews to specific aircraft in accordance with existing operational requirements.

(4) Priority numbers K-555 through K-579 are assigned to the additional flight crews. These crews will normally deploy in Phase III. These crews will be deployed as noted paragraph 3 (3) above.

(5) Priority numbers K-408-413 are assigned to six (6) 77150 Air Police who will normally deploy in support aircraft as cargo couriers. Additional personnel required as cargo couriers will be withdrawn from the passenger loads at the time of deployment.

(6) Phase I (Class III-20 Acft Staging Team)

KC-97	Flight Number 1	Priority K-200 through K-217
KC-97	Flight Number 2	" K-225 through K-269
KC-97	Flight Number 5	" K-270 through K-315
KC-97	Flight Number 6	" K-316 through K-361
KC-97	Flight Number 9	" K-362 through K-407

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(7) Phase II

KC-97	Flight Number 10	Priority	K-418 through K-446
KC-97	Flight Number 13	"	K-447 through K-475
KC-97	Flight Number 14	"	K-476 through K-506

(8) Phase III

KC-97	Flight Number 16	Priority	K-580 through K-606
KC-97	Flight Number 17	"	K-607 through K-633
KC-97	Flight Number 18	"	K-634 through K-659

Those Air Police personnel noted with an asterisk on the loading lists will normally not deploy to a SAC operated ZI staging base.

c. The explanation of the cargo loading plan is as follows:

(1) All cargo has been allocated to individual aircraft. The loading is based on a pre planned load, by compartment, within each individual aircraft.

(2) Phase I (Class III 20 Acft Staging Team)
KC-97 Flight Numbers 3 - 4 - 7 and 8
Flyaway Kit items loaded on Flight numbers 11, 12 and 15 of Phase II and III will also be deployed with the Class III 20 Acft Staging Teams.

(3) Phase II
KC-97 Flight Numbers 11 and 12

(4) Phase III
KC-97 Flight Number 15

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GENERAL

1. General.

a. This part of the mobility plan contains the loading lists of the personnel and materiel to be deployed on unit and support aircraft.

b. The loading plan is based on the total deployment of the Air Refueling Squadron and its supporting elements from the Wing and Air Base Group.

c. Normally, all personnel and materiel will be deployed in unit aircraft except the R-4360 engines and the cargo courier personnel who accompany them. The loading plan is based on individual aircraft loads for personnel and materiel.

d. Personnel have been allocated priority numbers prefixed with the letter "K" to avoid confusion with the Wing loading plan during simultaneous outloading operations. The assignment of personnel priority numbers will also facilitate any necessary load adjustments due to the operations order or other operational requirements.

e. Priority numbers have not been assigned to the materiel listings. However, in the event of a joint operation when personnel and cargo of the Wing or other units must be airlifted, the priority of outmovement will be in accordance with the sequence of the unit aircraft flight number. Thus, materiel on aircraft number 1 will have priority over that materiel scheduled for Flight #3 and so on through Flight #20. The same priority criteria applies to the personnel flights.

f. Personnel and materiel comprising the transit maintenance team will be deployed on KC-97 Flight #1. No personnel or materiel are scheduled for deployment on KC-97 Flights #19 and 20. These aircraft will be utilized as required, for control teams in the event of implementation of the 825th AD 10 series operations plan or other operational commitments.

g. The Commander, 70th ARS will insure that crews scheduled for passenger flights are qualified in accordance with SAC Reg 50-17.

h. The Senior Loading Officer is responsible for loading unit and support aircraft. The ARS Squadron Mobility Officer will be responsible for preparing and maintaining manifests for this loading plan, as nearly complete as possible, prior to deployment.

2. Turnaround Staging Teams.

a. The loading plan reflects the deployment of only the Class III 20 aircraft staging team. In the event a smaller staging team is to be deployed, it will be necessary to adjust the loads commensurate with the requirements contained in Part IIA and Part IIIA of the plan.

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3. Phased Deployment.

a. The Class III 20 aircraft staging team and Phase I are identical as noted previously in this plan.

b. The explanation of the personnel loading plan is as follows:

(1) Priority numbers K-1 through K-104 are assigned to the 70th ARS Flight Crews. The following AFSCs will normally be deployed in each unit aircraft.

2 - 1234C Pilot Bombardment

1 - 1525P Acft Obsvr

1 - 43371 Acft Perf Engr

1 - 43350/70 Inflight Ref Specl

(2) Priority numbers K-150 through K-189 are assigned to the 70th ARS ground crew personnel who will deploy in each unit aircraft. The Commander, 70th ARS, will assign personnel to each deploying aircraft in the AFSC and quantity indicated below.

1 - 43171B Acft Maint Tech (Crew Chief)

1 - 43131/51B Acft Mech (Asst Crew Chief)

(3) Priority numbers K512 through K536 are assigned to the additional flight crews. These crews will normally deploy in Phase II. The Commander, 70th ARS, will assign these crews to specific aircraft in accordance with existing operational requirements.

(4) Priority numbers K-555 through K-579 are assigned to the additional flight crews. These crews will normally deploy in Phase III. These crews will be deployed as noted paragraph 3 (3) above.

(5) Priority numbers K-408-413 are assigned to six (6) 77150 Air Police who will normally deploy in support aircraft as cargo couriers. Additional personnel required as cargo couriers will be withdrawn from the passenger loads at the time of deployment.

(6) Phase I (Class III-20 Acft Staging Team)

KC-97	Flight Number 1	Priority K-200 through K-217
KC-97	Flight Number 2	" K-225 through K-269
KC-97	Flight Number 5	" K-270 through K-315
KC-97	Flight Number 6	" K-316 through K-361
KC-97	Flight Number 9	" K-362 through K-407

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(7) Phase II

KC-97	Flight Number 10	Priority	K-418 through K-446
KC-97	Flight Number 13	"	K-447 through K-475
KC-97	Flight Number 14	"	K-476 through K-506

(8) Phase III

KC-97	Flight Number 16	Priority	K-580 through K-606
KC-97	Flight Number 17	"	K-607 through K-633
KC-97	Flight Number 18	"	K-634 through K-659

Those Air Police personnel noted with an asterisk on the loading lists will normally not deploy to a SAC operated ZI staging base.

c. The explanation of the cargo loading plan is as follows:

(1) All cargo has been allocated to individual aircraft. The loading is based on a pre planned load, by compartment, within each individual aircraft.

(2) Phase I (Class III 20 Acft Staging Team)
KC-97 Flight Numbers 3 - 4 - 7 and 8
Flyaway Kit items loaded on Flight numbers 11, 12 and 15 of Phase II and III will also be deployed with the Class III 20 Acft Staging Teams.

(3) Phase II
KC-97 Flight Numbers 11 and 12

(4) Phase III
KC-97 Flight Number 15

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PART IV - LOADING PLAN

SECTION B

LOADING LIST FOR PERSONNEL

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PERSONNEL LOADING LIST
PHASE I - 20 ACFT TURNAROUND STAGING TEAM
KC - 97 FLIGHT # 1

P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-200	64151	ABG Sup Sq			
K-201	43271	FM			
K-202	42370	FM			
K-203	42350	FM			
K-204	42152	FM			
K-205	42152	FM			
K-206	42152	FM			
K-207	42151	FM			
K-208	42151	FM			
K-209	43251	FM			
K-210	43251	FM			
K-211	43251	FM			
K-212	30170	A&E			
K-213	30150B	A&E			
K-214	30151A	A&E			
K-215	30151A	A&E			
K-216*	77150	AP Sq			
K-217*	77150	AP Sq			

(Enroute Maint Team)

*See Section IV-A, General

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PERSONNEL LOADING LIST
PHASE I - 20 ACFT TURNAROUND STAGING TEAM
KC - 97 FLIGHT #2

P/NO	AFSC	ORGANIZATION	P/NO	AFSC	ORGANIZATION
K-225	00066A	ARS	K249	43251	FM
K-226	04344	ARS	K250	30171A	A&E
K-227	02054	ARS	K251	30150C	A&E
K-228	70230	ARS	K252	30130B	A&E
K-229	43171B	ARS	K253	42370	A&E
K-230	43271	ARS	K254	64151	ABG Sup Sq
K-231	43271	ARS	K255	64350	ABG Sup Sq
K-232	53251	ARS	K256	64370	ABG Sup Sq
K-233	43251	ARS	K257	57150	ABG Install Sq
K-234	43251	ARS	K258	60330	ABG Mtr Veh Sq
K-235	70250	ARS	K259	60350	ABG Mtr Veh Sq
K-236	1416	70th Hq Sq	K260	62250	ABG FS Sq
K-237	43171B	70th Hq Sq	K261	62230	ABG FS Sq
K-238	2524	Weather Det	K262*	77170	AP Sq
K-239	29350	ABG Ops Sq	K263*	77150	AP Sq
K-240	43100	FM	K264*	77150	AP Sq
K-241	42251	FM	K265*	77150	AP Sq
K-242	53430	FM	K266*	77150	AP Sq
K-243	47250	FM	K267*	77130	AP Sq
K-244	42151	FM	K268*	77130	AP Sq
K-245	42350	FM	K269*	77010	AP Sq
K-246	43251	FM			
K-247	43251	FM			
K-248	43251	FM			

* See Section IV-A, General

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PERSONNEL LOADING LIST
PHASE I - 20 ACFT TURNAROUND STAGING TEAM
KC - 97 FLIGHT # 5

P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K- 270	01435	ARS	K 294	42350	FM
K- 271	70250	ARS	K 295	43251	FM
K- 272	64151	ARS	K 296	43251	FM
K- 273	20470	ARS	K 297	43251	FM
K- 274	43171B	ARS	K 298	3234	A&E
K- 275	43171B	ARS	K 299	30151A	A&E
K- 276	43131B	ARS	K 300	30150B	A&E
K- 277	43271	ARS	K 301	70250	A&E
K- 278	43251	ARS	K 302	64151	ABG Sup Sq
K- 279	43251	ARS	K 303	64350	ABG Sup Sq
K- 280	43251	ARS	K 304	62250	ABG Fs Sq
K- 281	60330	ARS	K 305	62150	ABG Fs Sq
K- 282	43171B	70th Hq Sq	K 306	60350	ABG Mtr Veh Sq
K- 283	9356	Med Gp	K 307*	7724	AP Sq
K- 284	90250	Med Gp	K 308*	77150	AP Sq
K- 285	29250	ABG Cps Sq	K 309*	77150	AP Sq
K- 286	43271	FM	K 310*	77150	AP Sq
K- 287	43251	FM	K 311*	77150	AP Sq
K- 288	43251	FM	K 312*	77130	AP Sq
K- 289	42172	FM	K 313*	77130	AP Sq
K- 290	53450	FM	K 314*	77130	AP Sq
K- 291	47250	FM	K 315*	77010	AP Sq
K- 292	47250	FM			
K- 293	42151	FM			

* See Section IV-A, General

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PERSONNEL LOADING LIST
PHASE I - 20 ACFT TURNAROUND STAGING TEAM
KC - 97 FLIGHT # 6

P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-316	04324	ARS	K340	43251	FM
K-317	92250	ARS	K341	43251	FM
K-318	60170	ARS	K342	43251	FM
K-319	06424	ARS	K343	30170	A&E
K-320	20450	ARS	K344	30151A	A&E
K-321	43171B	ARS	K345	30150C	A&E
K-322	43131B	ARS	K346	30150B	A&E
K-323	43131B	ARS	K347	42350	A&E
K-324	43271	ARS	K348	64173	ABG
K-325	43271	ARS	K349	64350	ABG Sup Sq
K-326	43251	ARS	K350	62250	ABG Fs Sq
K-327	43251	ARS	K351	60350	ABG Mtr Veh Sq
K-328	43171B	70th Wg Hq Sq	K352	60330	ABG Mtr Veh Sq
K-329	64151	70th Hq Sq	K353*	77170	AP Sq
K-330	90670	Med Gp	K354*	77150	AP Sq
K-331	90150	Med Gp	K355*	77150	AP Sq
K-332	53450	FM	K356*	77150	AP Sq
K-333	47250	FM	K357*	77150	AP Sq
K-334	42151	FM	K358*	77010	AP Sq
K-335	42350	FM	K359*	77010	AP Sq
K-336	42152	FM	K360*	77010	AP Sq
K-337	43251	FM	K361*	77010	AP Sq
K-338	43231	FM			
K-339	42350	FM			

*See Section IV-A, General

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PERSONNEL LOADING LIST
PHASE I - 20 ACFT TURNAROUND STAGING TEAM
KC - 97 FLIGHT # 9

P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-362	1525P	ARS	K386	30170	A&E
K-363	07324	ARS	K387	30151A	A&E
K-364	73230	ARS	K388	30150C	A&E
K-365	43171B	ARS	K389	70250	A&E
K-366	43131B	ARS	K390	6424	ABG Sup Sq
K-367	43131B	ARS	K391	64350	ABG Sup Sq
K-368	43131B	ARS	K392	64350	ABG Sup Sq
K-369	64151	ARS	K393	62250	ABG Fs Sq
K-370	43271	ARS	K394	57130	ABG Inst Sq
K-371	43251	ARS	K395	60330	ABG Mtr Veh Sq
K-372	43251	ARS	K396	60330	ABG Mtr Veh Sq
K-373	60350	ARS	K397*	77130	AP Sq
K-374	43171B	70th Hq Sq	K398*	77150	AP Sq
K-375	53470	FM	K399*	77150	AP Sq
K-376	53450	FM	K400*	77150	AP Sq
K-377	47250	FM	K401*	77150	AP Sq
K-378	42230	FM	K402*	77150	AP Sq
K-379	42132	FM	K403*	77150	AP Sq
K-380	43251	FM	K404*	77130	AP Sq
K-381	43231	FM	K405*	77130	AP Sq
K-382	42350	FM	K406*	77010	AP Sq
K-383	43251	FM	K407*	77010	AP Sq
K-384	43251	FM			
K-385	53150	FM			

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-418	43271	ARS	K442	64350	ABG Sup Sq
K-419	43251	ARS	K443	64350	ABG Sup Sq
K-420	43251	ARS	K444	47170	ABG Mtr Veh Sq
K-421	43251	ARS	K445	62230	ABG Fs Sq
K-422	43151B	ARS	K446 *	77150	ABG AP Sq
K-423	43131B	ARS			
K-424	53470	FM			
K-425	58150	FM			
K-426	58150	FM			
K-427	42370	FM			
K-428	42350	FM			
K-429	43151B	FM			
K-430	43151B	FM			
K-431	43171B	FM			
K-432	30170	A&E			
K-433	42350	A&E			
K-434	43171B	PM			
K-435	43251	PM			
K-436	43251	PM			
K-437	43251	PM			
K-438	43231	PM			
K-439	43151B	PM			
K-440	43151B	PM			
K-441	43171B	PM			

*See Section IV-A, General

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-447	92250	ARS	K471	64350	APG Sup Sq
K-448	43271	ARS	K472	47131	APG Mtr Veh Sq
K-449	43251	ARS	K473	62010	APG Fs Sq
K-450	43251	ARS	K474	62010	APG Fs Sq
K-451	43251	ARS	K475*	77150	ALC Ap Sq
K-452	43151P	ARS			
K-453	43131P	ARS			
K-454	43170	FM			
K-455	53450	FM			
K-456	58150	FM			
K-457	42151	FM			
K-458	42152	FM			
K-459	53250	FM			
K-460	43231	FM			
K-461	43151B	FM			
K-462	30170	A&E			
K-463	43271	PM			
K-464	43251	PM			
K-465	43251	PM			
K-466	43231	PM			
K-467	43231	PM			
K-468	43151B	PM			
K-469	43131B	PM			
K-470	64350	APG Sup Sq			

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-476	01435	ARS	K501	29150	ABG Ops Sq
K-477	92230	ARS	K502	47151	ABG Mtr Veh Sq
K-478	43131B	ARS	K503	64350	ABG Sup Sq
K-479	43131B	ARS	K504	62010	ABG Fs Sq
K-480	43251	ARS	K505*	77150	AP Sq
K-481	43251	ARS	K506*	77150	AP Sq
K-482	43251	ARS			
K-483	43251	ARS			
K-484	42370	FM			
K-485	53430	FM			
K-486	53430	FM			
K-487	42350	FM			
K-488	43251	FM			
K-489	43231	FM			
K-490	43251	FM			
K-491	60350	FM			
K-492	30151A	A&E			
K-493	43271	PM			
K-494	43251	PM			
K-495	43251	PM			
K-496	43231	PM			
K-497	43151B	PM			
K-498	43151B	PM			
K-500	64151	PM			

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-580	92270	ARS	K604	57150	ABG Inst Sq
K-581	43151B	ARS	K605	62270	ABG Fs Sq
K582	43151B	ARS	K606	64152	ABG Sup Sq
K583	43251	ARS			
K584	43251	ARS			
K585	43251	ARS			
K586	43131	ARS			
K587	42350	FM			
K588	43131B	FM			
K589	58150	FM			
K590	53430	FM			
K591	53430	FM			
K592	70250	FM			
K593	30170	A&E			
K594	43251	PM			
K595	43251	PM			
K596	43251	PM			
K597	43251	PM			
K598	43151B	PM			
K599	43151B	PM			
K600	43231	PM			
K601	43131B	PM			
K602	47131	ABG Mtr Veh Sq			
K603	7924	ABG Hq Sq			

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-607	43131B	ARS	K631	67150	ABG Hq Sq
K-608	43131B	ARS	K632	57130	ABG Instal Sq
K-609	43231	ARS	K633	62150	ABG Fs Sq
K-610	43251	ARS			
K-611	43251	ARS			
K-612	43251	ARS			
K-613	27170	70th Hq Sq			
K-614	43151B	FM			
K-615	42350	FM			
K-616	58151	FM			
K-617	58150	FM			
K-618	53450	FM			
K-619	60356	FM			
K-620	55251	FM			
K-621	30171A	A&E			
K-622	42350	A&E			
K-623	43151B	PM			
K-624	64151B	PM			
K=625	43251	PM			
K-626	43251	PM			
K-627	43231	PM			
K-628	43231	PM			
K-629	47131	ABG Mtr Veh Sq			
K-630	47151	ABG Mtr Veh Sq			

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P/NO.	AFSC	ORGANIZATION	P/NO.	AFSC	ORGANIZATION
K-634	70230	ARS	K658	62010	ABG Fs Sq
K-635	73170	ARS	K659*	46230	AP Sq
K-636	73251	ARS			
K-637	64010	ARS			
K-638	43271	ARS			
K-639	43251	ARS			
K-640	43251	ARS			
K-641	43251	ARS			
K-642	43131B	ARS			
K-643	43131B	ARS			
K-644	58250	FM			
K-645	42250	FM			
K-646	42350	FM			
K-647	43151B	FM			
K-648	43231	FM			
K-649	43271	PM			
K-650	43251	PM			
K-651	43231	PM			
K-652	43171B	PM			
K-653	43151B	PM			
K-654	46250	A&E			
K-655	64132	ABG Sup Sq			
K-656	68150	ABG Hq Sq			
K-657	29150	ABG Ops Sq			

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PART IV - LOADING PLAN

SECTION C

LOADING LIST FOR MATERIEL

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(ENROUTE MAINTENANCE TEAM)
PHASE I
FLIGHT # 1

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-4-37	300	96.0	B-4 Maint Stand	ARS	J
70-F-4-63	150	12.0	FAK Nose gear casing, built-up	SUP	I
70-J-4-8	250	4.8	Hand tools	FMS	H
70-F-4-16	155	25.0	Powercycle	ARS	H
70-F-4-11	60	6.0	Tow Bar	ARS	H
70-J-4-6	300	32.0	Sling	FMS	G
70-J-4-7	45	12.4	Sling	FMS	G
70-F-1B	742	51.1	FAK Bin	SUP	F
70-F-55	757	29.0	FAK Main gear casing built up	SUP	E
70F-64	1120	98.0	FAK Prop	SUP	D
70-F-1A	576	51.1	FAK Bin	SUP	D
70-F-4-32	1450	115.0	C-21 Generator	ARS	C

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PHASE I
FLIGHT # 3

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-4-17	155	25.0	Powercycle	ARS	OO
70-F-4-13	125	8.0	Truck	ARS	N
70-T-2-4	35	3.3	Litters	THS	M
70-F-4-38	300	96.0	B-4 Maint. Stand	ARS	L
70-F-3A	618	51.1	FAK Bin	SUP	J
70-F-3B	595	51.1	FAK Bin	SUP	J
70-F-56	60	12.0	FAK Casings, Nose, raw	SUP	I
70-F-57	60	12.0	"	SUP	I
70-F-58	60	12.0	"	SUP	I
70-F-59	60	12.0	"	SUP	I
70-F-60	60	12.0	"	SUP	I
70-F-2A	759	51.1	FAK Bin	SUP	H
70-F-2B	707	51.1	FAK Bin	SUP	H
70-K-10-1	213	31.0	APS 42	A&E	G
70-J-4-9	200	7.5	Hand Tools	FMS	E
70-J-15-1	192	7.5	Hand Tools	FMS	E
70-J-8-1	127	3.5	Dock Stock	FMS	E
70-F-1-4	110	7.5	Typewriters	ARS	E
70-F-1-6	3	.5	Flagstaff	ARS	E

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FLIGHT # 3 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-5-2	120	7.3	Blank Forms	ARS	E
70-F-5-10	60	8.3	Typewriters	ARS	E
70-F-34	430	17.0	FAK Supercharger	SUP	E
70-F-4-1	210	8.0	Special Tools	ARS	E
70-F-4-5	119	4.6	Bench Stock	ARS	E
70-K-10-5	121	10.0	AIC-10	A&E	D
70-K-8-2	75	10.0	APN-12	A&E	D
70-K-2-2	315	23.4	Ant Shield	A&E	D
70-K-2-3	60	3.1	UPM-33	A&E	D
70-K-2-6	75	3.2	SIG 1/ARN	A&E	D
70-K-2-11	60	2.1	Sig Generator	A&E	D
70F-4-33	1450	115.0	C-21 Generator	ARS	C

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PHASE I
FLIGHT # 4

BOX NO.	WT	CUBE	MAJOR ITME	SQ	COMPT
70-F-4-39	300	96.0	B-4 Maint Stand	ARS	N
70-T-2-5	35	3.3	Litters	THS	N
70-J-15-2	276	518.0	Boom Dolly	FMS	M
70-K-2-12	50	2.1	Multimeter	A&E	L
70-K-10-6	89	10.0	APX-6	A&E	L
70K-8-3	61	10.0	APN-6	A&E	L
70-K-4-1	175	8.9	N-1 Compass	A&E	L
70-K-2-8	50	2.3	UPM 1-B	A&E	L
70-K-2-7	75	3.2	Sig 1/ARN	A&E	L
70-F-2-2	90	6.8	Hand Tools	ARS	L
70-F-2-9	103	18.0	Tarpaulin	ARS	J
70-F-5-8	115	10.8	Blank Forms	ARS	J
70-F-2-1	45	8.2	Decontaminating Unit	ARS	J
70-J-10-1	175	3.7	Dock Stock	FMS	J
70-K-10-2	143	23.0	APS 42	A&E	I
70-F-5A	625	51.1	FAK Bin	SUP	H
70-F-5B	925	51.1	FAK Bin	SUP	H
70-F-35	430	17.0	FAK Superchargers	SUP	G
70-F-5-9	165	4.6	Safe	ARS	F

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FLIGHT # 4 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-39	264	29.0	FAK Main gear casings, raw	SUP	E
70-F-40	264	29.0	"	SUP	E
70-F-41	264	29.0	"	SUP	E
70-F-42	264	29.0	"	SUP	E
70-F-43	264	29.0	"	SUP	E
70-J-21-1	275	4.8	Spare Parts	FMS	D
70-F-4-3	321	6.7	Hand Tools	ARS	D
70-F-4-6	224	6.2	Tech Orders	ARS	D
70-F-4-2	197	8.0	Hand Tools	ARS	D
70-F-4-A	609	51.1	FAK Bin	SUP	C
70-F-4B	959	51.1	FAK Bin	SUP	C

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PHASE I
FLIGHT # 7

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-4-40	300	96.0	B-4 Maint Stand	ARS	L
70-T-2-6	35	3.3	Litters	THS	L
70-F-3-1	95	3.0	Inter Officer's Kit	ARS	J
70-F-3-3	125	5.0	Typewriter	ARS	J
70-F-4-31	40	10.8	Typewriter	ARS	J
70-F-4-18	5	4.0	Jack	ARS	J
70-K-10-7	64	10.0	BC-788	A&E	I
70-J-18-1	97	8.7	Test Set	FMS	I
70-F-3-2	100	6.0	Survival Equipment	ARS	I
70-F-4-7	175	6.7	Publications	ARS	I
70-F-4-8	170	15.0	Hose Assembly	ARS	I
70-F-4-15	110	8.0	Boom Cradle	ARS	I
70-T-2-8	40	3.4	Medical Supplies	THS	I
70-K-10-3	128	23.0	APN-70	A&E	H
70-K-2-10	75	2.4	TS-413	A&E	H
70-K-2-5	170	3.4	UPM-4A	A&E	H
70-K-2-13	75	2.1	Signal Generator	A&E	H
70-J-16-1	220	7.5	Hand Tools	FMS	H
70-F-4-4	158	8.0	Seachlights	ARS	H

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FLIGHT # 7 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-T-2-10	371	18.0	Medical Equipt	THS	H
70-K-8-4	185	23.0	ART-13	A&E	G
70-K-4-2	325	22.7	F-1 Autopilot	A&E	G
70-T-2-1	85	3.1	Medical Supplies	THS	G
70-F-7A	598	51.1	FAK Bin	SUP	F
70-F-7B	760	51.1	FAK Bin	SUP	F
70-F-6A	930	51.1	FAK Bin	SUP	E
70-F-6B	688	51.1	FAK Bin	SUP	E
70-F-50	757	29.0	FAK Main gear casings built-up	SUP	D
70-F-51	757	29.0	"	SUP	D
70-F-61	150	12.0	FAK nose gear casings built-up	SUP	D
70-F-62	150	12.0	"	SUP	D
70-F-4-14	555	28.0	Jack	ARS	C

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PHASE I
FLIGHT # 8

BOARD NO.	WT	WT	CUBE	BE	MAJOR ITEM	SQ	SQ	COMP	T
70-[illegible]-41	300	300	96	96.0	B-[illegible] Material Stand	ARS	RS	J	J
70-[illegible]-4	106	106	23	23.0	APN-11	A&E	E	I	I
70-[illegible]-4	170	170	3	3.4	UPN-4-A	A&E	E	I	I
70-[illegible]-14	70	70	2	2.1	TST-14	A&E	E	I	I
70-[illegible]-15	125	125	10	10.0	UPM-8	A&E	E	I	I
70-[illegible]-2	90	90	4	4.8	Dock Stock	FMS	TS	I	I
70-[illegible]-2	47	47	3	3.1	Medical Supplies	THS	TS	I	I
70-[illegible]-3	33	33	1	1.9	Medical Supplies	THS	TS	I	I
70-[illegible]-9	40	40	3	3.4	Medical Supplies	THS	TS	H	H
70-[illegible]-11	332	332	18	18.0	Medical Equipment	THS	TS	H	H
70-[illegible]-1	150	150	23	23.0	ARC-27	A&E	E	H	H
70-[illegible]-1	235	235	4	4.8	Sweeper Fielding	FMS	TS	H	H
70-[illegible]-4	100	100	5	5.0	Survival Equipment	ARS	RS	H	H
70-[illegible]-5	75	75	8	8.0	Projector	ARS	RS	H	H
70-[illegible]-6	25	25	2	2.0	Screen	ARS	RS	H	H
70-[illegible]-8A	728	728	51	51.1	FAF Bin	SUBUP		G	G
70-[illegible]-8B	603	603	51	51.1	FAF Bin	SUBUP		G	G
70-[illegible]-44	264	264	29	29.0	FAF Main [illegible]	SUBUP		F	F
70-[illegible]-45	264	264	29	29.0	" "	SUBUP		F	F

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PHASE I
FLIGHT # 8 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-46	264	29.0	FAK main gear casings, raw	SUP	F
70-F-47	264	29.0	"	SUP	F
70-F-48	264	29.0	"	SUP	F
70-F-49	264	29.0	"	SUP	F
70-F-31	680	61.5	FAK Cylinders	SUP	E
70-F-32	1368	61.5	FAK Brake Assemblies	SUP	D
70-K-2-9	50	5.6	UHF Antennae	A&E	D
70-F-4-9	170	15.0	Hose Assembly	ARS	D
70-F-4-10	155	11.0	Jack	ARS	D
70-F-4-12	60	6.0	Tow Bar	ARS	D
70-T-2-7	35	3.3	Litters	THS	D
70-K-8-5	400	44.0	ARC-21	A&E	C
70-K-2-1	500	23.4	Sig-13	A&E	C

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PHASE II
FLIGHT # 11

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-4-12	300	96.0	B-4 Maint Stand	ARS	M
70-F-4-43	300	96.0	B-4 Maint Stand	ARS	M
70-F-2-5	80	2.4	Tech Orders	ARS	L
70-F-2-6	85	2.4	Tech Orders	ARS	L
70-F-5-3	175	4.2	Misc Forms	ARS	L
70-F-5-4	90	8.1	Manometer	ARS	L
70-J-4-10	150	4.8	Hand Tools	FMS	K
70-J-4-11	225	7.5	Hand Tools	FMS	K
70-J-10-2	170	3.7	Dock Stock	FMS	K
70-J-17-1	140	7.5	UME Tools	FMS	J
70-J-4-2	109	4.8	Sweeny Sling	FMS	J
70-J-12-1	126	7.5	Hand Tools	FMS	J
70-K-2-16	275	23.0	Oscilloscope	A&E	I
70-F-10A	835	51.1	FAK Bin	SUP	H
70-F-10B	585	51.1	FAK Bin	SUP	H
70-F-11A	675	51.1	FAK Bin	SUP	G
70-F-11B	954	51.1	FAK Bin	SUP	G
70-F-9A	968	51.1	FAK Bin	SUP	E
70-F-9B	1018	51.1	FAK Bin	SUP	E

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FLIGHT # 11 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-33	984	61.5	FAX Cylinders	SUP	D
70-F-65	1120	98.0	FAX Prop	SUP	D
70-F-4-34	1450	115.0	C-21 Generator	ARS	C

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PHASE II
FLIGHT # 12

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-4-44	300	96.0	B-4 Maint Stand	ARS	N
70-F-4-45	300	96.0	B-4 Maint Stand	ARS	M
70-F-4-20	170	15.0	Hose Assembly	ARS	M
70-F-4-21	170	15.0	Hose Assembly	ARS	M
70-F-4-22	60	6.0	Tow Bar	ARS	M
70-F-4-23	110	8.0	Boom Cradle	ARS	M
70-H-5-11	39	4.0	Ladder	PMS	M
70-H-5-12	143	4.0	Jack, fin fold	PMS	L
70-H-5-5	95	4.6	Tools	PMS	J
70-H-5-7	200	7.0	Bench Stock	PMS	J
70-H-5-8	150	5.7	Tools	PMS	J
70-H-5-9	60	5.7	Tools	PMS	J
70-H-5-10	100	4.6	Tools	PMS	J
70-F-4-19	119	6.7	Hand Tools	ARS	J
70-F-4-24	150	6.2	Tech Orders	ARS	J
70-F-4-25	80	4.0	Case Set	ARS	J
70-H-5-3	50	4.5	Dock Stock	PMS	J
70-H-5-4	50	4.5	Dock Stock	PMS	J
70-H-5-6	200	7.0	Tool Crib Stock	PMS	J

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FLIGHT # 12 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-14A	700	51.1	FAK Bin	SUP	H
70-F-14B	705	51.1	FAK Bin	SUP	H
70-F-13A	708	51.1	FAK Bin	SUP	G
70-F-13B	1095	51.1	FAK Bin	SUP	G
70-F-12A	998	51.1	FAK Bin	SUP	E
70-F-12B	804	51.1	FAK Bin	SUP	E
70-F-52	757	29.0	FAK Main Gear Casings, Built-Up	SUP	D
70-F-53	757	29.0	"	SUP	D
70-F-4-35	1450	115.0	C-21 Generator	ARS	C

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PHASE III
FLIGHT # 15

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-5-7	10	.5	Scale	ARS	M
70-F-5-5	150	27.0	Vacuum Cleaner	ARS	M
70-F-4-46	300	96.0	B-4 Maint Stand	ARS	L
70-F-4-29	20	4.0	Vacuum Cleaner	ARS	L
70-K-2-18	125	10.0	UPM-8	A&E	J
70-J-12-2	175	8.9	Hand Tools	FMS	J
70-F-5-6	40	12.0	Scales	ARS	J
70-K-2-13	75	2.1	MD-83A	A&E	I
70-F-1-2	60	2.5	Regulations	ARS	I
70-F-2-3	37	5.4	Strap Reel	ARS	I
70-F-38	250	11.0	FAK Boom	SUP	H
70-K-2-17	68	10.0	Test Set TV-7-V	A&E	H
70-J-12-3	45	3.1	Tow Bar	FMS	H
70-J-19-1	100	7.5	Vacuum Cleaner	FMS	H
70-J-7-1	50	3.5	Dock Stock	FMS	H
70-F-1-1	55	2.5	Supplies	ARS	H
70-F-2-8	79	2.9	Adding Machine	ARS	H
70-F-4-28	170	15.0	Hose Assemble	ARS	H
70-F-4-30	110	8.0	Boom Cradle	ARS	H

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FLIGHT # 15 (CONT'D)

BOX NO.	WT	CUBE	MAJOR ITEM	SQ	COMPT
70-F-5-1	150	5.5	Misc Forms	ARS	H
70-F-5-11	205	10.8	Typewriter	ARS	H
70-F-54	757	29.0	FAK Main Gear Casings, Built-up	SUP	G
70-F-66	375	61.5	FAK Dexion Racks	SUP	G
70-F-1-3	65	2.5	Supplies	ARS	E
70-F-36	430	17.0	FAK Superchargers	SUP	E
70-F-37	430	17.0	FAK Superchargers	SUP	E
70-F-2-4	37	4.2	Kit clothing	ARS	E
70-F-2-7	100	2.4	Tech Orders	ARS	E
70-F-4-26	80	4.0	Case Set	ARS	E
70-F-4-27	153	6.7	Hand Tools	ARS	E
70-F-15A	1195	51.1	FAK Bin	SUP	D
70-F-15B	988	51.1	FAK Bin	SUP	D
70-F-1-5	165	3.6	Safe	ARS	D
70-F-4-36	1450	115.0	C-21 Generator	ARS	C

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PART V

UTILITY STANDARD OPERATING PROCEDURES

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EXECUTION OF THE PLAN

1. PURPOSE: To outline the procedures to be implemented when the mobility alert notice is received.

2. SCOPE: The provisions of this SOP apply to all organizations and individuals included in the 70th Strategic Reconnaissance Wing (M) and/or 70th Air Refueling Squadron Mobility Plans.

3. WING PROCEDURE:

A. Upon receipt of a mobility alert notice, the Wing Commander will direct execution of this plan.

B. The Deputy Wing Commander will:

(1) Cause all major staff members and squadron commanders to be present at a briefing by the Wing Commander.

(2) Assume overall direction of this plan.

C. The Director of Personnel will:

(1) Call for rosters of deploying personnel from all units within H+4 hours.

(2) Determine personnel shortages and take action to fill the requirement.

(3) Prepare special orders stencils on Division Letterhead for **all** Personnel and arrange for reproduction and distribution.

(4) Provide copies of all squadron rosters to the Wing Surgeon, Personal Affairs Officer and Base Finance Officer.

(5) Prepare personnel records for deployment. EXCEPTION: For TDY movements of 90 days or less duration, records will not be deployed.

D. The Wing Operations Officer will prepare the operations order and act as or designate a Wing Operations Mobility Officer who will:

(1) Notify Base Operations Officer, Weather Officer, Foreign Briefing Officer, Tactical Operations Officer and Control Room Operations Supervisor.

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(2) Establish and maintain liaison with Mats and SAC Support Controllers, Transient Alert, Senior Loading Officer, Wing Chief of Maintenance and Wing Mobility Officer for controlling parking and loading of support aircraft.

(3) Maintain record of Flight Plan information on support aircraft.

(4) Provide Headquarters, 2nd Air Force, with required reporting information.

(5) Arrange briefings requested by SAC or MATS support controllers.

E. The Director of Materiel will:

(1) Through the Wing Logistics Officer notify the following and direct 24 hour operations to execute this plan.

(a) Commanders:

Headquarters Squadron, 70th Strategic Recon Wing
6th Strategic Reconnaissance Squadron
26th Strategic Reconnaissance Squadron
61st Strategic Reconnaissance Squadron
70th Air Refueling Squadron
70th Periodic Maintenance Squadron
70th Armament Electronics Squadron
70th Field Maintenance Squadron
70th Reconnaissance Technical Squadron (when required by operations order.)
70th Tactical Hospital

(b) Air Base Group Mobility Officer.

(c) Senior Loading Officer (Commercial Transportation Officer)

(2) Designate a Wing Transportation Control Officer.

(3) Direct the Wing Logistics Officer to:

(a) Establish and maintain a mobility command post in Building 320. (Wing Control Room)

(b) Request a runner from each squadron on 24 hour standby in the mobility command post.

(c) Prepare the logistics annex for the operations order.

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(d) Coordinate all mobility activities of the Air Base Group, Wing and MATS and SAC support controllers.

(e) Maintain records of personnel and materiel deployed and back logs remaining.

F. The Wing Adjutant will:

(1) Arrange with the Base Communications Office for use of the code name "Mobility" for priority handling of all calls pertaining to the deployment.

(2) Place civilian employees on two (2) hour alert call basis and arrange work day accordingly.

(3) Establish courier service and monitor security classification of all correspondence.

G. The Wing Surgeon (Tactical Hospital Commander) will:

(1) Arrange for immunization team to administer innoculations to personnel ordered to deploy as substitutions. The team will operate Station #6 - Medical at the Personnel Control Center.

(2) Insure that the Wing Director of Personnel is advised when hospital and dental records of mobility personnel are ready to be picked up.

(3) Insure that International Innoculation certificates of all personnel are properly authenticated.

H. The Wing Intelligence Officer will:

(1) Prepare the intelligence annex for the operations order.

(2) Conduct crew briefings on mission requirements.

(3) Prepare required reports for higher headquarters.

(4) Coordinate security measures with the Base Provost Marshal and Public Information Officer.

(5) Implement censorship plan.

(6) Supervise loading of intelligence materials on aircraft.

I. The Wing Communications Officer will:

(1) Prepare the communications annex for the operations order.

(2) Conduct crew briefings on the communications annex.

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J. The Wing Chief of Maintenance will:

(1) Immediately establish his command post in the Maintenance Control Room.

(2) Review status of all assigned aircraft with the Maintenance Control Officer, Tactical Squadron Maintenance Officers, Commanders; Field Maintenance, Armament, Electronics and Periodic Maintenance Squadrons to determine:

(a) Tail numbers of aircraft to be flown on the mission.

(b) Estimate of in-commission time for each aircraft.

(3) Relay above information to Wing Control Room.

(4) Insure that maintenance personnel and materiel are adequate for the mission and prepared for deployment.

(5) Prepare aircraft records for shipment and deliver to Wing Tactical Operations for crew pick up. Insure that each aircraft commander deploys the records of an aircraft other than his own.

(6) Advise the Director of Materiel of any assistance required in scheduling 24 hour maintenance until all aircraft are in commission and deployed.

K. Squadron Commanders will:

(1) Establish a squadron command post and direct a 24-hour duty schedule.

(2) Dispatch a runner to the Wing Mobility Command Post, Bldg. 320.

(3) Recall personnel on pass or leave.

(4) Insure that the squadron mobility plan is functioning.

(5) Verify squadron personnel rosters before submitting five (5) copies to the Wing Director of Personnel.

(6) Insure that cargo is being dispatched to the cargo loading area as required and with correct weights and cubes indicated on packing lists and on containers.

(7) Insure that the Wing Supply Officer is made aware of critical equipment shortages in the squadron.

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(8) Insure that personnel are properly equipped and have in their possession: Identification Tags, DD Identification Card, SAC Form 138, Restricted Area Badge, DD Form 737, Immunization Certificate, and vheicle operators license if applicable.

(9) Insure that personnel are promptly dispatched to the Personnel Control Center as directed.

4. 825th Air Base Group Procedure:

A. The Base Commander will:

(1) Notify Squadron Commanders and establish 24 hour operations as required.

(2) Notify the Air Base Group Mobility Officer.

(3) Insure that the 825th Air Base Group accomplishes their mobility requirements.

B. The Air Base Group Mobility Officer will:

(1) Implement the 825th Air Base Group Mobility Plan.

(2) Establish a command post to include representatives from Base Personnel, Air Police, Motor Vehicle and Communications offices.

(3) Dispatch a representative from the command post to the Wing Mobility Control Office.

(4) Insure that Air Base Group personnel are promptly dispatched to the Personnel Control Center as directed.

(5) Insure that squadron mobility rosters are prepared and and forwarded to the Wing Director of Personnel.

(6) Insure that Air Base Group cargo to be deployed is prepared and handled in accordance with SOP's # 9, # 10 and # 15.

(7) Insure that loading teams are on a current roster and that they are dispatched to the Senior Loading Officer.

(8) Insure that the vehicles and operators required for the mobility motor pool are promptly dispatched to the Cargo Control Center.

C. The Base/Division Personnel Officer will:

(1) Screen available resources for replacements for the shortages of mobility personnel in the Wing and Air Base Group.

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(2) Prepare Air Base Group personnel records for deployment. Exception: For rotation TDY's of 90 days or less duration, records will not be deployed.

(3) Coordinate all changes to Air Base Group mobility personnel lists with the Air Base Group Mobility Officer prior to submitting names to the Wing Director of Personnel.

D. The Base Operations Officer will:

(1) Maintain liaison with the Wing Operations Mobility Officer.

(2) Provide administrative space and equipment for the MATS control team as required.

(3) Arrange for parking of Base Flight aircraft as required to facilitate loading of support aircraft.

E. The Food Service Squadron Commander will:

(1) Designate a dining hall where 24-hour service will be continued.

(2) Insure a 24-hour service at the in-flight kitchen. Request for in-flight lunches and IF-4 rations will be submitted 24 hours in advance whenever possible.

(3) Establish a written procedure for obtaining take-up lunches at the 24-hour dining hall for those personnel who must remain at their duty stations.

(4) Insure that Food Service personnel are prepared for deployment in accordance with this plan.

(5) Dispatch a food service representative to the Personnel Control Center to facilitate ordering of flight lunches during passenger processing as required by [illegible].

F. The Motor Vehicle Squadron Commander will:

(1) Operate the Motor Pool on a 24-hour basis and schedule personnel accordingly.

(2) Dispatch vehicles, dispatcher personnel and operators to the Cargo Control Center (Mobility Motor Pool) as required by OPlan 15.

(3) Provide additional vehicles to the Mobility Motor Pool as requested for peak load periods.

(4) Insure that motor vehicle personnel and material are prepared for deployment in accordance with this plan.

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G. The Provost Marshal will:

(1) Insure maximum base and aircraft security during deployment.

(2) Provide Air Police guards for the Senior Loading Officer as noted in SOP #15.

(3) Provide Air Police guards for support aircraft as requested by the senior loading officer. Cargo guards assigned to the support aircraft by the Wing Mobility Control Officer will be used whenever possible.

H. The Operations Squadron Commander will:

(1) Operate communications facilities on a 24-hour schedule.

(2) Provide communication facilities for the MATS and SAC support teams to insure priority message handling and delivery.

(3) Provide the Air Base Group Mobility Officer with assistance as required.

(4) Insure that Operations personnel and materiel are prepared for deployment in accordance with this plan.

I. The Installations Squadron Commander will:

(1) Establish an Installation Command Post for 24-hour operations.

(2) Arrange for the following teams to cope with emergencies that may occur and as requested by the Air Base Group Mobility Officer.

(a) Emergency Electrical Team for flood-lighting and electrical repairs, etc.

(b) Heavy equipment and operators

(3) Insure that Installation personnel and materiel are prepared for deployment in accordance with this plan.

J. The Supply Squadron Commander will:

(1) Establish 24-hour operations.

(2) Insure delivery of the Flyaway Kits as requested by the Wing Mobility Control Officer.

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(3) Provide mobile refueling service for power units, tugs, and forklifts used at the Cargo Control Center.

(4) Insure immediate refueling service to all arriving support aircraft as requested.

(5) Insure supply section personnel and materiel are prepared for deployment in accordance with this plan.

K. The Senior Loading Officer will:

(1) Be responsible for loading of passengers and cargo on unit KC aircraft and all support aircraft.

(2) Coordinate with the Air Installations Officer and Base Flight for additional night lighting required.

(3) Preposition as much as possible of the cargo control center equipment requirements in Maintenance Dock, Building 226.

(4) Insure that all commercial transportation, loading, and clerical personnel are advised of the reporting time and date. Additional personnel will be secured from the Air Base Group Mobility Officer as required.

(5) Maintain liaison with the Wing Mobility Control Office, MATS Control Team, and the Air Refueling Squadron Mobility Officer.

(6) Execute aircraft loading in accordance with Mobility Loading Plan and SOP #10.

L. The Base Finance Officer will:

(1) Establish 24-hour operations as required.

(2) Process military pay orders for personnel transferring to other units.

(3) Process Military Pay Orders and Military Pay cards and deliver to the Wing Director of Personnel for all personnel to be deployed.

(4) Insure that Finance personnel are prepared for deployment in accordance with this plan.

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SECURITY DURING DEPLOYMENT

1. PURPOSE: To provide instruction for the safeguarding of classified information and material during deployment of the 70th Strategic Reconnaissance Wing or units thereof.

2. SCOPE: The provisions of this SOP are applicable to all units and personnel of the 70th Strategic Reconnaissance Wing, supporting 825th Air Base Group units and personnel and civilian employees including contractor technicians.

3. GENERAL: All personnel will be informed by Commanders of the security classification given to the deployment and be provided only such additional information on a need-to-know basis as is necessary for their efficient performance of assigned duties. They will be instructed not to discuss classified mobility information with anyone not known to be participating in or supporting the deployment.

4. RESPONSIBILITIES.

a. Commanders are responsible for briefing personnel under their control.

b. Aircraft Commanders are responsible for the loading and safeguarding of classified material on their aircraft until relieved at the forward base.

c. Cargo Couriers are responsible for the security of the cargo which they accompany.

d. Personnel designated as classified couriers are responsible for administrative control, safeguarding and forward base distribution of classified material.

e. Each individual is responsible to his commander or immediate supervisor for the proper safeguarding of classified information. The individual is responsible for reporting to his supervisor, commander, or to the Base Security Office, any security compromise or violation known to him.

5. PROCEDURE:

a. The Wing Adjutant will be designated Top Secret Control Officer and will monitor the shipment of all Top Secret Material.

b. Each unit shipping classified material will have a unit officer designated on Wing Orders as the classified courier for the unit.

c. Classified material will be limited to a minimum shipping weight to avoid necessity for jettisoning during emergency conditions in flight.

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d. Preparation and distribution of classified packing lists will be completed as follows:

(1) Units shipping classified material will prepare a minimum of four copies of the packing list.

(2) Place one copy inside the shipping container, affix one on the outside and give one copy to the Wing Adjutant.

(3) Packing lists will reflect control number, short title, file number, and date.

(4) Packing List Copy #4 will be used as the transfer document between the classified courier and the unit responsible officer.

e. The unit responsible officer will maintain a complete log of all classified material deployed or stored at the home station and provide the Wing Adjutant a copy thereof.

f. Commanders will insure that classified material left at the home station is either turned in to the Wing Classified Section for storage, forwarded to the destination or is turned over to a responsible unit rear echelon custodian for safeguarding.

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MOBILITY SOP # 3

MOBILITY COMMUNICATIONS

1. PURPOSE: To establish the mobility communications requirements for implementing deployment.

2. SCOPE: The provisions of this SOP are applicable to all organizations and personnel noted herein.

3. RESPONSIBILITIES:

a. The Wing Logistics Officer is responsible for maintaining current distribution of the mobility telephone numbers noted in paragraph 4 to each organization concerned in deployment.

b. The Base Communications Officer is responsible for accomplishing advance coordination with the South Western States Telephone Company to insure maximum repair capability during deployment. He will also insure that dial telephones are installed and operating at the Mobility Control Points noted in paragraph 4 below.

4. MOBILITY CONTROL POINTS:

Control Point	Telephones	Location
Wing Mobility Control Office	2	Wing Headquarters Blg. 320 (Adjacent to wing control room)
Air Base Group Mobility Command Post.	2	Building - 1250
Cargo Control Center	2 (Unlisted)	Maintenance Dock # 226
Mobility Motor Pool	*1 (Unlisted)	Maintenance Dock # 226
Personnel Control Center	2 (Unlisted)	Maintenance Dock # 224
MATS Control Team	1	Base Operations

* One of the two cargo control center telephones will be used for the Mobility Motor Pool.

5. The unlisted dial telephones for the Personnel and cargo Control Center will be placed in locked receptacles. Keys will be filed in the 70th Strategic Reconnaissance Wing Logistics Office and the Base Communications Office.

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6. In addition to the control point telephones designated in paragraph 4, the following mobility telephone number list will be maintained in the Wing Logistics Office. Unit Commanders will insure that any changes to current telephone listings are promptly forwarded to the Wing Director of Materiel.

a. Air Police Security Command Post

b. Flyaway Kit Section

c. 70th Field Maintenance Engine Shop

d. Telephone Repair Office

e. Squadron Personnel Control Point

f. Squadron Cargo Control Point

g. Wing Director of Personnel (Orders Section)

7. The Base Telephone System will be severly strained during mobility operations. It is the responsibility of each individual to insure that only necessary Official Calls are made during mobility periods.

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SQUADRON MOBILITY PLANS

1. PURPOSE: To provide general instructions for the preparation of Squadron Mobility Plans.

2. SCOPE: Each squadron of the 70th Strategic Reconnaissance Wing and supporting units will prepare and maintain a Squadron Mobility Plan.

3. RESPONSIBILITIES:

a. Squadron Commanders are responsible for insuring that unit mobility plans are prepared and maintained current at all times.

b. The Wing Logistics Officer is responsible for providing the format for and detailed check list of minimum functions, responsibilities and SOP's required in the Squadron Mobility Plan.

4. GENERAL: Squadron Mobility Plans will be patterned on the Wing Plan and will contain the following information as a minimum:

a. Part I. The introduction, assignment of responsibilities for the Squadron Staff, Mobility Officers, Crews, Section Chiefs, individual officers and airmen, and an explanation of the plan. For applicable squadrons, plans will specify responsibilities associated with both the Wing and separate Air Refueling Squadron plans.

b. Part II. Staging, phased deployment, one and two RB-47 Squadron and separate Air Refueling Squadron deployment of squadron personnel. This section will reflect the assignment of squadron personnel on separate rosters as required to implement Part II of the Wing and/or Air Refueling Squadron Plans.

c. Part III. Staging, phased deployment, one and two RB-47 Squadron and separate Air Refueling Squadron deployment of squadron materiel. This section will reflect the consolidated listings of all materiel based on Part III of the Wing and Air Refueling Squadron Plans. The consolidated list will reflect each box or uncrated item's number, weight, cube, phase and relative priority within the phase for all squadron materiel. Separate master lists will be required for the Wing and Air Refueling Mobility Plans. Copy #6 of the packing lists, assembled in priority order, will provide the detailed material listings. The 825th Air Base Group Form 65A may be used for the consolidated listings.

d. Part IV. Loading plans for all squadron personnel and materiel. This section will contain the separate listing of all squadron personnel and materiel deploying in accordance with Part IV of the Wing and Air Refueling Squadron Plans.

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e. Part V. Squadron SOP's and check lists based on Part V of the Wing Mobility Plan. This information should reflect detailed individual squadron functions and responsibilities and not be a repetition of the Wing Plan.

5. DISTRIBUTION: Sufficient copies of the squadron plan should be prepared so as to provide the commander and each section chief with a copy, less packing lists. The Squadron Mobility Officer's copy will contain copy #6 of all packing lists. The Wing Logistics Section will be provided one copy of each squadron plan for review.

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RCS REPORTING

1. Purpose. To provide a procedure for insuring the accuracy and submission of required reports from deployed units of the 70th Strategic Reconnaissance Wing (M).

2. Scope. The provisions of this SOP are applicable to all required reporting of 70th Strategic Reconnaissance Wing units during deployment.

3. Responsibilities.

a. It is the responsibility of the appointed Task Force Commander to insure the timely submission of required reports during the period of deployment.

b. The Base Statistical Services Officer is responsible for determining all reports required from deployed units and maintaining current information folders on each.

c. The Wing Comptroller will insure that the Task Force Commander or his reports project officer is briefed on required reports and has current information folders on each report in his possession.

4. Procedure. Upon notification of a unit deployment, the following actions will be accomplished.

a. The Unit or Task Force Commander will appoint a Reports Project Officer.

b. The Wing Comptroller and Base Statistical Services Officer will assemble and brief responsible personnel and insure that instructions are complete and understood. Report folders will be given to the Reports Project Officer at that time.

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DEPLOYMENT OF WEAPONS AND AMMUNITION

1. PURPOSE: To provide for the deployment of weapons and ammunition.

2. SCOPE: The provisions of this SOP are applicable to all units and personnel included in this mobility Plan except the 70th Tactical Hospital.

3. RESPONSIBILITIES:

a. Squadron Commanders are responsible for:

(1) Insuring that each individual deploying has in his possession his authorized weapon and one "basic load" of ammunition. (SAC REG 136-9).

(2) Developing Standard Procedures within the unit for the issue, accountability and turn in of weapons and ammunition.

b. The Wing Logistics Officer is responsible for advising Base Supply of the total "basic load" requirements for the Wing and separate units.

4. GENERAL: The basic load noted herein is in addition to that ammunition which may be required for Base Defense, other security plans or training requirements.

5. BASIC LOAD QUANTITIES:

a. Small Arms.

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Carbine, Cal 30 M1	100% Ball	60
Pistol, Cal .45	100% Ball	10
Gun, Submachine Cal .45	100% Ball	200
Gun, Revolver Cal .38	100% Ball	10
Rifle, Cal 30, M1, M1C, M1D	100% AP or Ball	150

b. Ground Weapon

WEAPON	PROPORTION TYPE	ROUNDS PER WEAPON
Gun, Machine, Cal 30 (L & H2)	80% AP 20% Tracer	2000

6. UNIT REQUISITION ISSUE AND TURN-IN OF AMMUNITION.

a. Immediately upon receipt of the operations order directing deployment of ammunition, Unit Supply will hand carry AF Form 446 to the Issue and Receipt section of Base Munitions Functions located at Building 1710. Form 446 will indicate SAC REG 136-9 as authority for requisition. In addition, requisitions will be supported with the following:
Basis: For reserve stock for deployment support. Number and type weapons being supported is as follows:_____.

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b. Upon completion of deployment "Combat Ammunition" will be turned back to the Base Munitions Functions Section on AF Form 447.

c. Every effort should be made by Base Munitions Functions Section and the deploying unit to insure "lot number identity". Loss of identity will render such items "grade 3" unserviceable. For TDY rotations, ammunition will be shipped in unbroken case lots. Appropriate quantities will be shipped on each aircraft carrying personnel to meet the requirements contained in SAC Regulation 400-3.

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MANDATORY CLOTHING AND EQUIPMENT REQUIREMENTS

1. PURPOSE: To provide check lists of clothing and equipment required by all personnel deploying with the airlift phases of this mobility plan.

2. SCOPE: The provisions of the SOP are applicable to personnel required to deploy under the provisions of this plan.

3. RESPONSIBILITIES: It is the responsibility of all Squadron Commanders to insure that his personnel are clothed and equipped in accordance with the attached checklists.

4. GENERAL:

a. Determination of whether the summer or winter class "A" uniform will be worn during deployment will be made by the Commander, 70th Strategic Reconnaissance Wing.

b. All baggage will be clearly stenciled to indicate the following information as a precautionary measure against loss during mobility movements.

Name Serial Number

Rank Organization

c. Except for hand carried luggage, commercial type luggage will not be used. Hand carried luggage will be limited to 15 pounds per individual.

d. Personnel will not be dispatched from squadron areas to the Passenger Control center without required clothing and equipment.

e. Upon arrival at the forward base, personnel will obtain their baggage prior to departing the off load area.

5. INDIVIDUAL CLOTHING:

a. The individual clothing items listed in attachment #1 are mandatory for all airmen. Items noted with an asterisk are suggested quantities for officers and warrant officers. Commanders will determine desired quantities to insure that officers and warrant officers are in possession of sufficient items to present a proper appearance at all times.

6. ORGANIZATIONAL CLOTHING AND EQUIPMENT:

a. The items listed in Part 1, attachment #2 are mandatory for all individuals in accordance with the basis of issue prescribed in T/A 1-21 as amended.

b. The items listed in Part 2, attachment #2 are mandatory for all individuals deploying in the airlift phases of the mobility plan.

c. The items listed in Part 3, Attachment #2 are optional items of mobility equipment. Commanders will determine the needs for these items.

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d. Storage and Issue.

(1) The personnel readiness aspect of the SAC mobility concept is inflexible. Any unnecessary loss of time in preparing aircraft, crews and supporting personnel for the mission must be avoided.

(2) Every effort will be made to provide storage for mobility bags and individual weapons in squadron areas.

(3) To expedite rapid transfer of accountability for mobility bags and weapons during mobility, the system of individual custody cards is recommended.

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INDIVIDUAL CLOTHING CHECK LIST

ITEM	AUTH	ITEM	AUTH
Bag, Duffel	1	Jacket Wool	1 *
Belt, Waist, Web Blue	2 *	Necktie, Wool, Blue	2 *
Buckle, Web, Belt	1 *	Overcoat, Wool, Blue	1 *
Cap, Flight, Blue	1 *	Raincoat, Blue	1 *
Cap, Utility	2	Shirt, Cotton Khaki	5 *
Cap, Service, Blue	1 *	Shirt, Oxford or Poplin Blue	3 *
Coat, Wool, Service Blue	1 *	Shoes, Oxford, Black	1 *
Cover, Rain Cap, Service	1 *	Shoes, Service, Black	2 *
Drawers, Cotton, Shorts	6 *	Socks, Cotton, Black	5 *
Gloves, Inserts, Wool	1 *	Socks, Wool, Black	3
Gloves, Shell, Leather	1 *	Suit, Utility	3
Insignia, Cap Service	1 *	Towel, Bath	2 *
Insignia, Collar US	1 *	Trousers, Cotton, Khaki	5 *
Insignia, Sleeve Grade	11	Trousers, Wool, Blue	2 *
Insignia, Officer Grade	2 *	Undershirt, Cotton	6*

*Suggested quantities for officers and warrant officers.

NOTE: A pair of black combat boots may be substituted by aircrew members in lieu of shoe service black.

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PART I. MANDATORY INDIVIDUAL EQUIPMENT

STOCK NUMBER	NOMENCLATURE
CHEM-510244	Mask, Gas type M9A1
FSNA-7350-213-8889	Cover, Canteen
FSNA-7350-274-7090	Canteen, Water
FSNA-8405-273-4570	Jacket, Field, Mans
FSNA-8415-161-9413	Helmet, Soldiers, Steel type M-1
FSNA-8415-273-3969	Jacket, Flying type MA-1
FSNA-8465-162-6147	Belt, Cartridge
FSNA-8465-162-6150	Belt, Pistol
FSNA-8465-163-9539	Suspenders, Field Pack
FSNA-8465-243-9654	Bag, Barracks
FSNA-8465-255-8415	Pocket, Ammunition, Cal. 45
FSNA-8465-261-4999	Pouch, First Aid
FSNA-8465-266-9918	Field Pack, Canvas
FSNA-8465-269-0682	Sling, Carrying
FSNA-8465-270-2040	Pocket, Ammunition Cal. 30
3551-050150-64	Blanket, Bed, Wool
6921-081650	Can, Meat
6921-147050	Cup, Canteen
6921-280000	Fork, Field Mess
6921-475000	Knife, Field Mess
6921-789800	Spoon, Field Mess
8WAA-126000	Detector, Radiac

PART II. MANDATORY MOBILITY EQUIPMENT

FSNA-8405-269-0279	Shirt, Mans Wool Type A-1B
FSNA-8405-269-5608	Cap, Field Ctn Sage Green
FSNA-8415-266-9890	Trousers, Flying Type A-11D
FSNA-8415-269-0421	Jacket, Flying Type N-3B
FSNA-8415-269-0519	Trousers, Flying Type F-1B
FSNA-8415-269-5624	Liner, Trousers Type E-1B
FSNA-8415-268-8313	Mitten Set, 2 Piece Type N-4B
FSNA-8430-144-1650	Overshoes, Rubber Type N-2
FSNA-8430-269-0101	Boot, Mukluk Type N-1B
FSNA-8440-160-1376	Mitten Insert Wool Knit
FSNA-8440-153-6721	Socks, Ski Wool
FSNA-8440-160-0913	Mitten Shell 3 Finger Sheath

PART III. OPTIONAL MOBILITY EQUIPMENT

FSNA-8405-268-8039	Overalls, Wet Weather
FSNA-8405-269-0436	Sweater, Mans Wool OD
8405-171-1422	Parka, Ctn Rubber Coated

NOTE: Basis of issue for above items will be in accordance with provisions of T/A 1-21 as amended.

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SUPPLY ACCOUNTING PROCEDURES DURING DEPLOYMENT

1. Purpose. To provide accounting procedures for Unit Mission Equipment (UME) and Unit Support Equipment (USE) during deployment.

2. Scope. The provisions of this SOP apply to those organizations listed in paragraph 3b(1), (2), (3), and (4) below.

3. Responsibility.

a. It is the responsibility of the Wing Supply Officer, upon notification of a pending Wing deployment, to affect any necessary lateral redistribution of materiel among squadrons of the wing.

b. When the 70th Strategic Reconnaissance Wing is alerted for deployment, it is the responsibility of the Wing Supply Officer to immediately recommend to the Director of Personnel a minimum of four officers to inventory and receipt for squadron property that will remain at the home station. These officers will be appointed on wing special orders as the Rear Echelon Supply Officers of the Wing. Such officers will not be included on any TDY or PCS commitment or school quota during the deployment period of the 70th Wing. Authority to receipt for property issued as a result of valid due-outs from Base Supply for TDY squadrons will be included in the Wing special orders appointing Rear Echelon Supply Officers. Supply responsibility for squadrons of the 70th Strategic Reconnaissance Wing will be established as follows:

(1) 70th Headquarters Squadron and 70th Tactical Hospital.

(2) 70th Field Maintenance and Armament-Electronics Squadrons.

(3) 6th and 26th Strategic Reconnaissance and 70th Periodic Maintenance Squadrons.

(4) 61st Strategic Reconnaissance and 70th Air Refueling Squadrons.

4. Procedures.

a. Property on hand within squadrons of this Wing will be kept ready at all times for rapid turn-over to a relieving supply officer.

b. The Wing Director of Materiel will brief the appointed Rear Echelon Supply Officers of their responsibilities, condition of the accounts being transferred and disposition instructions.

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(2) The Deploying Unit Supply Officer will:

(a) Be relieved of all USE by Rear Echelon Supply Officer.

(b) Deploy all records pertaining to UME.

(c) Establish the unit supply room upon arrival at forward base.

(d) Inventory and assume responsibility for prepositioned USE to be utilized by his organization.

(e) Assume responsibility for buildings and installed property to be utilized by his organization.

(f) Take necessary action to obtain required vehicles, ascertain what laundry facilities are available, and in coordination with the forward Base Supply Officer, establish requisitioning and turn-in schedules.

(g) Assume responsibility and accountability for UME arriving by surface echelon.

e. Peacetime Rotation. In addition to procedures contained in paragraphs 4a, b, and c above, during peacetime rotation (TDY deployment) the following actions will be initiated:

(1) The Rear Echelon Supply Officer will:

(a) Assume responsibility and accountability for all USE remaining at home station. (See paragraph 8, Section 7, Volume IV, AFM 67-1)

(b) Assume responsibility on a custody receipt, AF Form 446, for all remaining UME.

(c) Insure that all vacated buildings are secured and the AIO advised in writing of such vacancy.

(d) Insure that normal supply functions of the squadron continue, such as:

1. Receipting for and storing property being issued to the organization.

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2. Continue the laundry and bedding accounts.

3. Receive, segregate, and store all incoming T. O.'s, stock lists, regulations, etc.

4. Maintain files of supply documents by unit control number for all transactions accomplished during his duty as Rear Echelon Supply Officer.

5. Maintain AF Forms 1120 for all USE remaining at home station.

(e) Conduct with the Unit Supply Officer, upon his return, a joint inventory of all USE and UME. Upon satisfactory completion of inventory and accomplishment of necessary documents, the Unit Supply Officer will assume responsibility for all USE and UME, thereby relieving the Rear Echelon Supply Officer of his property responsibilities.

(2) The deploying Unit Supply Officer will:

(a) Paragraphs 4d(2)(a), (b), (c), (d), (e), (f), and (g) will apply.

(b) Upon completion of TDY and prior to departing TDY base, insure that action is taken to:

1. Properly tag and turn in all prepositioned USE.

2. Clear all hand receipts for buildings and installed property.

3. Turn in all vehicles, clear linen and laundry accounts and cancel any outstanding due-outs with the Base Supply Officer.

(c) Upon return to home base, conduct with the Rear Echelon Supply Officer a joint inventory of all USE and UME. Upon satisfactory completion of inventory and accomplishment of necessary documents, the Unit Supply Officer will assume responsibility and accountability for all USE and UME, thereby relieving the Rear Echelon Supply Officer of his property responsibilities.

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MARKING OF MOBILITY BOXES AND UNCRATED ITEMS

1. PURPOSE: To prescribe a standard procedure for the marking of all mobility boxes and uncrated items to be deployed.

2. SCOPE: The provisions of this SOP apply to all units included in the airlift phases of the 70th SRW mobility plan. It is specifically applicable to all boxes and uncrated items scheduled for air deployment.

3. RESPONSIBILITY: The officer or non-commissioned officer in charge of each Squadron Section will supervise the proper preparation and use of mobility boxes and tags prior to and during deployment. Squadron Commanders will insure that squadron mobility plans include detailed instructions for compliance with this procedure.

4. PROCEDURE: Maximum utilization of AF or commercial shipping cases and Technical Order cases will be made to minimize local fabrication requirements. All boxes will be painted with an AF Grey paint prior to marking for identification. A plain, heavy grade manila tag will be used to identify uncrated items.

a. Identification Marking. The letter, numerical and color codes as shown herein will be used by each squadron as appropriate.

(1) For color marking, two opposite diagonal corners of each box will be painted with the applicable color. The two corners will be banded to a depth of six inches for one color, or to a depth of three inches for each color for units identified by a two color code. Mobility tags will be marked in the color code across the top. Examples are shown on attachment #.

(2) All boxes will be marked on the top, one side and one end with the identification code to indicate the Wing, Squadron, Section and number of the box or the crated item. Boxes will be stenciled or otherwise permanently marked in letters not less than one inch high. The tags will reflect this data for uncrated items. For bulky items such as maintenance stands etc, place a minimum of two tags in the most accessible spots. Those squadrons deploying boxes or uncrated items with the separate deployment of the Air Refueling Squadron will add the suffix "KC" to the identification.

(3) The verified weight of the box and its contents will be marked below the identification data. The tags will reflect this data for uncrated items. Previous weight data that may be shown will be obliterated.

(4) Instructions for the additional identification marking of those boxes and/or uncrated items required for the EWP at the [illegible] will be included in the EWP Annex to this plan.

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(5) The cube of the box (overall dimensions to the highest tenth of a cubic foot) will be marked below the weight figure. The tags will reflect this data for uncrated items. The formula for computing cube is: the length times width times height in inches divided by 1728 equals cube in feet.

(6) Precautionary markings will be placed on containers of dangerous commodities classified as flammable, explosive corrosive, combustible, gaseous or poisonous, in accordance with TO 00-85-12.

b. Identification Code. The identification code for the 70th Strategic Reconnaissance Wing will be prefixed by the number 70 followed by the letter designating the squadron, a dash, followed by the number designating a box or uncrated item being deployed. Every effort should be made to number boxes and uncrated items in a controlled sequence beginning with one (1) and ending with the number of the last box or item to be deployed from each section.

(1) The Squadron letter and color code is as follows:

Letter	Squadron	Color
A	Wing Headquarters Section	White
B	Not Assigned	
C	6th SR Squadron	Blue
D	26th SR Squadron	Yellow
E	61St SR Squadron	Red
F	70th AR Squadron	Green
G	Not Assigned	
H	Periodic Maintenance Squadron	Red & Yellow
I	Not Assigned	
J	Field Maintenance Squadron	Red & Green
K	Armament & Electronics Sq	Red & Blue
L	Supply Squadron	White & Yellow
M	Motor Vehicle Squadron	White & Gray
N	HQ SQ, Air Base Group	White & Black
O	Not Assigned	
P	Operations Squadron	White & Orange
Q	Food Service Squadron	White & Blue
R	Air Installations Squadron	White & Green
S	Air Police Squadron	White & Red
T	Tactical Hospital	Black & Yellow
U	70th Recon Tech Squadron	Blue & Yellow

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(2) The Section Code prefix [illegible]

WING HEADQUARTERS

Headquarters Squadron	1	Maintenance Control	12
Adjutant	2	Sub Section Code	
Personnel	3	Chief of Maintenance	a
Operations	4	Maint. Stand Team	b
Operations & Training	5	Quality Control	c
Intelligence	6	Control Unit	d
Communications	7	Tech Repr	e
Standardization	8	Reports & Analysis	f
Photo Nav	9	Sup/Eq Liaison	g
Plans	10	A/C Records & TCC	h
Materiel	11	Inspection	13
		Comptroller	14

Reconnaissance Squadron

Unit Administration	1	Maintenance	4
Unit Supply	2	Operations & Training	5
Intelligence	3	Combat Crews	6

Periodic Maintenance Squadron

Unit Administration	1	Periodic Inspection Dock	4
Unit Supply	2	Tool Crib	5
Maintenance Supervision	3		

Field Maintenance Squadron

Unit Administration	1	W & T Bulkhp	13
Unit Supply	2	Repair & Reclaim	14
Maintenance Supervision	3	In Flight Refuel Equip	15
Propulsion Branch	4	Electrical System	16
Jet Engine Shop	5	Hydraulic Shop	17
Fabrication Branch	6	Instrument Maintenance	18
Paint Shop	7	Surv. Eqp. Parcht, Dr Chute	19
Machine Shop	8	Woodwork Shop	20
Welding Shop	9	Grnd Power Eqp Maintenance	21
Structural Repair	10	Office Mach & Eqp Maint.	22
Aero Repair	11	Recip Engine Shop	23
Fuel System Repair	12	Acft Prop Maintenance	24

Armament & Electronics Squadron

Unit Administration	1	ECM	7
Unit Supply	2	Comm & Nav Maint.	8
Maintenance Supervision	3	Analysis	9
Auto Pilot Maintenance	4	Abn Radar Maint.	10
Gunnery System Maint.	5	Photo Maintenance	11
Bomb-Navigation System	6		

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Supply Squadron

Unit Administration	1	Petroleum	9
Unit Supply	2	Clothing Sales	10
Flyaway Kit	3	Service Unit	11
Management & Procurement	4	Material Facilities	12
Inventory & Inspection	5	General Service Unit	13
AF Service Store	6	Explo Ord Disposal	14
Munitions	7	Subsistence	15
Salvage & Disp	8		

Motor Vehicle Squadron

Unit Administration	1	Ground Equipment Maint.	3
Supply	2	Motor Pool	4

Headquarters, Air Base Group

Headquarters Squadron	1	Statistical Services	9
Adjutant	2	Materiel	10
Military Personnel	3	Judge Advocate	11
Chaplain	4	Ground Safety	12
Ground Safety	5	Finance	13
Personnel Services	6	Base Operations	14
Comptroller	7	Base & Transient Maint.	15
Management Analysis	8		

Operations Squadron

Unit Administration	1	Photo Lab	3
Unit Supply	2	Communications	4

Food Service Squadron

Unit Administration	1	Food Service	3
Unit Supply	2		

Air Installations Squadron

Unit Administration	1	Fire & A/C Crews Rescue	4
Unit Supply	2	Utilities Operation	5
Maintenance & Repair	3	Engr. & Management	6

Air Police Squadron

Unit Administration	1	Security	4
Unit Supply	2	Law Enforcement	5
Air Police	3		

Tactical Hospital

Tac Group Hq Element	1	Airborne Dispensary	3
Tac Squadron Element	2	100 Bed Hospital	4

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c. An example of the box and tag marking with interpretation is as follows:

70 J-9-2

WT 110

CU 4.5

70 - 70th Strategic Reconnaissance Wing

J - 70th Field Maintenance Squadron.
9 - Welding Shop of the 70th FM Squadron.
2 Box or uncrated item number 2 of the Welding Shop.
WT.- 110-Box number 2 and contents weight 110 pounds.
CU - 4.5-Box number 2 occupies a space of 4.5 cubic feet.

d. When it is necessary to pack an item in more than one box, the required number of boxes will be designated a set. The set number will be marked to the right of the identification code with the box number appearing below the set number. Box number two of a three box set would be shown as follows:

70 K-7-4 Set 1
WT 190 2/3
CU 15

e. A waterproof envelope (for packing lists) will be securely attached to one end of each box or uncrated item tag by tacks, staples, glue or water proof tape.

f. For locally fabricated boxes, insure that the top, side or end used for openings is secured with wood screws and not nails. Crating materials may not be available at a forward base and damage must be avoided.

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Figure 1

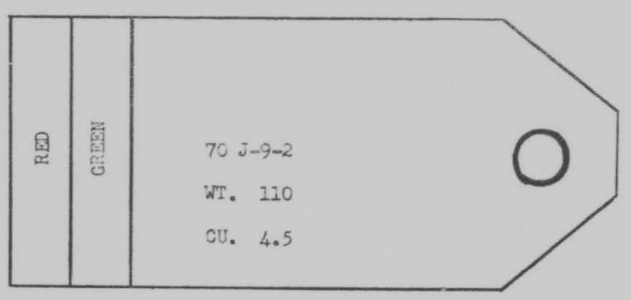
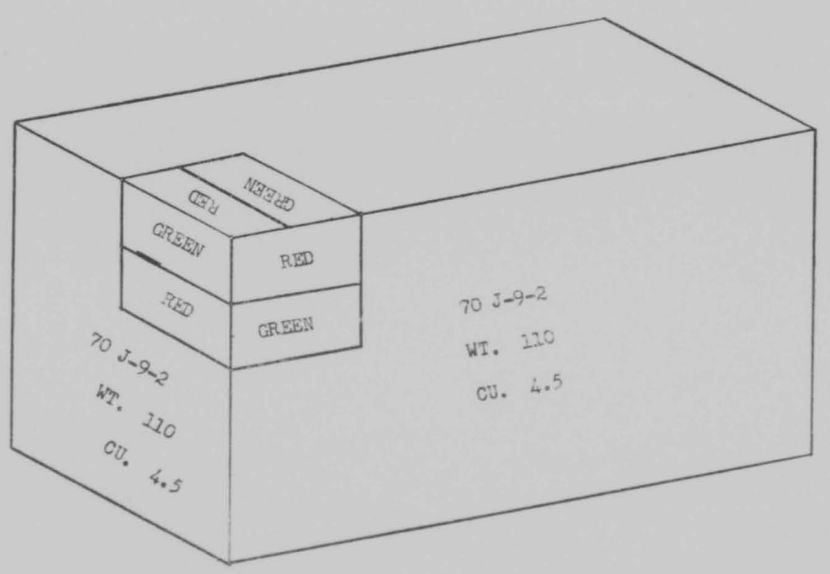


Figure 2



Attachment # 1 to SOP # 9

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DOCUMENTATION OF CARGO

MOBILITY #10

1. PURPOSE: To prescribe a standard procedure for the packing and assemtly of cargo and the preparation and distribution of cargo packing lists.

2. SCOPE: The provisions of this SOP apply to the preparation and distribution of packing lists for each box or unerated item to be deployed. Note: When warning or operations orders direct unit preparation in accordance with AFR 75-37, the provisions of this SOP will not apply.

3. RESPONSIBILITY: Squadron Commanders will insure that squadron mobility plans include detailed instructions for compliance with this procedure. Commanders are responsible for the preparation and distribution of their unit packing lists. The officer or non-commissioned officer in charge of each squadron section will prepare and maintain current packing lists.

4. PROCEDURE:

a. Cargo Priorities. All squadron equipment will be given a priority relative to other equipment to be shipped. It is important that equipment critical to the accomplishment of the first mission from the forward operating base be airlifted first. The Wing Cargo Loading Plan indicates the overall loading priorities in accordance with the requirements established in each squadron.

b. Packing.

(1) All air cargo will be packed to insure adequate protection in transit while keeping "tare" to a minimum.

(2) The weight of boxes will be kept to an absolute minimum.

(3) T. O. 00-85-9, Preparation of Freight for Air Shipment, other TO's of the 00-85 and MAts SOP number 2 will be consulted for package weights and size limitations.

(4) The problems associated with long time storage are not encountered as time enroute is short thus requirements for corrosion control and waterproofing are negligible.

(5) Dangerous Commodities - Necessary action must be taken to insure that dangerous commodities are not concealed in boxes. Squadron Commanders will prepare certificates as shown below to affix to the squadron consolidated packing list.

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"I certify that no flammable, explosive, corrosive, gaseous or poisonous materials, except those that have been packed separately from other materials and are included in box (es) number ___ ___ ___ and except authorized components of medical kits, are included in any packed containers listed herein. Boxes containing dangerous commodities have been clearly marked on at least two surfaces to indicate the contents. I further certify that those fuel containers, water heaters and other items of a similar nature in which explosive or combustible material is customarily used or stored have been completely drained of such material."

_____
Signature, Commanding Officer

c. Preparation of Packing Lists.
(1) The 825th Air Base Group Forms 85 & 85A will be used for packing lists.

(2) Packing lists will be prepared in at least six (6) copies for each box or uncrated item to be deployed except flyaway bins of flyaway kits. However, packlists will be prepared for all FAK items not stored in bins due to bulk or other reasons.

(3) The minimum information required on the packing list for each box or uncrated item is self explanatory as shown on 825th ABGp Forms 85 and 85A.

d. Distribution of Packing Lists.
(1) The initial distribution of prepared packing lists (prior to alert) will be as follows:

(a) Retain the original and four copies in the squadron section.

(b) Squadron Section forwards sixth copy to squadron motility officer for inclusion in squadron motility plan.

(2) Upon notice of deployment and when boxes have been packed, the section chief will sign the remaining five copies and distribute them as follows:

(a) Place the original (copy #1) inside of box.

(b) Affix copy #2 to outside of box in water proof envelope. If the item is uncrated, inclose copies 1 and 2 in waterproof envelope and attach securely to the item or item [illegible].

(c) Forward copies 3, 4 and 5 to the squadron mobility officer.

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(3) Upon reciept of copies 3, 4 and 5 from the squadron sections, the squadron mobility officer will check the lists against the squadron loading plan and forward copies 3, 4, 5 and 6 to the Cargo Control Center with the squadron property. Copy #3 will be receipted at the Cargo Control Center and returned to the Unit Supply.

(4) The Senior Loading Officer will then assemble the packing lists into tentative aircraft loads according to loading plan priority and aircraft weight and balance requirements.

(5) The complete distribution is shown on attachment # 1 to this SOP.

e. Squadron Cargo Assembly.

(1) Cargo will be assembled in a single squadron location, designated the Squadron Cargo Assembly Area. This area should be readily accessible for materials handling equipment and provide adequate space for segregating cargo by priority.

(2) Telephone communications should be available.

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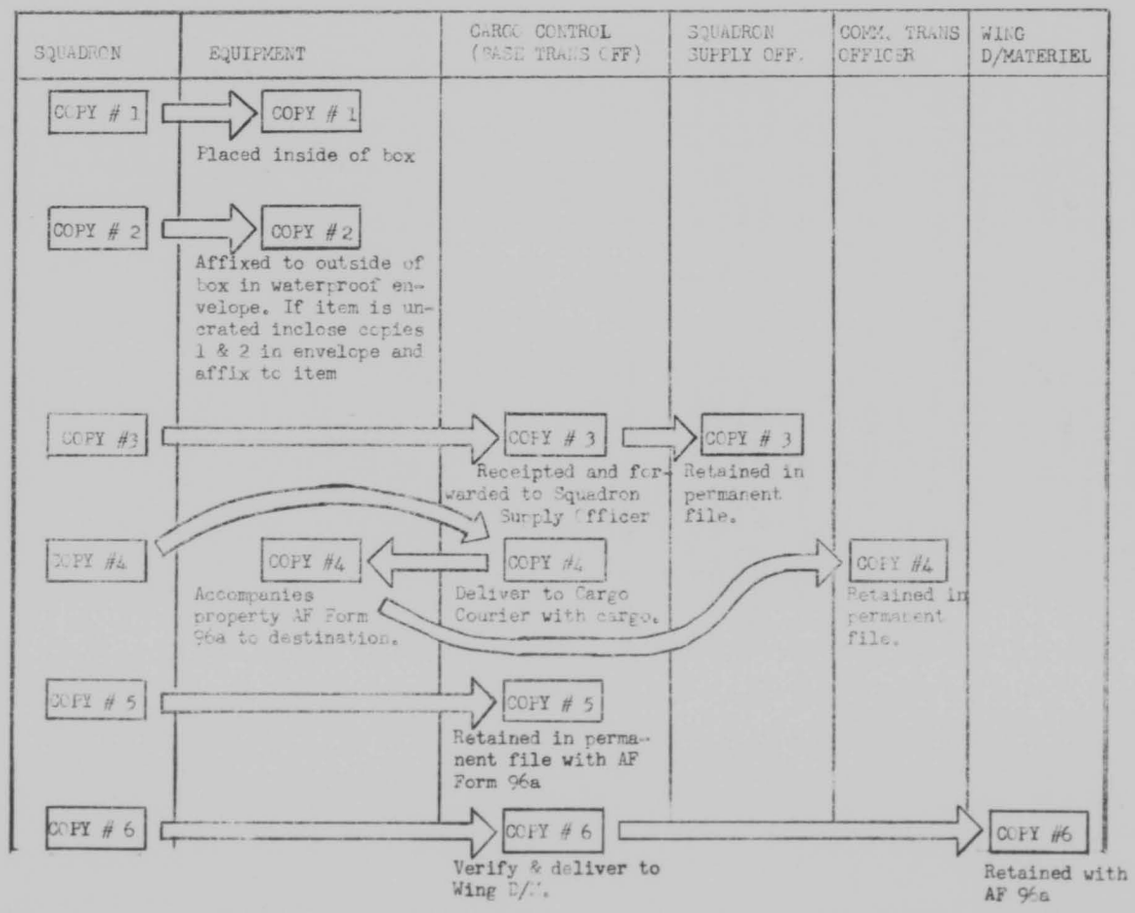
Attachment # 1 to SCP #10



DISTRIBUTION OF PACKING LISTS

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AIRCRAFT LOADING AREAS

1. PURPOSE: To designate the areas to be used for loading unit KC and support aircraft.

2. RESPONSIBILITY: The Wing Chief of Maintenance will insure that the designated support aircraft loading area is cleared prior to the arrival of the first support aircraft.

3. LOADING AREAS:

a. The Air Refueling Squadron Aircraft will be loaded in the 70th ARS parking area on the ramp as noted on the attached map.

b. Support aircraft will be loaded in the ramp area adjacent to the 70th Wing Wash Rack, RB-47 parking rows "S" and "T". The area is noted on the attached map. The area is immediately adjacent to the Personnel and Cargo Control Centers to facilitate loading operations.

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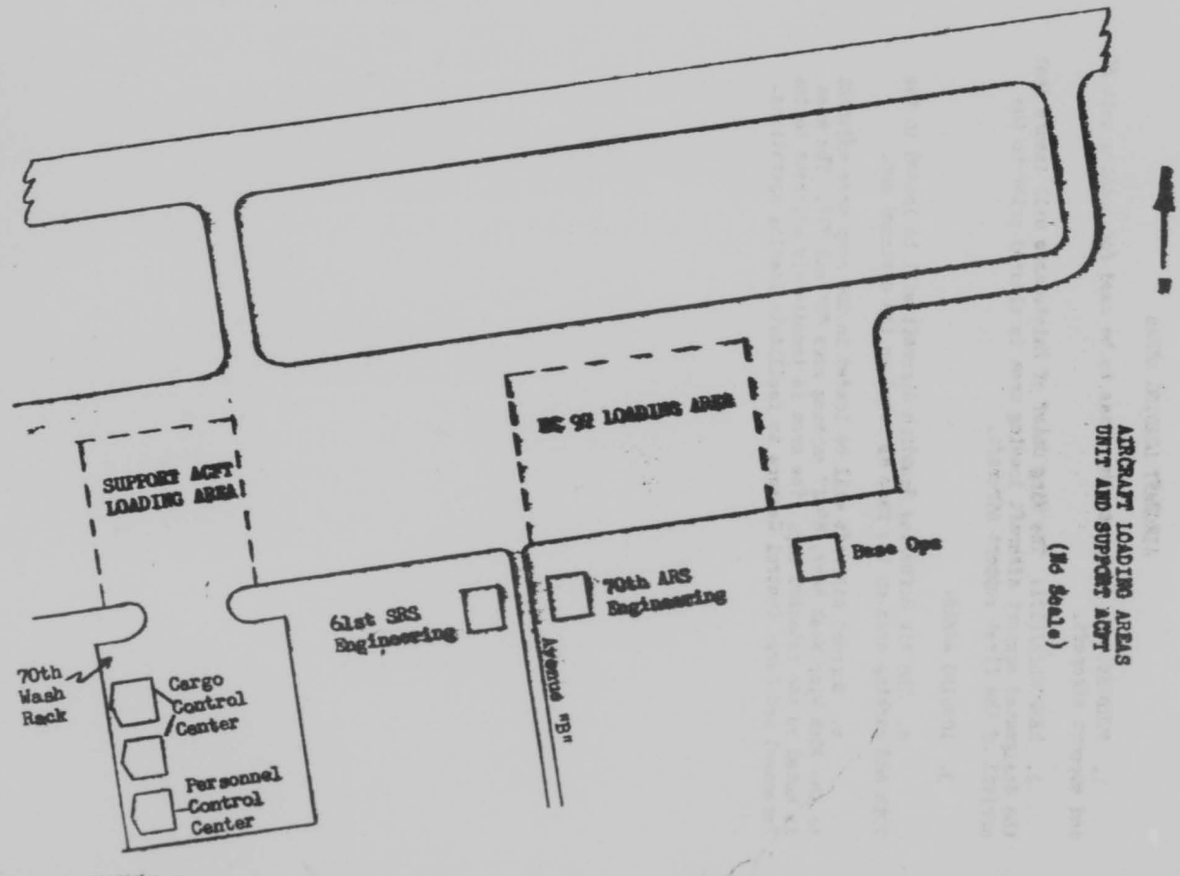
Attachment # 1 to SOP #11



AIRCRAFT LOADING AREAS
UNIT AND SUPPORT ACFT

(No Scale)

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PREPARATION AND MAINTENANCE OF PERSONNEL RECORDS

1. PURPOSE: To establish a procedure for the preparation and maintenance of personnel records and mobility rosters.

2. SCOPE: The provisions of the SOP apply to all units included in the 70th Strategic Reconnaissance Wing and 70th Air Refueling Squadron Mobility Plans.

3. RESPONSIBILITY: The time limitations inherent in the SAC Mobility concept dictate that all personnel records be maintained up to date on a day basis and strict compliance with existing regulations. The 70th Wing Director of Personnel is responsible for monitoring all of this procedure and for implementing that portion applicable to his function. Squadron commanders are responsible for insuring compliance with the procedures applicable to their organization.

4. PERSONNEL RECORDS: Note. For TDY Rotations of 90 days or less, only pay records and those individual records noted in para 4b will be deployed.

a. The 70th Wing Director of Personnel will formulate required detailed procedures to insure that personnel records are properly prepared at all times and will:

(1) Be responsible for the current administration of the following:

(a) Military Pay Record
(b) WD AGO 66
(c) Record of Leave Taken
(d) Service Record
(e) AF Form 7
(f) Overseas qualification in accordance with SAC Regulation 400-3
(g) Insure availability of mobility boxes for shipment of the above records when required.

(2) Maintain a list of current mobility personnel requirements by AFSC including support personnel to be furnished by the Air Base Group in accordance with the 70th Wing and 70th Air Refueling Mobility Plans.

(3) Maintain a list of mobility AFSC shortages which cannot be met from within Wing personnel resources. Report these shortages to the Director of Personnel, 825th Air Division on a monthly basis.

(4) Maintain monthly coordination with the Wing Logistics Officer to insure that current changes to the mobility plans have been received.

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(5) Make periodic staff visits to all squadrons to determine status of personnel mobility readiness and monitor progress of squadrons during alert.

b. Squadron Commanders will formulate a detailed procedure to insure that the following items are current and in possession of or on hand for all personnel scheduled for airlift deployment.

(1) Identification Card DD2AF
(2) SAC Form 138 Restricted area Badge (as required)
(3) Identification Tags
(4) Government Drivers License DD313 (for required personnel)
(5) Immunization record DD77
(6) Weapons tagged with Name, Grade, AFSN, squadron and weapon serial number

c. The 825th Air Base Group Personal Affairs Officer will insure that the following is current or action completed for all personnel scheduled for airlift deployment.

(1) Record of Emergency Data DD Form 93
(2) Air Force Personal Affairs Statement AF381
(3) Briefing of personnel on preparation of wills, power of attorney, dependent's allotments, overseas marriages, Red Cross and Air Force Aid Society
(4) Dependents assistance program is in effect upon deployment of the Wing or units of the wing

d. The Hospital Commander will insure that medical, dental and immunization records for all personnel included on the airlift phases of the mobility plan are kept up to date for all personnel.

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MOBILITY ROSTERS AND PREPARATION OF ORDERS

1. PURPOSE: To provide a procedure for the preparation and maintenance of Mobility Rosters and the preparation and cutting of orders.

2. SCOPE: This SOP is applicable to all units and personnel included in the 70th Wing and 70th Air Refueling Squadron Mobility Plans.

3. RESPONSIBILITY:

a. Unit Commanders are responsible for insuring that Mobility Rosters are prepared and maintained in a current status.

b. The Wing Director of Personnel will be responsible for the preparation and cutting of orders. Mobility Rosters will be used to support the preparation of personnel orders.

4. PROCEDURE:

a. All squadrons will prepare and maintain a mobility chart or roster which will be posted daily.

b. The roster or chart will be located to facilitate the briefing of all personnel on their mobility assignment and priority number.

c. The Roster or Chart will reflect a break down for the following:

(1) Air Crews

(2) Staging Teams

(3) Phased Deployment

d. Those squadrons providing personnel for support of the Air Refueling Squadron will prepare a separate roster or chart to reflect the same information required in paragraph 4C.

e. The Mobility Roster or Chart will reflect the following:

Priority No.	Last Name	First Name	MI	Rank	AFSN	UAFSC	Mobility AFSC	Scty Clnc

f. Names will be assigned to the AFSC requirements contained in Part IV of the 70th Wing and 70th Air Refueling Squadron Mobility Plans as applicable.

g. When notice of a mobility alert is received each unit will forward six (6) copies of the mobility roster to the Wing Director of Personnel within H+4:00 hours. Rosters will clearly indicate whether personnel are for support of the Wing or Air Refueling Squadron Deployment.

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h. The Wing adjutant will:

(1) Obtain block of letter order numbers from the 825th Air Division Special Orders Section for use by the Wing Director of Personnel.

i. The Wing Director of Personnel will:

(1) Receive the six (6) copies of unit mobility rosters and make the following distribution:

(a) 1 Copy to the Base Surgeon for medical and dental records.

(b) 1 Copy to the Base Finance Officer for pay records.

(c) 1 Copy to the Base Personel Affairs Officer.

(d) 1 Copy to the Wing Mobility Control Officer.

(e) 1 Copy to the Personnel Control Center for manifest information.

(f) Hold 1 Copy for support of orders preparation.

(2) Cut orders in accordance with para 15 chapter 3 AFM 30-3 SAC Reg 400-3 and the operations order. Orders will be prepared under 825th Air Division Letterhead.

(3) Prepared orders will be distributed at the Personnel Control Center.

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PERSONNEL CONTROL CENTER

1. Purpose. To provide a standard procedure for the assembly, manifesting and processing of all personnel to be deployed on unit and support aircraft.

2. Scope. The provisions of this SOP apply to the outloading of all personnel of the 70th Wing and supporting units except Air Crews.

3. Responsibilities.

a. The operation of the Personnel Control Center is the responsibility of the Wing Director of Personnel.

b. The Senior Loading Officer (Commercial Transportation Officer) or his designated representative is responsible for preparing J-4 report information on passengers.

c. The Wing Mobility Control Office is responsible for notifying all units when personnel are to report to the Processing Center.

d. Squadron Commanders will insure that all personnel report promptly and are in possession of required clothing, equipment, and individual records.

4. Procedure. When implementation of the Mobility Plan is directed, the following actions will be taken:

a. The Squadron Mobility Officer will prepare and assemble personnel for processing in accordance with the established unit procedure.

b. The Wing Mobility Office will inform each unit of processing time schedule for personnel in accordance with the schedule of support aircraft and flow chart time table for unit KC aircraft.

c. The Wing Director of Personnel will prepare detailed procedures to accomplish the following:

(1) Designate an OIC and NCOIC for the Personnel Processing Center.

(2) Establish the Personnel Control Center in Maintenance Building #224 for 24 hour operation as required. (Location on attachment #1 to SOP #15)

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(3) Arrange for personnel and equipment required to operate the Control Center. (Requirements shown on attachment #1)

(4) Maintain a passenger flow chart.

(5) Insure complete processing of personnel through the stations indicated below. Whenever possible, personnel will be processed a minimum of 24 hours in advance of departure time.

STATION #1 BRIEFING

(a) Provide letter of instructions to each passenger.

(b) Appoint Weapons NCOIC to receipt for and control weapons during flight.

(c) Distribute orders if available.

(d) Give Troop Commander his folder.

(e) Brief on enroute and destination conditions, including climatic conditions, diplomatic relations and local area restrictions.

(f) Advise Troop Commander of final loading time.

(g) Record location and telephone number where Troop Commanders can be reached.

(h) Insure personnel have all necessary forms for processing.

STATION #2 WEIGHING

(a) Complete weigh in of personnel and baggage.

(b) Fill in Forms 94 A & 94 B.

(c) Check for proper baggage identification.

(d) Insure average individual weight (with baggage) does not exceed 275. (Weight of tool kit or flying clothing is extra allowable weight of approx 65#.

(e) Assemble processed baggage in separate aircraft load and identify by trip number. Baggage to be loaded 2 hours before ETD of aircraft or as directed by MATS Control Team.

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STATION #3 MANIFESTING

(a) Prepare folders for manifests for each load.

(b) Use ditto process for manifests if possible to expedite distribution.

(c) Manifest master forms should be prepared and maintained in advance to save time during processing.

(d) Prepare manifests AF Form 96B in minimum of thirteen (13) copies and distribute as follows:

1. Copies #1-4 to Troop Commanders.

2. Copy #5 to the Senior Loading Officers. (Commercial Transportation Officer)

3. Copy #6 to Wing Mobility Control Office.

4. Copies #7 to 12 to MATS Control Team or Aircraft Commander as applicable.

5. Copy #13 Hold for maintaining flow chart and reporting.

STATION #4 IN FLIGHT LUNCHES

(a) Determine number of inflight lunches required and arrange for delivery to the aircraft or give to troop commander if flight rations are on hand at the center.

STATION #5 FINANCE

(a) Pull and assemble pay records for manifested personnel, seal, label, and give to Troop Commander.

STATION #6 MEDICAL

(a) Check individual shot records and administer last minute innoculations that may be required for substitute personnel.

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d. Upon completion of processing, the Processing Officer will cause personnel to be loaded on scheduled aircraft or released to troop commander depending upon time element.

e. Squadron Mobility Officers will be responsible for loading the 4th seat on RB-47 aircraft.

f. Personnel and Equipment Requirements (attachment #1). Specific responsibility for providing the personnel and equipment noted in attachment #2 will be assigned by the Wing Director of Personnel.

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR PERSONNEL CONTROL CENTER

1. Personnel	Qualification
1 OIC	Personnel Officer (24-hr coverage)
1 NCOIC	Personnel specialist (24-hr coverage)
9 NCO/AMN	Clerk (3 per shift)
6 NCO/AMN	Finance Clerk (2 per shift)
3 NCO	Medical Serv Specialist (1 per shift)
6 NCO/AMN	Medical Serv Specialist (2 per shift)
1 NCO	Cook/Food Service Supv
3 AMN	Air Policeman (Baggage guard - 1 per shift)
1 AMN	Vehicle Operator

2. Equipment	Quantity
Pallets (4' x 4')	20
Desks or Tables	5
Chairs	10
Adding Machine	1
Typewriter	1
Typewriter, electric, or Ditto Machine	1
Platform Scales (500# min)	1
Machine, strapping	1
Bands, roll, 1/2"-3/4"	2
Stapler	2
Seals, banding	500
Staples, box	1
Boxes (weapons)	As required
Truck 1-1/2 ton	1
Supply of Forms - 94A, B, 96B, Flow Charts, weapons receipts, etc.	

Attachment #1 to SOP #14

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CARGO CONTROL CENTER

1. PURPOSE: To provide a standard procedure for the assembly, weighing, manifesting and loading of all cargo to be deployed on unit and support aircraft.

2. SCOPE: The provisions of this SOP apply to the out loading of all cargo of the 70th Wing and supporting units.

3. RESPONSIBILITIES:

a. The operation of the Cargo Control Center and preparing J-4 report information on cargo is the responsibility of the Senior Loading Officer (Base Commercial Transportation Officer).

b. The Wing Mobility Control Office is responsible for notifying all units when cargo is to be delivered to the Cargo Control Center.

c. Squadron Commanders will insure that unit cargo is properly prepared and delivered to the Cargo Control Center as directed.

4. PROCEDURE: When implementation of the Mobility Plan is directed the following actions will be taken:

a. Squadron Mobility Officers will:

(1) Prepare and assemble unit cargo in accordance with unit procedures established for that purpose and the Wing and/or Refueling Squadron Loading Plans.

(2) Arrange for transportation of unit cargo, consolidated and individual packing lists to the Control Center in accordance with the schedule provided by the Wing Mobility Control Office. The Mobility Motor Pool will be given maximum advance notice of unit transportation requirements.

b. The Wing Mobility Control Office will inform each unit of delivery times for cargo in accordance with ETA schedule of support aircraft and flow chart time table for unit KC aircraft.

c. The Senior Loading Officer (Commercial Transportation Officer) will prepare detailed procedures to accomplish the following:

(1) Establish the Cargo Control Center in Maintenance Building #226. The location is shown on Attachment #1.

(2) Arrange for personnel and equipment to operate the Cargo Control Center. Requirements are shown on Attachment #2. The maximum possible prepositioning of this equipment is desirable.

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(3) Establish and identify separate load increment areas for support and unit KC aircraft.

(4) Maintain an Air Traffic Control Flow chart.

(5) Organize three (3) cargo loading teams composed of twenty loaders and one NCOIC for each team. Brief and assign each team to one eight hour shift to maintain 24-hour operations. Note: Equipment operators and loading crews should be detailed for ½ hour overlap between shift changes and for staggered meal periods.

(6) Establish and supervise the following stations for the rapid processing of cargo.

STATION #1 RECEIVING AND WEIGHING

(a) Receive squadron property and copies 3, 4, 5, and 6 of unit packing lists. Receipt all copies and return copy #3 to the unit supply.

(b) Check boxes and uncrated items for proper marking and packaging. Do not receive improperly prepared cargo.

(c) Weigh boxes and uncrated items and mark weight in lower left block of packing lists together with indicated weight on container. If container or item weight on packing list is incorrect, circle correct weight in red. Do not obliterate incorrect weights shown on packing lists.

(d) Corrected packing lists #4, 5, and 6 will be forwarded to Station #2.

STATION #2 - MARKETING-LOAD ASSEMBLY

(a) Assemble support aircraft loads from corrected packing lists for weight and cubage check by MAC Control personnel or aircraft commander as applicable. Folders for each aircraft will be utilized for packing lists and manifests.

(b) Increment loads for KC unit aircraft will be assembled separate from loads for support aircraft in accordance with the Air Refueling Squadron Mobility Loading Plan. Manifests for this plan will be prepared in advance in a minimum of 13 copies by the Air Refueling Squadron Mobility Officer and furnished the Senior Loading Officer at the time of deployment in order to expedite outloading of unit aircraft. Additional guidance on loading of the KC unit aircraft is as follows:

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1. Loads for the KC aircraft will be preplanned to include the listing of the cargo by location within the aircraft under the supervision of the Air Refueling Squadron Mobility Officer and loadmasters. Maximum loading and conformance with safety factors are the criteria.

2. Flow charts listing KC aircraft by flight (1, 2, 3, etc.) will be prepared jointly by the Director of Operations and Wing Chief of Maintenance to reflect movement and required operations for readying each KC aircraft to receive cargo and/or passengers.

3. The Flow chart will reflect the number of aircraft ready to receive personnel and/or cargo at one time and the time required for readiness of all the Unit KC aircraft. Consideration should be given to in-commission status, movement required, aircrew readiness, preflight, fuel top-off, etc.

4. A cargo loading time schedule based on the above flow chart will be prepared by the Senior Loading Officer and Wing Logistics Officer. Cargo will be assembled and loaded in accordance with this plan.

(c) Make any necessary support aircraft load adjustments, withdraw copies of packing lists that are affected and notify Wing Mobility Control Office. This property will be picked up on the next load.

(d) Record estimated and actual arrival times and the support aircraft tail number on front of folders containing manifest and packing lists for the guidance of loading team.

(e) If possible aircraft cargo loads should be assembled at least 24 hours prior to ETA of support aircraft and/or estimate of in commission time of unit aircraft.

(f) Manifests, AF Form 96a will be prepared for support aircraft in accordance with AFR 76-1 in 13 copies. Distribution will be made as follows for both unit KC and support aircraft loads.

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(1) Copy #1 thru 4. Deliver with packing list copy #4 to air cargo courier of applicable flight.

(2) Copy #5. Deliver to Base Commercial Transportation Office when all loading has been accomplished.

(3) Copy #6. Deliver to Wing Mobility Control Office with Copy #6 of packing lists involved.

(4) Copies #7-12. Deliver to MATS Control Team or aircraft commander as applicable.

(5) Copy #13. Hold for preparing report information.

STATION #3 - STORAGE & LOADING

(a) Set aside completed loads for arrival of support or loading time of unit KC aircraft.

(b) Coordinate with MATS Control Team to insure immediate loading of aircraft upon arrival.

(c) Coordinate with Wing Mobility Control Office and Air Refueling Squadron Mobility Officer to insure immediate loading of unit KC aircraft.

(d) On-load cargo guards on loaded aircraft.

(7) Notify the Wing Mobility Control Office of any problem associated with the deployment that cannot be resolved.

5. Air Movement Reports:

a. It is the responsibility of the Senior loading Officer or his designated representative to submit Air Movement Reports (RCS: SAC-J4) in accordance with SAC Regulation 400-3. He will coordinate with the Wing Air Operations Mobility Officer and Wing Mobility Control Office in preparing and submitting the required daily report, in particular Part III, Movement of Tactical aircraft.

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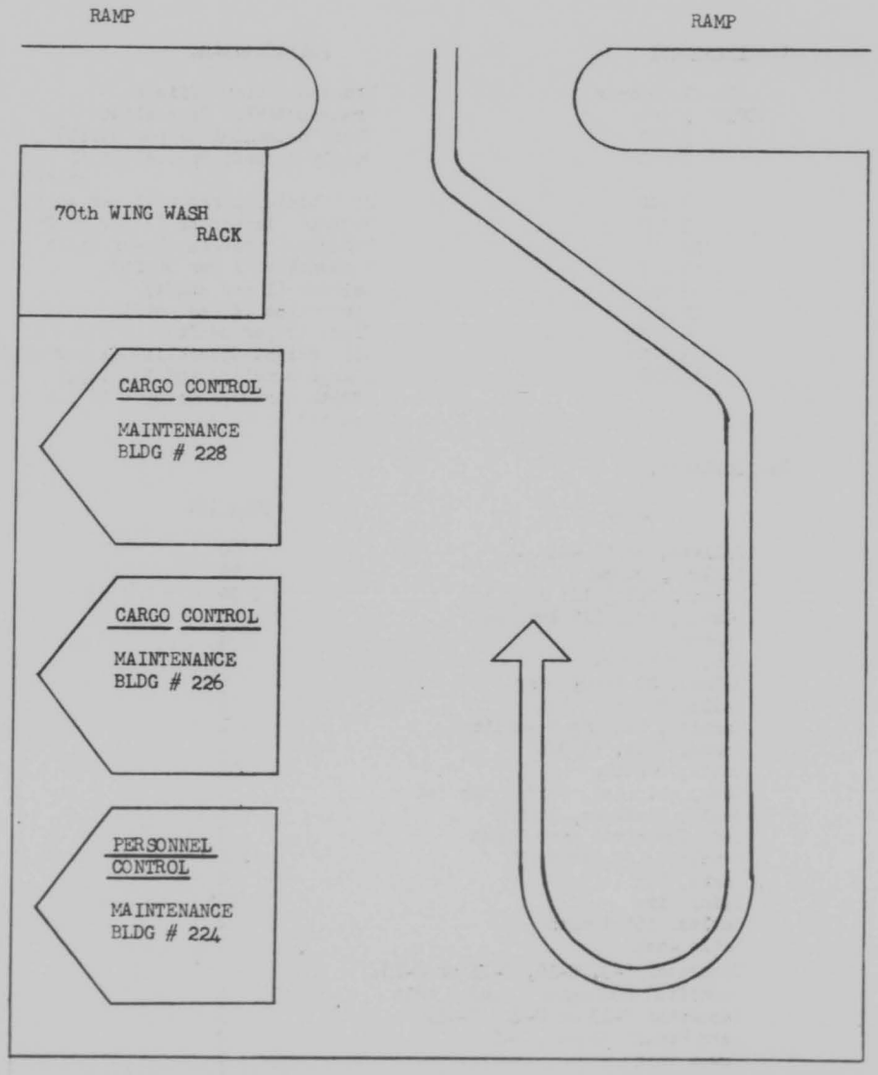
LOCATION OF THE PERSONNEL AND CARGO CONTROL CENTERS



Attachment # 1 to SOP # 15

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR CARGO CONTROL CENTER

1. Personnel

		Qualification
OIC	1 Officer	Transportation Officer
NCOIC	1 NCO	Transportation Specialist
	3 NCO	Whse Specialist (1 per shift)
	3 NCO	Supply Records Specialist (1 per shift)
	3 NCO	Sr Vehicle Operator (1 per shift)
	3 AMN	Vehicle Dispatcher (1 per shift)
	24 AMN	Vehicle Operators (8 per shift)
	3 AMN	Woodworker (1 per shift)
	3 AMN	Painter (1 per shift)
	12 AMN	Air Police (4 per shift)
	9 AMN	Clerk (3 per shift)
	3 NCO	Air Freight Specialist (1 per shift)
	60 AMN	(Cargo handling and loading, 825th Air Base Group - 20 per shift)

2. Equipment

ITEM	QUANTITY
Pallets, small 4x4	60
Pallets, large	15
Lumber, 2x12, 12' lengths	30
Lumber, 2x4, 12' lengths	40
Hammer	2
Saw, Cross cut	2
Spikes, 20 Penny, Keg	½
Nails, 8 Penny, Keg	½
Machine, banding & sealing	1
Bands, Roll, ½"/3/4"	2
Seals, banding	500
Case, shipping, Crgn Equip Set	2
Scale, Platform, 5,000#	1
Set, Christmas tree light	3
Envelopes, waterproof	100
Tacks, Box	2
Tying Wire	50'
Cables. 15' length	2
Cable Jack	1
Generator A-3, C-16, C-21 or C-13, modified 600 ampere tandem unit	1
Generator C-13 or C-21 (C-54)	1
Aero Repair Stands, D-2	2
Power Unit	1
Adding Machine	1

Attachment #2 to SOP #15

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PERSONNEL AND EQUIPMENT REQUIREMENTS FOR CARGO CONTROL CENTER (Cont)

ITEM	QUANTITY
Typewriter	1
Typewriter, Electric or Ditto Machine	1
Desk, Typist	1
Chairs	3
Table	1
Brush, stencil	1
Ink, stencil bottle	1
Number stencils, set	1
Paste, can	1
Brush, paste	1
Brush, paint	1
Paper clips, box	4
Tacking machine	1
Staples, tacking, box	6
Chalk & Grease pencils	10

3. Vehicles (Cargo Control & Mobility Motor Pool)

Fork lift, 15,000#	1
Fork lift, 6000#	2
Fork lift, 4000#	1
Flat bed, 40' or equivalent	2
Tractors	2
Truck 2½ ton	4
Weapons Carrier	1
Bus	1

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TROOP COMMANDERS' DUTIES AND RESPONSIBILITIES

1. PURPOSE: To provide Troop Commanders deploying aboard unit and/or support aircraft with guidance pertaining to the performance of duties and responsibilities.

2. SCOPE: This SOP applies to all officers, non-commissioned officers and airmen who are appointed Troop Commanders by competent authority.

3. RESPONSIBILITY: The Troop Commander will be responsible for the conduct and activity of all passengers in his charge until such time that he is relieved by competent authority at destination.

4. GENERAL: The senior officer, non-commissioned officer or airman will be appointed Troop Commander of passengers deploying on the same aircraft. This designation will be indicated on the passenger manifest by preceeding the name with an asterisk. Troop Commanders will coordinate all activities with the Wing Logistics Officer after passengers are weighed in and manifested. All available information relative to the flight will be given Troop Commanders who will in turn disseminate it to the other passengers.

5. DUTIES OF THE TROOP COMMANDER: The following duties are the responsibility of Troop Commanders in addition to any others deemed necessary due to existing circumstances:

a. Assume control of all passengers listed for movement on his flight and insure that all are informed of formations, expected departure, and reporting times.

b. Check roll prior to reporting for loading to insure everyone is present for the flight. Passengers failing to report will be reported to the Wing Mobility Officer so that a standby passenger may be filled in to complete the load.

c. Represent the members of his load in support of any of their requirements.

d. Insure that each man has placed his baggage in the load which is to be placed aboard his flight.

e. Upon arriving at the flight line, check immediately with the MATS liaison representative for further instructions.

f. Relay all orders of the MATS control personnel and act as the official representative to the senior flight traffic specialist who is the aircraft commander's cabin representative.

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g. Brief all passengers on maintaining security of their personal belongings and insure that any passengers removed from his flight have their hold baggage removed with them.

h. Insure that appointed Weapons NCOIC has collected all weapons and ammunition for custody during flight. Reissue items at destination.

i. Insure that in-flight lunches, water, etc, are placed aboard the aircraft prior to departure, and that adequate arrangements are made for same at en route stops.

j. Collect envelope containing four (4) copies of the manifest from the processing officer and insure safe delivery to the traffic representative at final destination.

k. Insure in-flight discipline of all passengers and insure their compliance with smoking restrictions.

l. Assist in maintaining a clean and safe condition in the aircraft.

m. Designate guards for cargo and/or aircraft during deployment as are required by the aircraft commander or en route stop base commander.

n. Insure that messing facilities and billets are provided at en route stops and that "Certificates of Non-availability" are obtained if required.

o. At en route stations, determine ground time from the senior flight traffic specialist and take positive action to insure that all passengers are present to meet flight departure times.

p. Know which passenger(s) will be off-loaded should it become necessary to take such action at an en route station.

q. Maintain a record of events of any passenger(s) that may be off-loaded at en route stops for any reason. Report same to the Commander, 70th Strategic Reconnaissance Wing, Little Rock Air Force Base and to the forward base detachment Commander by electrical means, giving all details.

r. Contact the proper authorities in cases of accident or emergency. Report same by message to addresses in paragraph q above, after coordinating message with the aircraft commander.

s. Brief passengers on local restrictions and their conduct at en route stops. Some stations such as Lajes restrict passengers to the base area because of diplomatic conditions with local residents.

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Pertinent facts on local conditions can be determined from the traffic representative who will meet the aircraft.

t. Maintain an itinerary showing all dates, stations, take-off and landing times. Local time will be used.

u. Receipt for, safeguard and deliver pay records and personnel records of passengers to forward area mobility officer if records are deployed.

v. Upon arrival at destination, maintain an orderly dispatch of passengers and determine if they are needed to assist with the off-loading of baggage or cargo. No passengers will be released without all of their baggage, including weapons.

6. TROOP COMMANDERS' FOLDERS:

a. The Wing Logistics Officer will prepare and maintain "Troop Commander's Folders" for each unit and support aircraft scheduled to deploy with passengers under current operations plans. Each troop commander's folder will contain such information and data as is required for use by the troop commander during the flight en route and upon arrival at the forward base.

b. Each "Troop Commander's Folder" will contain the following items: (Certain of these can be completed only immediately prior to deployment and are noted with an asterisk.)

(1) SOP #12 - Duties of Troop Commanders.

*(2) Letter of "General Information for Troop Commanders" (See attachment #1)

(3) 3 copies of SAC Form 15, Itinerary (to be completed en route) (See attachment #2)

*(4) Copies of passenger and/or cargo manifests.

(5) "Troop Commander's Folder Check" (to be typed on outside of each envelope) (See attachment #3)

(6) Sample of typical message to be sent in case of off-loading of personnel. (See attachment #4)

(7) Copies of custom forms, instructions, etc. as may be required for individual trips and flight.

c. Letters of "General Information for Troop Commanders" are self-explanatory and are to be completed by Wing Logistics Officer prior to deployment for each individual trip.

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d. SAC Form 18 is self-explanatory and will be prepared in triplicate, two copies to be delivered to forward base mobility officer upon arrival, and one copy to be retained by troop commander for further reference.

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
Jacksonville, Arkansas

_____
DATE

SUBJECT: General Information for Troop Commander

TO:

1. You have been designated TROOP COMMANDER for Trip #_____, (MATS, ARS), Aircraft #_____Type_____scheduled to depart this station_____hours, (date)_____for_____.

2. A time has been set for _____ hours, (date) _____ at _____, with Station Time for _____ hours, (date)_____. ETD _____hours (date)_____.

3. _____is the Aircraft Commander.

4. The following route to destination has been planned_____ _____ with en route stops at _____ _____.

5. In-flight lunches for_____officers, _____airmen and _____ civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained en route.

6. SOP #16 inclosed contains general instructions. Additional instructions and information are as follows:_____ _____.

7. Maintain a record of events en route on the inclosed Itinerary Sheet and deliver it to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Passenger manifests, (cargo manifests) and a passenger roster are included in your Information Folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer _____). Deliver the passenger (and cargo) manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

Attachment #1 to SOP # 16

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ITINERARY	TRIP NO.	FROM	TO	TROOP COMMANDER
TYPE OF AIRCRAFT		AIRCRAFT SERIAL NO.	☐ MATS ☐ AMS	AIRCRAFT CMDR
NUMBER OF PASSENGERS	Officers	Airmen	Civilians	TOTAL	POUNDS OF CARGO

DEPARTED	DATE	TIME (local)	ARRIVED	DATE	TIME (local)	NO. OF MEALS

RECORD OF PERSONNEL AND/OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION:
1 copy - Troop Commander
2 copies - Forward Base Mobility Control

SIGNATURE OF TROOP COMMANDER

SAC FORM 15 MAY 54 15

(Border Image Size - 7" X 9½")

Attachment #1 to SOP # 16.

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TROOP COMMANDER'S FOLDER

TRIP #_____TYPE AIRCRAFT_____ACFT #_____

ASSY TIME_____STA TIME_____ETD_____

This Folder Contains the Following:

1. SOP #16, "Duties of Troop Commander".
2. Roster of Passengers
3. Manifests: PASSENGERS: CARGO:
4. Itinerary Sheets
5. General Information Sheet

_____In-flight Lunches Have Been Ordered

DATE: Prepared By:

Attachment #3 to SOP # 16.

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JOINT MESSAGEFORM

FROM: (Originator) TRPCOMDR FLIGHT ____ NO, ____ BASE, ____ LOCATION		SCTY CLASS UNCLASSIFIED
	PRECEDENCE FOR:	ACTION PRIORITY / INFO: PRIORITY
TO: COMDRSRWG 70 LITTLE ROCK AFB, ARK (Rear Ech) COMDRSRWG 70 ____ BASE, ____ LOCATION		[x] ORIGINAL MSG
	[x] MULTIPLE ADD	
	REFERS TO MSG	
	IDENTIFICATION	CLASSIFICATION

INFO:

/U N C L A S S I F I E D/70TRPCOMDRFLT_____. A/3C JOSEPH A. DOAKS, AF12345678, AFSC 70230, HQS SQ, 70TH SRWG off-loaded at ____ BASE, ____ LOCATION and admitted to the Base Hospital for emergency appendectomy, length of stay approximately 3 weeks. A/P JOHN W. DOE, AF23456-7891, 70TH A&E Maint Sq, 70th SRWg, 70010, failed to return to acft in time for dept at ____ BASE, ____ LOCATION and is considered AWCL. MATS passenger control at ____ BASE, ____ LOCATION has been notified.

	SECURITY CLASS UNCLASSIFIED	PAGE 1 of 1 PAGES
DRAFTER'S NAME (and signature) JOHN F. SMITH, Captain, USAF	RELEASING OFFICERS SIGNATURE	
70TRPCOMDR FLT ____ NO.		

Attachment #4 to SOP # 16.

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JOINT MESSAGEFORM	SECURITY CLASSIFICATION UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG			ACCOUNTING SYMBOL AF	ORIG. OR REFERS TO	CLASSFICATION OF REFERENCE
ACTION PRIORITY			X			
INFO						

FROM:
TRPCOMDR FLIGHT (NO) , (BASE) , (LOCATION) .

SPECIAL INSTRUCTIONS

TO:
COMDRSRWG 70 LITTLE ROCK AFB, ARK (REAR ECHELON)
COMDRSRWG 70 (BASE) ,(LOCATION).
UNCLASSIFIED/70TRPCOMDRFLT _____. A/3C JOSEPH A. DOAKS, AF12345678, AFSC 70230, HQ SQ, 70TH SRW OFF-LOADED AT ____ (BASE) , (LOCATION) AND ADMITTED TO THE BASE HOSPITAL FOR EMERGENCY APPENDECTOMY, LENGTH OF STAY APPROXIMATELY 3 WEEKS A/B JOHN W. DOE, AF 234567891, 70TH A&E MAINT SQ, 70010 FAILED TO RETURN TO A/C IN TIME FOR DEPT AT (BASE),LOCATION AND IS CONSIDERED AWOL. MATS PASSENGER CONTROL AT (BASE) , (LOCATION) HAS BEEN NOTIFIED.

DATE	TIME
MONTH	YEAR

WRITER		RELEASER	
	SYMBOL 70TRCOMDR FLIGHT NO._____.		SIGNATURE
	TYPED NAME AND TITLE JOHN F. SMITH, CAPTAIN, USAF		TYPED NAME AND TITLE
	PHONE NR. / PAGE 1 / NR. OF 1 PAGES		
	SECURITY CLASSIFICATION UNCLASSIFIED		

Attachment # 5 to SOP # 16.

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CARGO COURIER'S DUTIES AND RESPONSIBILITIES

1. PURPOSE: To provide instructions for personnel appointed as Cargo Couriers to accompany cargo on unit and support aircraft.

2. SCOPE: This SOP applies to all officers, non-commissioned officers and airmen who are designated as Cargo Couriers.

3. RESPONSIBILITY: The designated Cargo Couriers are responsible for escorting and safeguarding all cargo deploying on the flight to which they are assigned.

4. GENERAL: The Wing Logistics Officer is responsible for designating two personnel to accompany cargo on unit aircraft. Troop Commanders or Officer Couriers will not be designated as Cargo Couriers.

5. DUTIES OF THE CARGO COURIER: The following duties are the responsibility of Cargo Couriersin addition to any others deemed necessary due to existing circumstances:

a. Secure 4 copies of cargo manifests and copy # 4 of packing lists prior to departure.

b. At enroute stops, coordinate with aircraft commander for request of security guards from the enroute base. If guards are not available, one courier will remain with cargo at all times.

c. When cargo must be off-loaded at an enroute base, one courier will remain with the off-loaded cargo.

(1) The courier proceding with the aircraft will note on one copy of the manifest those boxes or items that have been off-loaded and deliver it to the forward base Mobility Control Officer.

(2) The courier remaining with the cargo will immediately communicate by electrical means to the Commander, 70th Strategic Reconnaissance Wing (X) at the forward and rear echelon base giving details concerning the cargo off-loaded, identification , weight and cube.

(3) The courier remaining will arrange for a security guard for the cargo on a 24 hour basis. Remain at the enroute base until cargo is picked up or until relieved by competent authority.

(4) If relieved and ordered to continue to the forward base without cargo, secure receipt for all individual boxes and/or items from the Commercial Transportation Officer prior to departure.

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(5) When cargo must be off-loaded at an enroute base where cargo from a previous flight has been off-loaded, the couriers with the second aircraft will continue after turning over copies of manifests and copy # 4 of the packing list to the remaining courier. One copy of the manifest will be noted and delivered as noted in paragraph 4 c (1). The remaining Courier will comply with instructions contained in paragraph 4 c (2) (3) (4) above.

6. Cargo Courier's Folders will be prepared and maintained by the Wing Logistics officer. Each Folder will contain the following attachments except manifests which will be provided at Cargo Control.

a. Letter, Subject: General Information for Cargo Couriers. (Attachment # 1).

b. Copy of SOP # 3, Cargo Couriers Duties and Responsibilities.

c. Four (4) copies of SAC Form 15, Itinerary. (Attachment # 2).

d. Four (4) copies of AF Form 96A, Cargo Manifest.

e. Cargo Couriers Folder Check, (to be typed on outside of each envelope).

f. Sample of typical message to be sent in case of off-loading of cargo. Sample of message forms DD Forms 173, 1 Oct 49 and 1 May 55 are provided. (Attachments # 4 & 5).

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HEADQUARTERS
70TH STRATEGIC RECONNAISSANCE WING (M)
LITTLE ROCK AIR FORCE BASE
JACKSONVILLE, ARKANSAS

_____
DATE

SUBJECT: General Information for Cargo Couriers

TO:

1. You have been designated CARGO COURIER for Trip #_____ (SSS, MATS, ARS), Aircraft #_____ Type_____ scheduled to depart this station_____ hours, (date)_____ for_____.

2. Assembly time has been set for_____ hours, (date)_____ at_____, with Station Time for_____ hours, (DATE) _____.

3. _____ is the Aircraft Commander.

4. The following route to destination has been planned_____ _____ with enroute stops at_____ _____.

5. In-flight lunches for_____ officers,_____ airmen, and_____ civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained enroute.

6. SOP #17 inclosed contains general instructions. Additional instructions and information are as follows_____ _____.

7. Maintain a record of events enroute on the enclosed Itinerary Sheet and deliver it to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Cargo manifests and a passenger roster are included in your Information Folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer_____). Deliver the cargo and passenger manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

Attachment #1 to SOP #17

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ITINERARY	TRIP NO.	PROV	TO	NAME OF COMMANDER
TYPE OF AIRCRAFT		AIRCRAFT SERIAL NO.	☐ C-47 ☐ C-54	AIRCRAFT CMDR
NUMBER OF PASSENGERS	Officers	Airmen	Civilians	TOTAL	POUNDS OF CARGO

DEPARTED	DATE	TIME (Local)	ARRIVED	DATE	TIME (local)	NO. OF MEALS

RECORD OF PERSONNEL AND/OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION:
1 copy - Troop Commander
2 copies - Forward Base Mobility

SIGNATURE OF NAME OF COMMANDER

FORM
SAC 15 MAY 54 18

(Border Image Size - 7" X 9½")

Attachment #2 to SOP # 17.

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CARGO COURIER'S FOLDER

TRIP #_____TYPE AIRCRAFT_____ACFT#_____

ASSY TIME_____STA TIME_____ETD_____

This Folder Contains the Following:

1. SOP # 17 "Cargo Courier's Duties and Responsibilities".
2. Roster of Cargo
3. Manifests: CARGO PERSONNEL
4. Itinerary Sheet
5. General Information Sheet

_____In-flight Lunches have been Ordered.

DATE: PREPARED BY:

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JOINT MESSAGEFORM

FROM: (Originator)		SECURITY CLASS. UNCLASSIFIED
CARGO COURIER FLT ___ NO. ___ BASE LOCATION	PRECEDENCE FCR	ACTION PRIORITY / INFO PRIORITY
TO:		[X] Orignal Msg
COMDRSRWG 70 Little Rock AFB, Ark (Rear Echelon)	[X] Multiple Add	
COMDRSRWG 70 ___ BASE ___ LOCATION	REFERS TO MESSAGE	
	Identification	Classification

INFO:

/U N C L A S S I F I E D/70CARGO COURIER FIT ____. The following cargo off-loaded at this base per orders of the MATS Control Weight and Balance Team by reason of excess cargo weight

BOX NUMBER	WEIGHT	CUBE
70A-5-1	300	25.0
70A-3-6	200	28.0
70D-3-2	250	10.0
70E-1-1 (Classified)	300	22.0
70E-2-4	250	20.0
70K-4-3	150	22.0
TOTAL:	1450	113.0

M/SGT ROCK N. ROLL, AF23451234, 43170, HQS SQ 70th SRWG Cargo Courier Flt ____ Off-loaded at ___ BASE LOCATION ___ to guard cargo, length of stay undetermined.

	Security Class. UNCLASSIFIED	PAGE 1 OF 1 PAGES
DRAFTER NAME (and signature) JOHN L. SULLIVAN Capt USAF	RELEASING OFFICERS SIGNATURE	
70CARGO COURIER Flt ___ FO:		

Attachment # 4 to SOP # 17

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JOINT MESSAGEFORM	SECURITY CLASSIFICATION UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY			X			
INFO						

FROM:
CARGO COURIER FLT (NO.) ,(BASE) ,(LOCATION) .

SPECIAL INSTRUTIONS

TO:

COMDRSRWG 70 LITTLE ROCK AFB, ARK. (Rear Echelon)

COMDRSRWG 70 _____, _____
BASE LOCATION

UNCLASSIFIED/70CARGO COURIER FLT _____.

THE FOLLOWING CARGO OFF-LOADED AT THIS BASE PER ORDERS OF THE MATS CONTROL WEIGHT AND BALANCE TEAM BY REASON OF EXCESS CARGO WEIGHT.

BOX NUMBER	WEIGHT	CUBE
70A-5-1	300	25.0
70A-3-6	200	14.0
70D-3-2	250	10.0
70E-1-1 (Classified)	300	22.0
70E-2-4	250	20.0
70K-4-3	150	21.0
TOTAL	1450	113.0

MSGT ROCK N. ROLL, AF23451234, 32170 MQS 70TH SRW,

CARGO COURIER FLT ____ ,OFF-LOADED AT (BASE) ,(LOCATION)
TO GUARD CARGO, LENGTH OF STAY UNDETERMINED.

DATE	TIME
MONTH	YEAR

WRITER		RELEASER	
	SYMBOL 70CARGO COURIER FLT NO. _____		SIGNATURE
	TYPED NAME AND TITLE John L. Sullivan, Captain, USAF		TYPED NAME AND TITLE
	PHONE NR. / PAGE NR. / NR. OF PAGES		
	SECURITY CLASSIFICATION UNCLASSIFIED		

ATTACHMENT # 5 to SOP # 17

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SUPPLY - RESUPPLY PLAN

SECTION A - SUPPLY PLAN

1. PURPOSE: To outline procedures for issuing aircraft spares and associated equipment spares from Flyaway Kit.

2. SCOPE: These procedures are applicable to all personnel on duty with the FAK section during deployment.

3. PROCEDURES:

a. When the FAK is being utilized for day to day support, detailed procedures for internal operation of the Kit are contained in SAC Manuals 65-1 and 65-2. For ready reference, following are some of those procedures:

(1) Immediately after arrival of the FAK at the forward base, pre-issue levels are issued therefrom to the using shop on a custodial hand receipt.

(2) Requests for items will be entered by the FAK Supply Controller on pre-numbered AF Forms 446, "Issue Slip" in accordance with SAC Manual 65-2. Only one line item is to be entered on each Issue Slip. A record of control numbers will be maintained and each request received will be assigned a separate control number.

(3) The FAK Assistant Supply Controller will inturn enter the required information on SAC Form 236 "Delivery Control Register" in accordance with paragraphs 76d and e of SAC Manual 65-2. He will then pass the request to the Flyaway Kit Locator Control. Availability data will be obtained and, if available, recorded to SAC Form 236 at the same time. If not available, requests will be returned to the Assistant Supply Controller for entry of requesting organization in appropriate blocks and forwarding to the Requisitioning Section for action.

(4) Provided the item is available in the FAK, the Flyaway Kit Locator Control will give the request to the FAK issue personnel who will immediately take action to segregate the property for issue. The control number assigned by the FAK Supply Controller will be used. In the "To" block will be entered the appropriate squadron flyaway kit i.e. 61st FAK. In the "From" block will be entered the appropriate organization and/or shop. Status and unit cost will be entered on the issue slip prepared by the FAK personnel. THIS ISSUE SLIP WILL BE LEGIBLE IN ALL RESPECTS. The completed issue slip will be retained in the FAK unit for subsequent submission to Reqn Section for requisitioning action. Prior to submission of the FAK replenishment requirement slips, the stock numbers will be researched by FAK personnel. The issue slip prepared by the FAK unit will be in triplicate and the property will be forwarded to the FAK delivery after removing the third copy and filing as a suspense copy. Upon receipt of

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the signed original, this copy will be removed from the suspense file and forwarded to the Consumption Task Force personnel.

(5) The FAK Delivery Unit personnel will check the quantity entered in the action column of the issue slip against the quantity actually supplied. If any recoverable status items are included, a SAC Form 223 "Hand Receipt" (debit) will be prepared in triplicate. The "Debit Loan" and applicable container block will be checked. An expiration date of the third day following the date of issue will be assigned i.e., an item issued on the 15th day of the month will have an expiration date of the 18th. In the "Issue By" block will be entered the applicable squadron FAK i.e., 26th FAK. The third copy of the hand-receipt will be pulled and placed in the FAK delivery unit suspense file. This copy will be removed and destroyed upon delivery of the signed original. The issue slip, property, and two (2) copies of the hand-receipt will be forwarded to the FAK deliver unit driver.

(6) The FAK delivery unit driver will deliver the property and have the issue slip and hand-receipt properly signed. NAME, RANK, ORGANIZATION, TIME, AND DATE WILL BE LEGIBLE. Time of delivery will be entered in the "Date" block at the bottom of the issue slip. No delivery time is required on the hand-receipt. Copy #2 of both the issue slip and hand-receipt will be given to the person signing for the property. The completed originals of the issue slip and hand-receipt will be given to the FAK Assistant Supply Controller who will record the delivery time to SAC Form 236. The issue slip will be forwarded to the FAK and the hand-receipt will be held for the reparable pickup unit, which is supplied by the Base Supply Officer.

(7) In the event of a partial availability within the FAK, the quantity requested will be circled and the quantity issued entered. The assistant supply controller will prepare another set of issue slips for the quantity not available in FAK, using a new control number and forward to Reqn Section. Issue and delivery of the quantity available will be the same as for total issues. In the case of non-availability, the FAK Supply Controller will call Supply Liaison for a verified 1 or 2 priority. The priority and the name of the verifier will be entered on the face of the issue slip. If the maintenance priority is 3 or 4, verification by Supply Liaison is not required. However, the FAK Assistant Supply Controller will verify the supply priority on the issue slip and the Delivery and Control Register. In any case of non-availability, column 12, 13, and 14 of SAC Form 236 will be completed and the issue slip forwarded to Base Supply. When the item is requisitioned, Priority will call the FAK Supply Controller giving the item number and the Base Supply requisition number.

(8) When an item requested is not authorized in the FAK, "N/FAK" will be legibly written on the face of the issue slip. The item will then be placed on requisition in accordance with Section B of this SOP.

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1. PURPOSE: To provide a system for maximum supply support to tactical units on rotation in overseas areas, with a pipeline factor not to exceed seven (7) days.

2. SCOPE: The provisions of this SOP apply to tactical units and the fly-away kit section upon receipt of an execution order.

3. DEFINITIONS:

a. Overseas Base Activity. The overseas base activity to which the tactical unit will deploy for the length of the rotation exercise.

b. QEC Power Pack. A QEC (Quick Engine Change) power pack is an assembly consisting of a parts pack-up and aircraft engine installed on an engine stand.

c. Weapons System Control Point. The designated weapons system control point established under the jurisdiction of the Air Materiel Command prime aircraft depot to which the tactical unit will submit all requisitions. The weapons system control point has over-all responsibility for the successful accomplishment of logistic portion of the scheduled rotation.

d. Execution Order. The teletype issued by Headquarters, Air Materiel Command to all participating activities containing specific information and instructions for the implementation and operation of each project.

e. PAE. The aerial port of embarkation, normally controlled by MATS, to which project material will be shipped for subsequent oversea movement to the tactical unit.

f. Flyaway Kit (FAK). An air transportable package of specified aircraft spare parts and supplies required to maintain a particular type, model and series, and quantity of aircraft for a designated period (normally 30 days) when normal sources of supply and maintenance are not available. Normally the units FAK will be employed for day to day support, except in those instances where prepositioned

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support assets are physically located at the overseas base to which the unit will deploy.

4. RESPONSIBILITIES:

a. General. The flyaway kit officer, personnel under his supervision, and all other personnel concerned with supply support of the tactical unit, are charged with the responsibility of possessing a thorough working knowledge and understanding of procedures contained in Volume XVI, AFM 67-1.

b. Headquarters SAC Responsibilities.

(1) Advise AMC 60 days prior to scheduled rotation.

(2) Insure 100% completion of Flyaway Kits.

(3) Insure all procedures are understood.

c. Flyaway Kit Responsibilities.

(1) Prior to rotation, make every effort to bring FAK up to 100% completeness.

(2) Follow up on outstanding requirements.

(3) Fully understand procedures for the successful accomplishment of the mission.

(4) Determine at all times the "End Usage Code" for all items issued from the FAK and indicate same on the requisition. (See Attachment #1, 2 and 3)

(5) Furnish the control point a list of aircraft by serial numbers, involved in the rotation.

(6) Five (5) days prior to the scheduled deployment date, furnish the Control Point a listing of FAK and ANFE shortages. (This listing will be assigned a 7-digit requisition number, except for short time rotations of 14 days or less. In this case the listing is submitted without a requisition number and is used

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only for information purposes by the Control Point.

(7) Reference 6 above, action will be taken to cancel outstanding requisitions (except for short term rotations, when the requisitions will remain open).

(8) From the listing furnished in 6 above, the Control Point will take necessary action to furnish the shortages and deliver to the oversea location to which the tactical unit was deployed. (This is again with the exception of short term missions).

(9) Subsequent to rotation, requisitions submitted to the Control Point will be directed to the oversea area marked for the organization FAK. (Except for short term rotations, where shipments will normally be to the units home base, marked for the FAK; however, AOCP requisitions will be to the oversea area in order to get the aircraft back home).

(10) Publications required: T.O. 00-25-11, 00-25-48 Series, 00-35F-1 Series, Parts Catalogs and Stock Lists, SAC Reg 67-20, AFR 67-51, etc.

(11) Immediately upon arrival at the oversea station, notify the Base Supply Officer and Air Freight Officer the "project name" assigned your project in order that all shipments marked for this project can be diverted direct to the FAK. Shipments are <u>not</u> to go through Base Supply channels but direct to the FAK.

(12) It is essential that end usage codes, type and series of aircraft codes and type of requisition be mentioned on all requisitions submitted to the Control Point in order to develop realistic and reliable FAK's and Supply Tables in item and quantity wise. (See Attachment #4 and #5)

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(13) In some cases it may be necessary to obtain parts from the oversea local Base Supply Officer. Parts thus obtained will be reported whether or not a replacement is required by the Base Supply Officer.

(14) Return of Reparables should be made to the ZI in accordance with T.O. 00-25-11. Mode of transportation should be determined by T.O. 00-25-48 Series and 00-35F-1 Series.

(15) Report all items received on a daily basis within 24 hours receipt of the material. (See sample on attachment #6)

(16) Daily AOCP Status Report. (See explanation and sample on attachment #7)

(17) Daily Power Pack and Raw Engine Report. (See attachment #8)

(18) Seven (7) days prior to scheduled date of return of the unit to home base the Control Point will be so advised by the major Air Command.

(19) The Unit FAK Officer will advise the oversea Base Supply Officer and Air Freight terminal that subsequent to the unit's departure, all project material received will be shipped to the ZI home base. During this 7-day period only those items required for the unit's return will be requisitioned.

(20) Immediately upon return to the home base, the Unit FAK Officer will advise the Control Point the average percentage of completeness of the FAK 30 days prior to and including rotation day, and the average percentage upon completion of the rotation.

(21) All outgoing messages will be followed up with an airmail copy for confirmation purposes (information copy only).

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8 Attachments

#1. End Usage Code Designator for RB-47 Aircraft to be Used by Units in Preparing Requisitions.

#2. End Usage Code Designator for KC-97 Aircraft to be Used by Units in Preparing Requisitions.

#3. FORMAT Sample Daily Requisition from Tactical Unit to Control Point.

#4. Types and Series Aircraft Codes.

#5. Types of Requisition Codes.

#6. FORMAT - Sample - Report of Items Received.

#7. Sample Format of AOCP/ANFE Daily Report.

#8. SAC Reg 67-20, Daily Power Pack Status Report (RCS: SAC-S17 and 1-SAC-S17)

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END USAFE CODE DESIGNATOR FOR RB-47 AIRCRAFT
TO BE USED BY UNITS IN PREPARING REQUISITIONS

Airframe	01*	Engine	02 *
AN/A1C-8	03	AN/A1C-10	04
AN/APN-12/76	05	AN/APN-9	06
AN/ARA-26	07	AN/ARX-6	08
18S-4	09	AN-ARN-6	10
MD-4 Fire Control	11	NN/APS-54	12
AN/ARN-12	13	AN/ARN-14	14
AN/ARN-18	15	A-12D Auto Pilot	16
YAW Damper	17	AN/APG-30	18
B-4 Fire Control	19	M-3 Gun Brls	20
AN/APG-32A	21	A-5 Fire Control	22
M-24A1 Gun Parts	23	D-1ALE-1 Chaff Dis	24
AN/ALT-6	25	AN/APS-23	26
Ice & AN/APA-59	27	Y-4 Optics	28
AN-APT-9	29	AN/ALT-7	30
AN/ALT-8	31	C-15 Camera	32
K-22 Camera	33	K-38 Camera	34
K-17C Camera	35	K-37 Camera	36
K-36 Camera	37	K-46 Camera	38
C-23 Camera	39	AN/ARN-16	40
AN/ARC-27	41	A-4 Fire Control	42
AN/APG-59	43	ANC/ARC-21	44
A1A	45	APA44	46
APA82	47	N1 Compass	48
AN/APS-64	49	NE-5	50
AW8-2	51	LV-6	52
OA/704	53		

*This information will then be reflected in Column "C" of the daily Requisition.
Attachment #1 to SCP #19

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END USAGE CODE DESIGNATOR FOR KC-97 AIRCRAFT
TO BE USED BY UNITS IN PREPARING REQUISITIONS

Airframe	01 *	Engine	02 *
AN/A1C-8	03	AN/APN-2B	04
AN/APN-9	05	AN/APN-68	06
AN/APX-6	07	AN/ARC-3	08
AN/A1C-10	09	AN/ARN-5B	10
AN/ARN-6	11	AN/ARN-12	12
AN/ARN-14	13	AN/ARC-8	14
AN/ARN-18	[illegible]	SCR-718C	16
AN/ARC-27	17	F-1 Auto Pilot	18
AN/APN-1	19	AN/APS-42	20
AN/APN-11	21	AN/APN-12/76	22
AN/APS-42A	23	AN/APN-68	24
AN/ARC-21	25	AN/APN-70	26
N-1 Compass	27	AN/AHN-1	28

*This information will then be reflected in Column "C" of the daily requisition.

Attachment #2 to SOP #19

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FORMAT Sample Daily Requisition from Tactical Unit to Control Point

FROM: COMDR 70STRATRECONWG (ROTATION BASE)

TO: COMDR, OCAMA, TINKER AFB OKLA

UNCLASSIFIED/BMAFK 1234 PROJECT BIG-TIN-54. DAILY REQUISITION NO. 2532001.

A	B	C	D	E	F	G	H
001	1AFE-12-12345-5	07	A	4 EA	FE	51-11111	6SRS
002	1AFE-12-12345-5	01	F	1 EA	FE	NA	26SRS
003	1AFE-12-12345-5	02	N	2 EA	FE	51-11112	61SRS

LEGEND

A - Line item number (possible to order 999 items on one requisition).

B - Stock and/or Part Number.

C - End Usage Code.

D - Type Requisition Code.

E - Quantity and Unit of Issue.

F - Type Model and Series Aircraft Code.

G - Aircraft Serial Number (AOCP/ANFE only).

H- Consignee: Example 6 SRS, 26 SRS, 61 SRS, ect

Explanation of Requisition Number 2532001 - Priority 2, Calendar Year 5, Calendar Day (16 Nov 55) 320, First Requisition This Date 01.

Attachment # 3 to SOP # 19

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TYPES AND SERIES AIRCRAFT CODES

AIRCRAFT TYPE	AIRCRAFT CODE DESIGNATOR	AIRCRAFT SERIES	STAT CODE ASSIGNED
RB-47	F	E	FE
KC-97	P	G	PG

*This information will then be reflected on Column "F" of a daily or ACCP/ANFE Requisition

Attachment #4 to SOP #19

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TYPES OF REQUISITION CODES

CODE *	EXISTING CONDITION THAT PROMPTS SUBMISSION OF A REQUISITION
A	True AOCP exists
B	True ANFE exists
C	Replacement required by Unit FAK
D	Initial FAK Shortage (used only by Control Point)
E	No replacement required. Item issued from Local Base Supply. (This info is required to prepare Consumption Data.)
F	For units on short time rotation (shipments will be to home base).
G	Replacement required by oversea Base Supply or Theater (shipment will be direct to them.)
H	TOC Kits for safety of flt items.
N	Anticipated AOCP/ANFE - aircraft will become AOCP/ANFE within 15 days from date of requisition.

*This information will be reflected on Column "D" of Daily or AOCP/ANFE Requisition.

Attachment #5 to SOP #19

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FORMAT - Sample - Report of Items Received

FROM: COMDR 70STRATRECONWG(ROTATION BASE)

TO: COMDR OCAMA TINKER AFB OKLA

UNCLASSIFIED/BMAFK 54321 PROJECT BIG-TIN-54 REPORT OF ITEMS RECEIVED.

A	B	C	D	E
001	2532001	4 EA	904	22 Nov 55
003	2532001	2 EA	904	22 Nov 55

LEGEND

A - Line Item Number (of the original requisition).

B - Requisition Number (original requisition).

C - Quantity and Unit of Issue Received.

D - Stock Record Account Number of Shipping Activity.

E - Date Received.

Explanation of Requisition Number 2532001 - Priority Number 2, Calendar Year 5 Calendar Day (16 Nov 55) 320, First Requisition This Date 01.

The item was ordered on 16 Nov 55 and received 22 Nov 55, resulting in 6-day pipeline time.

Attachment # 6 to SOP # 19

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SAMPLE FORMAT OF AOCP/ANFE DAILY REPORT

SAC REG 67-25 AND AFR 67-51

This is Part I, Section I, of the Report

FROM: COMDR 70 STRATRECONWG _____
(ROTATION BASE)

TO: CINCSAC, OFFUTT AFB NEBR

INFO: 2AF BARKSDALE AFB LA, SAAMA KELLY AFB TEX, OCAMA TINKER AFB OKLA, COMDRAD 825 LITTLE ROCK AFB ARK

CONFIDENTIAL/BMAFK ___ ATTN: DM3A. THIS IS RCS: AF-S52, PART I, SECTION I, AS OF 1200 HOURS, 14 NOV 55, ON PROJECT BIG-TIN-54. OTHER PARTS OF THIS REPORT FOLLOW BY UNCLASSIFIED MSG.

A	B	C	D	E	F
RB-47E	I	20	1	2	0
KC-97G	I	10	0	0	0

LEGEND AND EXPLANATION

A - Aircraft Type and Model

B - Command Code "I" indicates SAC is the Major Air Command

C - Total Number of Aircraft TDY with Project Big Tin 54

D - Number of Aircraft AOCP

E - Number of Aircraft ANFE

F - Number of Aircraft with an Initial Shortage (not a shortage in FAK)

NOTE: This report will be accomplished daily as of 1200 hours, and to be transmitted not later than 1500 hours, Confidential Priority message.

Attachment #7 to SOP #19

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THIS IS SAMPLE FORMAT OF AOCP/ANFE DAILY REPORT (SACR 67-25 and AFR 67-51)

FROM: COMDR 70 STRATRECONWG (ROTATION BASE)

TO: CINCSAC OFFUTT AFB NEBR

INFO: COMDR 2AF BARKSDALE AFB LA, COMDR SAAMA KELLY AFB TEX, COMDR OCAMA TINKER AFB OKLA, COMDRAD 825 LITTLE ROCK AFB ARK

UNCLASSIFIED/BMAFK _____ ATTN: DM3A. THIS IS RCS: AF-S52, ALL PARTS OTHER THAN PART I, SECTION I, WHICH WAS TRANSMITTED UNDER SEPARATE CLASSIFIED MESSAGE. PROJECT BIG TIN 54 APPLIES.

PART I, SECTION II (See note 1)

NEGATIVE

PART I, SECTION III (See note 2)

A	B	C	D
RB-47E	51-199	SAC	6 DEC 55

PART II, SECTION I (See note 3)

A	B	C	D	E	F	G	H	I
11/22/002	2532601	1	1AFE-5-3324-1	NUT	RB-47E	70	52-036	904

PART III, SECTION I (See note 4)

A	B	C	D	E	F	G	H	I
11/22/002	2532601	1	11/29	0	RB-47E	52-036	1AFE-5-33241	NUT

PART IV, SECTION I (See note 5)

PART V, SECTION I (See note 6)

This is an explanation of the sample entries of RCS: AF-S52, all parts other than Part I, Section I. These parts are submitted by priority, unclassified message as of 1200 hours daily to be transmitted by 1500 hours daily.

NOTE 1. PART I, SECTION II

This part will always be negative as it involves organizations with Mission Category 4 and 5 only.

NOTE 2 PART I, SECTION III

This is the Structural Damage part of the report. It will always be negative unless an aircraft was involved in an accident which will require extensive structural damage repair, in that case, explanation is as follows:

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A - Aircraft Type and Model - Example: RB-47E

B - Aircraft Serial Number - Example: 51-199

C - Major Air Command - SAC

D - Date of Damage: Example: 6 Dec 55

Sample of AOCP/ANFE Daily Report-

NOTE 3. PART II, SECTION I

This part of the report reflects the outstanding items causing the AOCP status.

A - Month and Day and Item Number of Requisition: 11/21/002

B - Requisition Number: Example - 2632601

C - Quantity of the Item on Requisition: 1

D - Stock Number of the Item on Requisition: 1AFE-5-3324-1

E -The NOUN of the Item on Requisition: Nut

F - Aircraft Type Model and Series: RB-47E

G - The Wing or Squadron that owns the Aircraft: 70 SRW

H - The Aircraft Serial Number: Example - 904 (would mean Tinker)

NOTE 4 PART III, SECTION I

This part of the report reflects the AOCP items received since last report.

A - Month and day and item number.

B - Requisition Number against which Item was Received

C - Quantity of the Item Received

D - Date the Item was Received

E - This will be "0" when the Item is Cancelled or Downgraded

F - Aircraft Type and Model

G - Aircraft Serial Number

H - Stock Number

I - NOUN of the Item Received

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NOTE 5 PART IV, SECTION I(Weekly-on Friday only)

This part of the report reflects the outstanding items causing an ANFE Status-The format and Legend will be the same as part II Section I above-This part will be reported on Fridays and will also contain all parts as explained above the same as daily reports.

NOTE 6 PART V - SECTION I

This is the "IS" initial shortage part of the report. For the purpose of deployed organizations it will generally be NEGATIVE. However in case a T.O. mod. should be published and reporting is required follow the format and instructions outlined in Part II Section I above, the same reporting frequency as Part II above applies, i.e. every Friday

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SAC REG 67-20

DAILY POWER PACK STATUS REPORT

(RCS: SAC-S17 AND 1-SAC-S17)

PURPOSE

Provides SAC, 2AF, Control Point, home station, and/or unit deployed with current information of Power Packs.

WHEN, BY WHOM AND HOW REPORT SUBMITTED

When: As of 0800 hours local time each work day Monday through Friday.

Who: By the deployed unit and by the unit's home base.

How: Operational Immediate message prior to 1000 on the as of date. Messages will be transmitted Unclassified.

Attachment #8 to SOP #19

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FORMAT Sample of Message Form RCS: SAC-S17 (submitted by deployed unit)

FROM: COMDR 70SRW, 70ARS

TO: CINCSAC, COMDR 2AF, COMDRAD 825, COMDR TINKER AFB

UNCLASSIFIED/BMAFK_____ FOR SAC ATTN: DM3A. TINKER BIG-TIN-54 REPORT OF DAILY POWER PACK STATUS AS OF 0800, 16 NOV 55, RCS: SAC-S17.

A	B	E	H	K	N
J-47-GE-17	12	5	10	0	4

LEGEND

A - Engine Designation

B - Serviceable Power Packs on Hand

E - Serviceable Power Packs Due in

H - Serviceable Power Packs Received since Unit Deployed (This does not include initial power packs deployed with the Unit FAK.)

K - Reparable Power Packs on Hand

N - Reparable Power Packs Shipped (Returned) since the Unit Deployed

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FORMAT Sample of Message Form 1-SAC-S17 (Submitted by the Home Base Supply Officer)

FROM: COMDRADIV 825 LITTLE ROCK AFB ARK

TO: CINCSAC, 70SRW (ROTATION BASE), 2AF, TINKER AFB

UNCLASSIFIED/BMASU_____FOR SAC ATTN: DM3A, TINKER ATTN: BIG TIN.

REPORT OF DAILY POWER PACK STATUS AS OF 0800, 16 NOV 55, RCS: 1-SAC-S17.

A	B	C	F	I	L
J-47GE-17	61SRS	13	5	2	4

LEGEND

A - Engine Designation

B - Tactical Unit of Units Being Supported

C - Serviceable Power Packs on Hand

F - Serviceable Power Packs Shipped to Tactical Unit since Deployment

I - Reparable Power Packs on Hand

L - Reparable Power Packs Received from the Deployed Unit

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SECTION A GENERAL

I. TASK ORGANIZATIONS

Headquarters Squadron

6th Strategic Reconnaissance Squadron

26th Strategic Reconnaissance Squadron

61st Strategic Reconnaissance Squadron

70th Air Refueling Squadron

70th Armament-Electronics Squadron

70th Periodic Maintenance Squadron

70th Field Maintenance Squadron

II. MAINTENANCE MISSION: The mission of the 70th Strategic Reconnaissance Wing specialized maintenance organization is to attain and maintain the state of proficiency necessary to enable the assigned aircraft to complete a maximum strike effort as dictated by the War Plan.

III. GENERAL:

a. This SOP establishes a maintenance plan whereby the maintenance activities of the task organization may be completely intergrated into required staging teams in order to provide maximum quality prepared aircraft to meet the dictates of current war plans. It further establishes work schedules, outlines the flow of aircraft through these predetermined work schedules, designates the exact composition of the various maintenance teams operating under a staging team concept of deployment, and establishes responsibilities throughout the 70th Strategic Reconnaissance Wing specialized maintenance activity under any condition of staged deployment.

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b. Definitions and discussions:

(1) Staged deployment: Under this plan, operational aircraft are moved from the home base to a staging or forward base from which the actual strike against the target is to be conducted. Personnel necessary to make final preparation of the aircraft for the strike and to ready the aircraft for return home after the strike are deployed to the staging base concurrent with the movement of the operational aircraft to the staging area. Due to operation timing, only that maintenance required by noted defects or discrepancies will be accomplished on operational aircraft during staged deployment. Post Flights that become due on operational aircraft during staged deployment will be performed under the direction of the task force commander.

(2) Home base maintenance: Under the plan contained in this SOP, which aligns with the intent of current war plans, all maintenance personnel not required by and assigned to the various deployed staging teams will comprise the home base maintenance organization. This activity will be responsible for the initial preparation of the aircraft for the overall mission, and for re-preparation if a recurring mission condition develops. This maintenance activity will be under the direct supervision of the 70th Strategic Reconnaissance Wing Chief of Maintenance and will function as a normal specialized maintenance organization. It will be noted that, due to the operational timing plan, the dictates of mobility, and staging team composition, the greater bulk of maintenance and readying the aircraft must be accomplished by the home base maintenance function. Further,

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the success of the overall mission will depend largely upon the completeness and quality of the aircraft in departing the home station.

(3) Maintenance Staging Team: A team composed of personnel from all functions of the specialized maintenance organization of numbers and types needed for a specific maintenance requirement and deployed to a staging base upon execution of an Operations Order. These teams are responsible to the Task Force Commander for administration and control. The maintenance staging teams are designated as Pre-strike Maintenance Staging Teams, Pre-Post-Strike Maintenance Staging Teams, and Enroute Maintenance Staging Teams. Each of these teams has been organized as separate teams under this plan to provide adequate maintenance capability to any area in the minimum time possible and under any specific condition directed by the Operations Order. Personnel manning these various staging teams will, of necessity, be the most highly skilled and trained in their specialities and will function as a closely knit team of experts at the staging base, since mission success depends upon the capability of the maintenance stating organization to exercise its responsibilities in the extremely short time allowed by operational timing. Individual squadron integrity will not be preserved within these teams. Team composition is listed in Part II, Section B, of this Plan.

(4) Pre-Strike Maintenance Staging Team: A maintenance staging team of the highest caliber personnel available within the particular AFSC's capable of deployment to the staging base as a team within

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four (4) hours after implementation of the Operations Order. This team will refuel operational aircraft on arrival at the staging base, clear discrepancies noted by the flight crew on operational checks enroute to the staging base, accomplish final pre-strike maintenance, and insure readiness of the aircraft for the strike.

(5) Post-Strike Maintenance Staging Team: A maintenance staging team deployed to its designated staging base to meet, refuel, make emergency repair of battle damage, and perform necessary maintenance on the operational aircraft returning from the strike to enable a one-time return flight to the home station. The post-strike maintenance staging team will deploy after the pre-strike team, but in sufficient time to be in place to meet the aircraft after the initial strike.

(6) Pre-Post-Strike Maintenance Staging Team: When the pre-strike and post-strike maintenance staging teams operate from the same staging area, the consolidation will be known as a pre-post-strike maintenance staging team. In most instances, the quantities of personnel and equipment required for a pre-post team will not be the total of the pre-strike team and the post-strike team, but rather quantities deemed adequate to fulfill both requirements utilizing certain individuals to do both jobs under a firm program. This team will be deployed in much the same manner as the pre- and post-strike teams with those personnel to be used in the pre-strike activity deploying first. This team has been established as entirely seperate from the basic pre- and post-strike teams.

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(7) Enroute Maintenance Staging Team: A maintenance staging team which may be be deployed initially upon the inplememtation of the Operations Order. When deployed, this team will be dispatched to a suitable enroute base (flyover) to provide emergency maintenance for operational aircraft enroute to the staging base. This team will normally be deployed on an as-soon-as-possible basis, and on the first transport aircraft available for flyaway.

IV. IMPLEMENTATION:

a. The commander of each task organization will select the most qualified personnel to perform with the various maintenance staging teams and maintain the team assignment on a current basis. Alternates for each team position will also be assigned as far as possible within present manning limitations. Each individual with the specialized maintenance organization, whether a member of the staging teams, or the home base maintenance organization, will be thoroughly indoctrinated with his position and responsibilities in the detailed maintenance plan. Each team member will attain a state of readiness to prevent mobilization and deployment delays. The task organization commander will insure that equipment under his jurisdiction necessary for proper performance of the assigned mission is in a serviceable condition at all times. In addition, each maintenance staging team commander will periodically check the equipment listed in the 70th Strategic Reconnaissance Wing Mobility Plan which will accompany his team upon deployment.

b. Responsibilities and assignments: In addition to responsibilities set forth in the various chapters of the 70th Strategic Reconnaissance Wing Mobility Plan, responsibilities are assigned as follows:

(1) The Wing Chief of Maintenance is the commander of the pre-strike or the pre-post-strike maintenance staging teams. These two teams will not be deployed at the same time.

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(2) The Director of Materiel is responsible for the development and implementation of the maintenance plan.

(3) The OIC of Quality Control Branch is designated as the commander of the post-strike maintenance staging team.

(4) The OIC of the Maintenance Control Branch will assume the duties of the Chief of Maintenance at the home base when the pre-strike or pre-post-strike maintenance staging teams are deployed. He will be responsible for scheduling the flow of aircraft through the various maintenance activities and coordinate aircraft status, in-comission estimates, and estimated times of aircraft departures with Tactical Operations Control. He will maintain the home base control unit function on a twenty-four (24) hour basis. He will frequently review and appraise aircraft maintenance progress and weigh the results against the overall timing plan to provide expedition of required maintenance and readying, and insure strict adherance to the operation timing plan.

V. SECURITY:

a. Aircraft security will be maintained throughout all phases of deployment in accordance with appropriate directives. Access to areas or aircraft will be through individual recognition or through access list rosters.

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SECTION B PRE-STRIKE MAINTENANCE PLAN

1. GENERAL SITUATION: The pre-strike staging team is necessary to service aircraft that are proceeding on a strike and require staging after they depart from their normal operating base. The bases which may be used for staging, normally provide only transient service. The staging team provides control and specialized support to augment the service normally furnished to transient aircraft, and is designed to completely maintain the aircraft deployed through the staging base. The staging team will usually be deployed to a base manned with a base complement of personnel as outlined in SAC Manual 400-1A.

2. MAINTENANCE MISSION: Pre-strike maintenance elements will perform specialized pre-strike maintenance within time limitations to permit combat aircraft to proceed on their combat sortie fully combat ready. This will involve refueling operation aircraft on arrival at the staging base, clearing discrepancies noted by flight crews on operational checks enroute to staging base, accomplishing final pre-strike maintenance and insuring readiness of aircraft for mission strike.

3. DEPLOYMENT:

a. The pre-strike maintenance staging team will be deployed to the designated staging base, immediately upon receipt of the execution order.

b. Tools and equipment in accordance with Part III, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan will accompany team at time of deployment.

c. Operational timing under the present concept will rarely allow the pre-strike team to arrive at the staging base prior to the arrival of the operational aircraft unless sufficient warning is given in advance of the execution of the Operations Order. This condition requires that the team be well aware and thoroughly indoctrinated in the overall requirements and its specific responsibilities so that a minimum time is expended to man assigned duty station. Further, the

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extremely close interval between operational aircraft arrival and maximum strike effort may require that certain personnel be pre-positioned at the staging base to assume the duties of the pre-strike maintenance team arrival if sufficient warning does not precede the execution order. Regardless of the method of deployment, the personnel preparing the aircraft for the first strike will perform in accordance with the provisions of this SOP.

4. GENERAL INSTRUCTIONS: A maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These manual concepts, will be adjusted and modified to meet the particular needs of the staging team. The Maintenance Control Branch should be complete with the following:

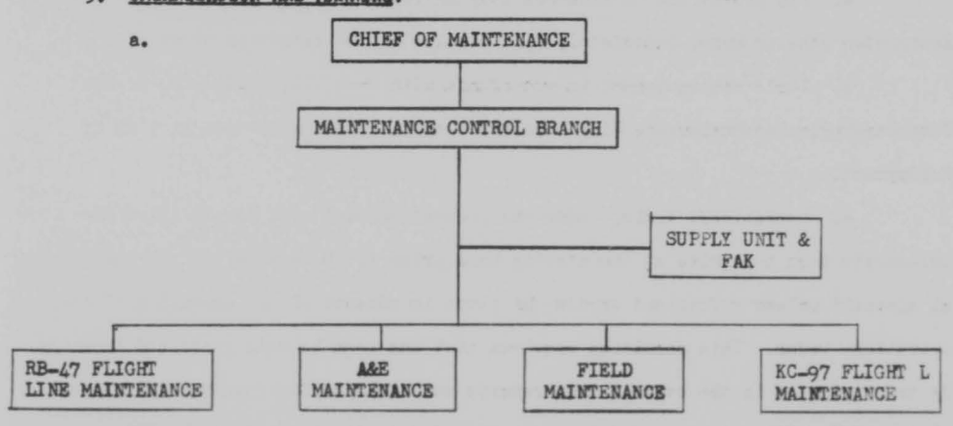
a. A radio and telephone set.

b. The necessary vehicle requirements to control the maintenance (and allied supply) activities.

c. A supply expeditor system as established in Part V to 70th Strategic Reconnaissance Wing Mobility Plan will be operated on a twenty-four (24) hour basis.

5. ORGANIZATION AND MANNING:

a.



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b. The pre-strike maintenance staging team will consist of officers and airmen with job specialities listed in Part II of the 70th Strategic Reconnaissance Wing Mobility Plan.

6. RESPONSIBILITIES:

a. Chief of Maintenance.

(1) The Chief of Maintenance will be responsible for implementing this plan and supervising scheduled maintenance and servicing of operational aircraft.

b. Flight Line Maintenance.

(1) The Flight Line Maintenance activity will be responsible for assisting the aircraft crew chief in servicing and preparing the aircraft for the mission strike.

c. Field Maintenance.

(1) The Field Maintenance activity will be responsible for providing specialist support to the aircraft.

d. Armament-Electronics Maintenance.

(1) The Armament-Electronics Maintenance activity will be responsible for providing AGE specialists to support the aircraft.

7. AIRCRAFT RE-FUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing, a visual inspection will be made of the aircraft for fuel leaks, tire (wheel) changes, or any landing gear malfunctions that would require retraction. If no jacking necessary, refueling will proceed, concurrently, and based upon the aircraft status, the Maintenance Control Branch, in coordination with the Flight Line maintenance organization, will be planning the balance of the maintenance schedule for that particular aircraft. In general, the following schedule, as modified by the Maintenance Control Branch, will apply.

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(1) Aircraft will taxi to the general refueling area.

(2) Maintenance personnel make visual inspection for fuel leaks, tire changes, etc., (If aircraft has landing gear discrepancies, aircraft commander should signal ground crew to guide aircraft directly to designated parking area and not to refueling hydrants).

(3) Move aircraft (If no jacking is necessary) on to hydrant.

(4) Commence refueling (refueling officer necessary)

(5) Maintenance debriefing team will debrief jet crew for any in-flight discrepancies. After debriefing is complete, maintenance plans and work order requests will be delivered to the Maintenance Control Branch.

(6) Move aircraft to designated parking area after refueling is complete.

(7) Unload 263 and other equipment from aircraft (if necessary).

(8) The Maintenance Control Branch will plan and schedule all maintenance. The maintenance requirements will be made known to the Maintenance Control Branch through the use of individual maintenance plans.

b. Minimum refueling facilities required are as follows:

(1) Four (4) each single point refueling hydrants (JP) for each fifteen (15) RB-47 aircraft or eight (8) each F-6 tank trucks per fifteen (15) RB-47 aircraft with SPR capability.

(2) One (1) each F-3 (or equivalalent) truck (serviced with 1010 oil) for each twenty (20) RB-47 aircraft.

(3) One (1) each single point refueling hydrant (JP) for each seven (7) KC-97 aircraft or five (5) each F-6 tank trucks (JP) with SPR capability for each ten (10) KC-97 aircraft.

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(4) One (1) each single point refueling hydrant (115/145) and nozzle hose connection for each seven (7) KC-97 aircraft or five (5) each F-6 tank trucks (115/145) with SPR capability for each ten (10) KC-97 aircraft.

(5) One (1) each F-3 tank truck (1100 oil) for each ten (10) KC-97 aircraft.

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c. Minimum building or space requirements are as follows:

(1) Maintenance Control - 250 Square Feet.

(2) Supply Unit (Including FAK Storage) - 3,000 Square Feet.

(3) RB-47 Flight Line Maintenance - 400 Square Feet.

(4) KC-97 Flight Line Maintenance - 400 Square Feet.

(5) A&E Maintenance (Mockups) - 1600 Square Feet.

d. Criteria for the selection and assignment of building facilities are as follows:

(1) Aircraft parking areas should be near the major maintenance facilities (hangers and shops) as possible.

(2) Flight Line Maintenance building facilities should be as near the parking area (for that type of aircraft) as possible.

(3) The Maintenance Control Branch should be near or adjacent to the RB-47 Flight Line activity (building).

(4) The supply unit and FAK (combined) should be located as near as possible to the aircraft areas. This must be a weather proof area in which fork lifts can be operated (hanger, warehouse, etc.)

(5) Field Maintenance is to be housed with the Flight Line activities, with the exception of shop skill personnel.

(6) Armament-Electronics Maintenance should be set up with the base A&E maintenance activity. This is to insure availibility of special power requirements to operate mockups. (220-110V AC 60 cycle 150 KVA, 115 V AC 400 cycle 20 KVA, and 28V DC 300 Amps).

e. To insure that Maintenance Control communications nets (Radio and telephone) are maintained in a constant state of readiness, as they are vital to the accomplishment of the mission.

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(1) Radio communications are required between the following:

(a) Maintenance Control

(b) Supply Unit (FAK)

(c) A&E Maintenance

(d) RB-47 Flight Line Vehicle

(e) KC-97 Flight Line Vehicle

(f) Chief of Maintenance Vehicle

(g) Field Maintenance

(2) Telephone communications by restricted line are required with all base activities as follows:

(a) Maintenance Control - 2 Lines *

(b) A&E Maintenance - 1 Line *

(c) Supply Unit (FAK) - 2 Lines *

(d) RB-47 Flight Line Office - 1 Line *

(e) KC-97 Flight Line Office - 1 Line *

(f) Field Maintenance - 1 Line *

(g) Refueling Unit - 1 Line

(h) Motor Pool - 1 Line

(i) Operations - 1 Line

(j) Headquarters - 1 Line

(k) Living Area (Officers and Airmen) - 1 Line

(l) Each Shop (A&E & Field Maintenance) - 1 Line

NOTE: Asterisk (*) Indicates that these lines must not be "shared" with other activities.

(In addition, a minimum of at least one (1) Field Telephone must be provided between each shop, the flight line, and maintenance control activities.)

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f. To Maintain and have available for use the vehicle and ground power requirements of the staging team maintenance activities as follows:

(1) Standard Vehicles:

(a) Maintenance Control	2 Jeeps
(b) Flight Line	4 Jeeps
(c) Armament-Electronics	1 6 X 6
	1 Weapons Carrier
(d) Field Maintenance Squadron	3 Jeeps
(e) Flight Line Pool	5 pickups or equivalent, with drivers

(2) Special Purpose Vehicles:

(a) Maintenance Control	3 tractors with drivers
	1 radio vehicle
(b) Flight Line	2 radio vehicles
	2 jeeps
(c) A&E Maintenance	1 radio vehicle
	1 tug
(d) Field Maintenance	2 tugs, 2 fork lifts,
	2 P-1 cranes (or equivalent)

(3) Power Units:

(a) RB-47 Flight Line - Twelve (12) MD-3 (or equivalent) per fifteen (15) RB-47 aircraft.

(b) KC-97 Flight Line - Ten (10) C-26 (or equivalent) per twenty (20) KC-97 aircraft.

g. Equipment applicable to peculiar climatic conditions will be a base responsibility. The following may be used as a guide:

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(1) Ground heaters - 1 per aircraft

(2) Blowers - One (1) per three (3) aircraft.

(3) De-icing Equipment (Decontamination unit equipped for spraying isoprophyll alcohol or killfrost.)

(4) Indoor facilities for major maintenance during cold weather.

h. To brief Base Supply, POL, Food Service, Security, Transportation (Motor Pool) etc., on the required twenty-four (24) hour work schedule (or any other schedule as coordinated with the staging team acting Chief of Maintenance). Messing service to maintenance personnel may be required at duty station.

i. To provide for retrieving and delivery of deceleration chutes.

j. To ascertain that refueling pits and/or vehicles will be scheduled for use as directed by Maintenance Control.

k. Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordination relationship between their sections (shops) and staging team personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest" priority for staging teams maintenance (which is necessary for successful staging team operation).

8. The Flight Line Maintenance Section will report complete aircraft status to the control unit every hour (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to Maintenance Control). The exact schedule of status reports will be as directed by Maintenance Control Branch.

9. SPECIAL SUPPLY AND FAK INSTRUCTIONS:

a. Maintenance activities should make their requirements known by radio or phone call. The supply unit will make the availability of the part known at the time of the call. If the availability cannot be determined immediately, the supply unit will notify the requesting agency when the item is available. The

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expediting section will pickup the item when notified that it is available by the supply unit.

b. Procedures in Part V, 70th Strategic Reconnaissance Wing Mobility Plan, titled "Staging Team Supply and Re-Supply Plan" will be followed for resupply.

10. FORWARD OPERATING BASE RESPONSIBILITIES:

a. To implement and exercise this plan until staging team arrival.

b. To Maintain and preposition equipment (such as Seaweed, etc.) for use as directed by the Staging Team Maintenance personnel.

c. To develop an aircraft parking plan (unless one has already been developed by the Wing for the base being staged through).

d. To preposition power units and equipment in accordance with the overall parking and a coordinated base reception plan.

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SECTION C POST-STRIKE MAINTENANCE PLAN

1. GENERAL SITUATION: The post-strike staging team is necessary to service aircraft that have just completed a strike sortie and require staging before returning to their normal operating base. The forward bases which may be used for staging normally provide only transient service. The staging team provides control and specialist support to augment the service normally furnished to transient aircraft. The staging team will usually be deployed to a base manned with a base complement and an authorized station site or portion thereof.

2. MAINTENANCE MISSION: Post-strike maintenance elements will perform the minimum specialized post-strike maintenance and repair of battle damage to permit one-time flight of aircraft from the post-strike base to the home station. Maintenance inspection will be limited to a safety of flight inspection of aircraft and engines. These elements also perform radiological decontamination of aircraft and materiel.

3. DEPLOYMENT:

a. The post-strike maintenance staging team will normally deploy after the pre-strike team, but in sufficient time to be in place to meet the aircraft after the initial strike.

b. Tools and equipment in accordance with Part III, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan, will accompany team at deployment.

4. GENERAL INSTRUCTIONS: A Maintenance organization and operation will be along the general concept outlined in SAC Manual 66-12 and the allied maintenance and supply manuals. These will be tailored down and modified to meet the particular needs of the staging team. The Maintenance Control unit should be complete with the following:

a. A radio and telephone communications net.

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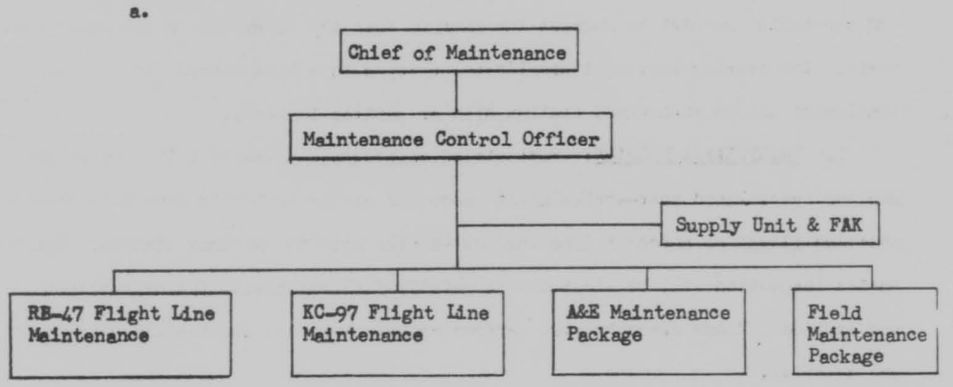
b. The necessary vehicle requirements to control the maintenance (and allied supply) activities.

c. A supply expeditor system as established in Part V to 70th Strategic Reconnaissance Wing Mobility Plan will be operated on a twenty-four (24) hour basis.

5. ORGANIZATION AND MANNING:

a.



b. The post-strike maintenance staging team consists of officers and airmen in the specialties listed in Part II, Section B, of the 70th Strategic Reconnaissance Wing Mobility Plan.

6. RESPONSIBILITIES:

a. Chief of Maintenance.

(1) The Chief of Maintenance will be responsible for implementing this plan and supervising scheduled servicing and maintenance on operational aircraft.

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b. Flight Line Maintenance:

(1) The Flight Line maintenance activity will be responsible for performing such flight line maintenance as is necessary in preparing aircraft for a safety of flight return to the home station, or forward operating base.

c. Field Maintenance:

(1) The Field Maintenance activity will be responsible for providing specialist support to aircraft.

d. Armament-Electronics Maintenance:

(1) Armament-Electronics Maintenance activity will be responsible for providing A&E specialist support to the aircraft.

7. AIRCRAFT REFUELING AND MAINTENANCE SCHEDULE:

a. Immediately after landing, a visual inspection for fuel leaks, tire (wheel) changes, etc., will be made. If no jacking is necessary, refueling will proceed on the maintenance control schedule. Concurrently, and based on the aircraft status, the control unit, in coordination with the Flight Line maintenance section, will be planning the balance of the maintenance schedule for that particular aircraft. In general, the following schedule, as modified by Maintenance Control, will apply:

(1) Park in refueling area.

(2) Process film and unload guns (as required)

(3) Inspection for fuel leaks, wheel changes, etc.

(4) Move aircraft (if necessary).

(5) Refuel.

(6) APG - A&E and unscheduled maintenance as directed by Maintenance Control.

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b. Minimum refueling facilities required are as follows:

(1) Five (5) single point hydrants per fifteen (15) RB-47 aircraft or ten (10) F-6 tanker units with SPR capability per fifteen (15) RB-47 aircraft and one (1) F-3 oil truck (serviced with 1010 oil) per fifteen (15) aircraft.

8. AIRCRAFT STATUS REPORTING PROCEDURE:

a. Aircraft commanders will communicate known major discrepancies to the staging base, a minimum of one-half hour prior to landing time. This information will be relayed to the staging team Maintenance Control unit.

b. The Flight Line Maintenance section will cause a complete status report to be made to the control unit every hour (Major developments such as an aircraft going in or out of commission will be reported to the radio vehicle who will relay immediately to Maintenance Control). The exact schedule of status reports will be as directed by Maintenance Control.

9. SPECIAL SUPPLY AND FAK INSTRUCTIONS:

a. Maintenance activities should make their requirements known by radio or telephone. The supply unit will make the availability of the part known at the time of this call. If the availability cannot be determined immediately, the supply unit will notify the requesting agency when the item is available. The Expediting Section will pickup the item when notified that it is available by the supply unit.

b. Procedures in Part V of the 70th Strategic Reconnaissance Wing Mobility Plan will be followed for resupply.

10. FORWARD OPERATING BASE RESPONSIBILITIES:

a. To implement and exercise this plan until staging team arrival.

b. To maintain and preposition equipment (such as seaweed etc) for use as directed by the staging team maintenance personnel.

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c. To develop an aircraft parking plan (unless one has already been developed by the Wing for the base being staged through).

d. To preposition power units and equipment in accordance with the overall parking plan and a coordinated base reception plan.

e. To insure building or space minimum requirements as follows are available:

(1) Maintenance Control - 250 Square Feet.

(2) Supply Unit (Includes FAK Storage) - 1,500 Square Feet.

(3) RB-47 Flight Line Maintenance (A&E Mockup and Shop Space Included) - 1,600 Square Feet.

f. Criteria for the selection and assignment of building facilities are as follows:

(1) Aircraft parking area should be as near the major maintenance facilities (hangers & shops) as possible.

(2) Flight Line Maintenance building facilities should be as near the aircraft parking area as possible.

(3) The Maintenance Control unit should be near or adjacent to the RB-47 Flight Line activity.

(4) The Supply unit and FAK (combined) should be located as near as possible to the aircraft parking areas. This must be a weather proof area in which fork lifts can be operated.

(5) Field Maintenance is to be housed with the Flight Line activities, with the exception of shop skill personnel.

(6) Armament-Electronics Maintenance should be set up with the base A&E maintenance activity. This is to insure availability of special power requirements to operate Mockups (220-110V AC 60 cycle 150 KVA, 115V AC 400 cycle 20 KVA, and 28V DC 300 Amps).

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g. To insure that Maintenance Control communications nets (radio and telephone) are maintained in a constant state of readiness, as they are vital to the accomplishment of the mission.

(1) Radio communications are required between the following:

(a) Maintenance Control.

(b) Supply Unit (FAK).

(c) RB-47 Flight Line Vehicle.

(d) KC-97 Flight Line Vehicle.

(e) Chief of Maintenance Vehicle.

(2) Telephone communications are required with all base functions as follows:

(a) Maintenance Control - 2 Lines *

(b) Supply Unit - 2 Lines *

(c) RB-47 Flight Line Maintenance Office - 1 Line *

(d) KC-97 Flight Line Maintenance Office - 1 Line *

NOTE: (For RB-47 Flight Line Maintenance Office and KC-97 Flight Line Maintenance Office - With one extension for use by the supervisore of the Field Maintenance and A&E Maintenance "Packages").

(e) Refueling Unit - (As required by Base)

(f) Motor Pool - (As required by Base)

(g) Operations - (As required by Base)

(h) Headquarters - (As required by Base)

(i) Living Area - Officers and Airmen (As required by Base)

(j) Each shop (A&E & Field Maintenance) - (As required by Base)

(In addition, a minimum of at least one (1) field telephone must by provided between each shop, field maintenance, the flight line and maintenance control activities).

NOTE: Asterisk (*) indicates that these lines must not be shared with other base activities.

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h. To maintain and have available for use the vehicle and ground power requirements of the staging team maintenance activities.

(1) Standard Vehicles:

(a) Maintenance Control - - - - - - - - - 2 Jeeps

(b) Flight Line - - - - - - - - - - - - - 3 Jeeps

(c) Armament-Electronics - - - - - - - - 2 Jeeps

1 Weapons Carrier

(d) Field Maintenance - - - - - - - - - - 3 Jeeps

1 6x6

(e) Flight Line Pool - - - - - - - - - - 4 pickups or equivalent with drivers

(2) Special Purpose Vehicles:

(a) Maintenance Control - - - - - - - - - 3 tractors w/drivers

1 radio vehicle

(b) Flight Line - - - - - - - - - - - - - 2 radio vehicles

2 tugs

(c) A&E Maintenance - - - - - - - - - - - 1 radio vehicle

(d) Field Maintenance - - - - - - - - - - 2 tugs

2 fork lifts

1 P-1 crane (or equiv.)

(3) Power Units: Twelve (12) MD-3 (or equivalent) per fifteen (15) RB-47 aircraft.

i. Equipment applicable to peculiar climatic conditions will be a base responsibility. The following may be used as a guide.

(1) Ground Heaters - - - - - - - - - - - - - - One (1) per aircraft

(2) Blowers - - - - - - - - - - - - - - - - - One (1) per three (3) aircraft

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(3) De-icing Equipment - - - - - - - - - - - - One (1) per ten (10) ACFT (Decontamination Unit equipped for spraying isoprophyll alcohol or kill frost)

(4) Indoor facilities for major maintenance during cold weather.

j. To brief Base Supply, POL, Food Service, Security, Transportation (Motor Pool), etc. on required twenty-four (24) hour work schedule (or on other schedules as coordinated with the staging team acting Chief of Maintenance). Messing service to maintenance personnel may be required at duty station.

k. To provide for retrieving and delivery of deceleration chutes.

l. To ascertain that refueling pits and/or vehicles will be scheduled for use as directed by Maintenance Control.

m. To provide oxygen and oil servicing, and make deliveries to sites as necessary.

n. Air Base Group will be responsible for briefing their assigned supervisory personnel on the coordination relationship between their sections (shops) and staging team personnel requiring the use of shop equipment. Emphasis will be placed on the "Highest" priority for staging team maintenance (which is necessary for successful staging team operation).

o. The base must develop a crash recovery plan, with pertinent SOP for expeditious removal of crashed aircraft. The base must maintain adequate heavy equipment to accomplish crach removal and runway clearance of medium jet bomber aircraft.

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Disposition of Gun Packing Containers

See Distribution

Director of Materiel
70th SRWg

4 Apr 56
RWT/3350

1. During deployment of personnel, containers will be required for transporting fire-arms aboard aircraft.

2. It would be impracticable for each organization to paint and control fire-arm boxes due to mixed aircraft loading. Therefore, during outloading operations, the Wing Personnel Processing Center will be responsible for having sufficient boxes on hand to outload all individual weapons.

3. To provide a source for these boxes, it is proposed that the original shipping cases be utilized. It is requested that care be exercised in removing weapons from the cases and that the cases, complete with lid, be moved to maintenance building #228 (Personnel Processing Center) for storage. The acute shortage of lumber and/or shipping boxes precludes any other source for this requirement.

4. When action is completed, request Disposition Form be forwarded to the Logistics Section indicating number of complete boxes moved to storage.

/s/ John R. Allen, Maj, USAF
for /t/ ARCHIBALD D. ODOM
Lt. Col., USAF
Director of Materiel

DISTRIBUTION
Commander
6th SRS
26th SRS
61st SRS
Hq Sq
70th AREFS
70th PMS
70th A&E
70th FMS
70th Recon Tech Sq
Attn: Mobility Officer

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker
KENNETH M. WALKER
Captain, USAF
Adjutant

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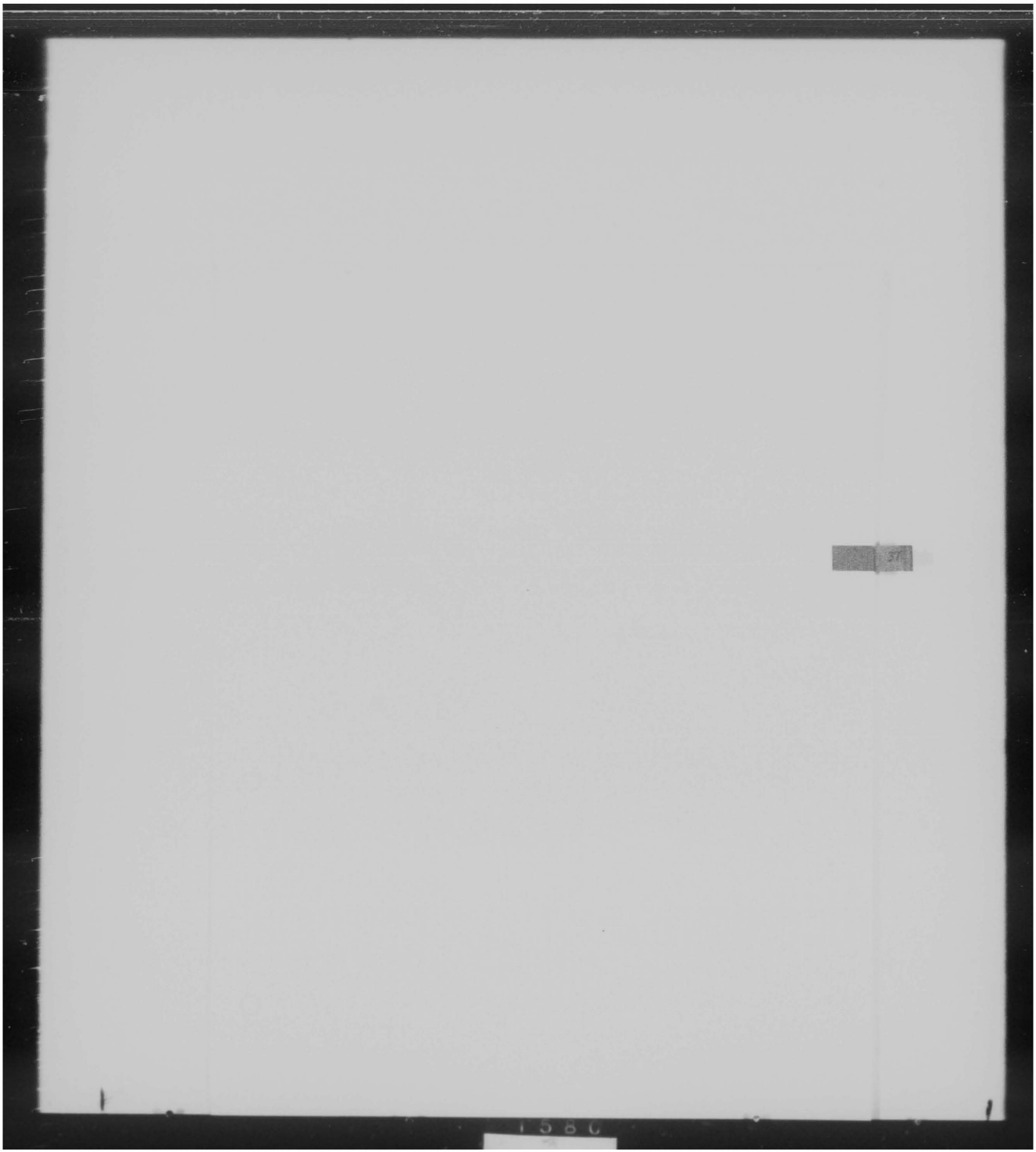

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HEADQUARTERS
825TH AIR BASE GROUP
Little Rock Air Force Base
Jacksonville, Arkansas

MVSC 17 Apr 1956

SUBJECT: Support Personnel for Deployment

TO: Commander
70th Strategic Reconnaissance Wing
ATTN: Director of Materiel
ATTN: Director of Personnel
Little Rock Air Force Base
Jacksonville, Arkansas

1. Reference communication dated 3 April 1956 (Disposition Form) from Director of Materiel, 70th SR Wing to 825th Air Base Group Mobility Officer, subject as above, the following status of Air Base Group personnel available for deployment with 70th ARS has been determined: (Confidential)

Organization	AFSC	Required	Available	Shortage
Hq Sq 825th AB Gp	67150	1	1	0
	7224	1	1	0
	Recommend that Chaplain assigned to 70th SRW be deployed in lieu of AB Gp Chaplain.			
	68150	1	1	0
	Total	3	3	0
825th Operations Sq	29130/50	6	4	2
	Squadron manned 60% of authorized strength in this field.			
	29150	2	2	0
	29170	1	1	0
	36331	1	0	1
	Not authorized and not assigned			
	Total	10	7	3
825th Supply Sq				
Petroleum	64350	10	10	0
Service Unit	64132/52	2	2	0
PAK	6424	1	1	0

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B/L fr Hq, 825th Air Base Group, Subj: Support Personnel for Deployment

	64150	1	1	0
	64152	2	2	0
	64175	1	1	0
	Total	17	17	0
825th Food Service Sq				
	62010	10	10	0
	62230/50	10	8	2
	Squadron 80% manned in this field.			
	62270	1	1	0
	Total	21	19	2
825th Air Police Sq	7724	1	0	1
	Eleven (11) authorized but only two (2) assigned, of which one (1) will depart PCS before July 1956.			
	77130/50	46	18	28
	Present inadequate authorization being reconsidered to include support for SES & SSF. Anticipated new authorization 290 personnel. Present strength 114 persons or 39% of anticipated authorization.			
	77170	2	2	0
	Total	49	20	29
825th Installations Sq	57130/50	4	4	0
825th Motor Vehicle Sq	47131/51	2	2	0
	47170	1	1	0
	60330/50	10	10	0
	60351	3	1	2
	Squadron 33% manned in 60331/51 field.			
	Total	16	14	2

2. The Welcome Brochure, inclosure #2 of above referenced communication, is returned herewith as requested. (Unclassified)

/s/ Robert J. Potts
/t/ ROBERT J. POTTS
1st Lt, USAF
Asst Adjutant

1 Incl
Welcome Brochure

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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Support Personnel for Deployment (Unclassified)

Commander, 825th Motor Vehicle Squadron (825th Air Base Group Mobility Officer)

Director of Materiel 70th SRWg

3 Apr 56

NWR/3350

1. The two inclosures attached hereto provide considerable planning information for the directed deployment of the 70th Air Refueling Squadron to Harmon AFB o/a 25 June 1956. (Confidential)

2. A compilation of the support personnel requirements which are stipulated in the inclosures, combined with those requirements shown in the basic ARS mobility plan, are shown below. The photostat of the basic ARS plan was previously furnished your office. All additions or deletions to the basic plan have been made in accordance with the information contained in the inclosures. (Unclassified)

825th Air Base Group Support AFSC Requirements

Organization	AFSC	Title	Quantity
Hq, 825th AB Gp			
	67150	Finance Specialist	1
	7224	Chaplain	1
	68150	Statistical Specialist	1
			3
825th Operations Sq			
	29130/50	Comm Center Specl.	6
	29150	Comm Center Specl.	2
	29170	Comm Center Tech	1
	36331	Crypto Machine Rpmn	1
			10
825th Supply Sq			
Petroleum	64350	Petroleum Sup Specl	10
Service Unit	64132/52	Supply Records Specl	2

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Subj: Support Personnel for Deployment (Unclassified) 3 Apr 56

825th Supply Sq (Cont)

Flyaway Kit

6424	Supply Officer	1
64150	Whse Specl	1
64152	Supply Records Specl	2
64175	Stock Control Tech	1
		17

825th Food Service Sq

64010	Food Sv Helper	10
62230/50	Cook	10
62270	Food Sv Supv	1
		21

825th Air Police Sq

7724	Air Police Officer	1
77130/50	Air Policeman	46
77170	Air Police Supv	2
		49

825th Installations Sq

57130/50	Fire Fighters	4

825th Motor Vehicle Sq

47131/51	Veh Mechanic	2
47170	Supervisor	1
60330/50	Vehicle Operators	10
60351	Dispatcher	3
		16

3. It is requested that the projected personnel availability be reviewed by Base Personnel and listed squadrons to determine an estimate of shortages against the requirement. Further request that the 70th Wing Director of Personnel be notified of your projection in order to consolidate all shortages for submission to Division and 2AF Headquarters if necessary. (Unclassified)

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Subj: Support Personnel for Deployment (Unclassified) 3 Apr 56

4. The return of inclosure #2, Welcome Brochure, by 15 April 1956 is requested. (Unclassified)

2 Incls
1. Cy TWX fm 2AF dtd 17 Jan
2. Welcome Brochure, Harmon AFB

ARCHIBALD D. ODOM
Lt Col, USAF
Director of Material

I CERTIFY THAT THIS IS A TRUE COPY

KENNETH M. WALKER
Captain, USAF
Adjutant

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Mobility Requirements

See Distribution

Director of Materiel
70th SHWg

24 Apr 56
/3350

1. The following is a repeat of the check list of mobility supplies you should have on hand. If not completed, action to requisition these items should be taken immediately.

a. 30 day supply of blank forms required by unit.

b. Waterproof envelopes (For packing lists)

c. AF Forms 94a - Cabin identification tag (for hand carried baggage)

94b - Baggage Identification Tag (For all other baggage)

94c - Baggage Slip (Placed inside of all baggage)

d. AF Form 108 - Caution Tag (Reference TO 36-1-4)

e. One (1) Sealer, Box Strap S/N 7900-670460 for 5/8" strapping (for banding boxes and uncrated items)

f. Strapping, Steel 5/8" S/N 6750-793000

g. Seals for Strapping, Steel 5/8" 6750-717000

h. Manila Tags (For tagging uncrated items)

2. Those Squadrons supporting the Air Refueling Squadron that do not have sufficient quantities of strapping steel and seals, items 1f and g above, should submit completed 2AF Forms 238 to the Wing Logistics Office NLT 27 April 1956. The preceding are local purchase items. A consolidated emergency purchase request will be forwarded by this office.

3. Reference identification of mobility boxes, for the Wing Mobility Plan. It is requested that squadron listings of all materiel to be shipped with the airlift phases be completed and forwarded to this office by 15 May 1956. Listings should reflect the priority sequence for outloading desired by the unit within each phase. Sample listing shown below.

70TH FIELD MAINTENANCE SQUADRON

Phase I (Staging Teams)

Desired Priority	Box or Uncrated Item Number	Wt.	Cube	Brief Descrip of Contents
1	70-J-6-1	90	4.2	UME Tools

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(Cont)

Desired Priority	Box or Uncrated Item Number	Wt	Cubs	Brief Descrip of Contents
2	70-J-16-1	130	4.5	Shop Stock
3	70-J-5-1	220	24.7	Sling, Engine
4	70-J-5-2	75	6.0	Spreader

Continue listing through all items

Phase II

1	70-J-16-2	130	4.2	UME tools
2	70-J-5-3	125	4.2	UME tools

Continue listing for all items required in second phase.

Phase III

4. It is recognized that units do not have their total authorized UME on hand. Estimated weights for items not on hand will be used. All other weights must be confirmed scale weights.

5. Listings submitted by squadrons will be mixed and listed as the materiel loading plan for the Wing.

ARCHIBALD D. ODOM
Lt Col, USAF
Director of Materiel

DISTRIBUTION
6th SRS
26th SRS
61st SRS
70th AREFS
70th A&E Sq
70th Tac Hosp
70th Hq Sq
70th FM Sq
70th FM Sq
ATTN: Mobility Officer

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M. WALKER
Captain, USAF
Adjutant

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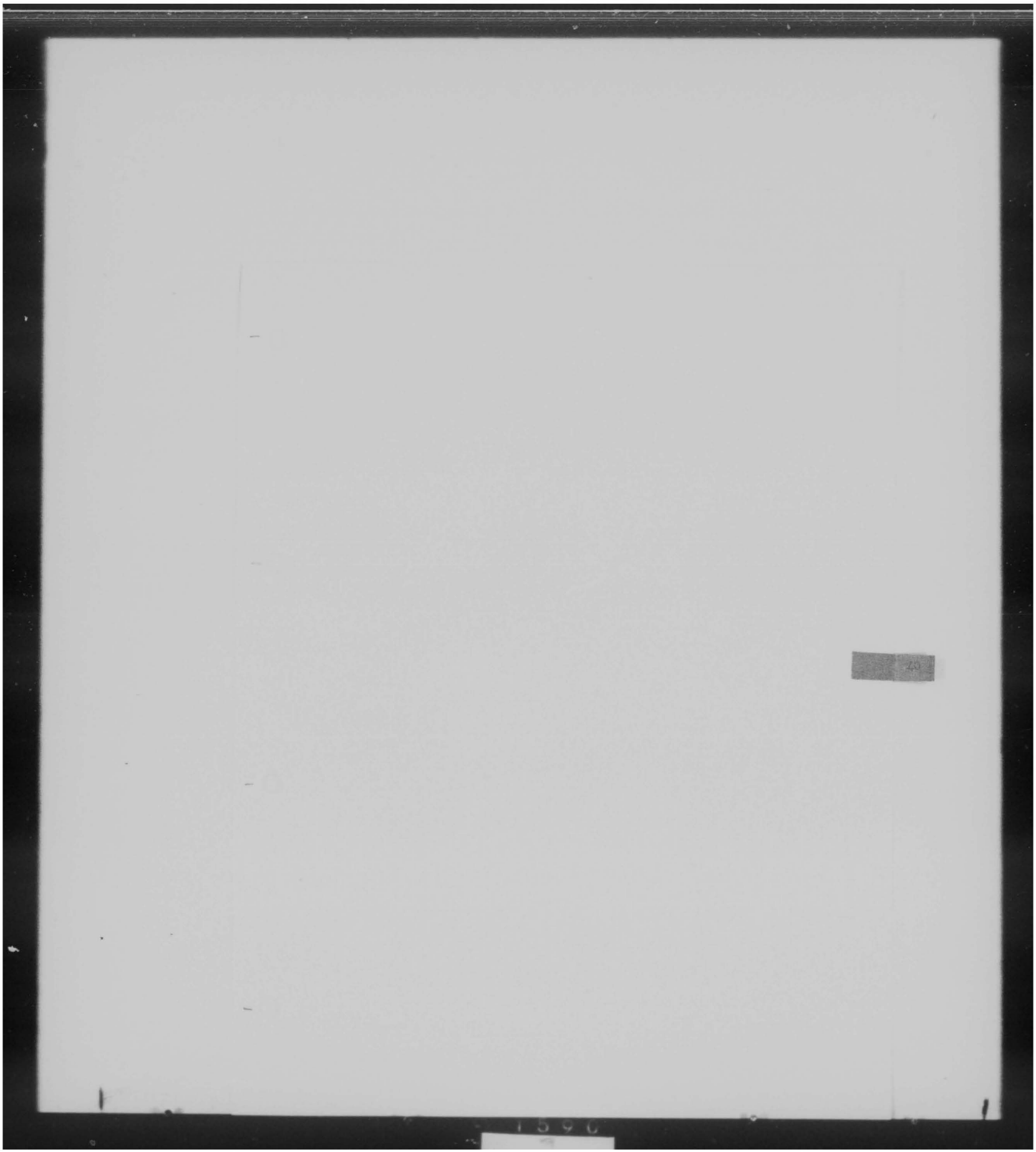

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AIRLIFT AND PLANNING DATA
(IAW 2AF Regulation 400-1)

PERIOD OF REPORT: 10 May 1956 | RCS: J-2

TO: Commander, 2AF
ATTN: DO2B

FROM: Commander
825th Air Division

THIS REPORT IS (1) ☐ ESTIMATED (2) ☐ FIRM (3) ☐ REFINED REQUIREMENTS.

1. TOTAL NUMBER OF PERSONNEL DEPLOYING BY UNIT AIRCRAFT:
   - A. B-47 AIRCRAFT: 0 CREWMEMBERS 0 PASSENGERS
   - B. KC-97 AIRCRAFT: 154 CREWMEMBERS 403 PASSENGERS
   - C. OTHER TYPE AIRCRAFT: ( ) 0 CREWMEMBERS 0 PASSENGERS

2. TOTAL NUMBER OF PERSONNEL REQUIRING SUPPORT AIRLIFT: 6 (Cargo Couriers)

3. TOTAL WEIGHT OF CARGO DEPLOYING BY UNIT AIRCRAFT: 71,263 LBS.
   - A. B-47 AIRCRAFT: 0 LBS (INCLUDES 0 EA 0 ENGS)
   - . KC-97 AIRCRAFT: 71,263 LBS (INCLUDES 0 EA 0 ENGS)
   - C. OTHER TYPE AIRCRAFT: ( ) 0 LBS (INCLUDES 0 EA 0 ENGS)

4. TOTAL WEIGHT OF CARGO REQUIRING SUPPORT AIRLIFT: 83,890 LBS.
   (INCLUDES 8 EA 4360 BU ENGINES AT 8470 LBS
   (INCLUDES 2 EA 4360 RAW ENGINES AT 6490 LBS

5. PROHIBITIVE ITEMS (TO 00-85-13) INCLUDED IN PARAGRAPHS 3 AND 4 ABOVE:

NOMENCLATURE	TYPE PACKING	WEIGHT	CUBE (FT)
NONE			

6. OF THE TOTAL WEIGHT INDICATED IN PARAGRAPHS 3 AND 4 ABOVE, LIST WEIGHT OF:
   - A. UME 31,000 LBS 8 EA 4360 BU ENGS
   - B. FLYAWAY KIT ENGINES 80,740 LBS 2 EA 4360 RAW ENGS
   - C. FLYAWAY KITS (INCLUDING BULKY SPARES) 39,463 LBS

7. NUMBER OF KC-97 TYPE AIRCRAFT THAT CAN BE USED AS PERSONNEL CARRIERS IAW SAC REG 50-14: 12

REMARKS: *(Use reverse side if required)*
1. Reference paragraph 4:
   a. Support airlift requirement includes provisions for one AEE item, 3000 PSI Test Stand FSNA 4220-395-2710. Weight of item 3150 lbs. Authority to airlift this item requested of your headquarters by message this date.
   b. Raw Engines in can have been weighed out at 6490 lbs each.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker
KENNETH M. WALKER
Captain, USAF
Adjutant

FOR THE COMMANDER

TYPE NAME AND GRADE OF CERTIFYING OFFICER: NED W. RENICK, MAJOR, USAF
SIGNATURE OF CERTIFYING OFFICER: S/ NED W. RENICK

2AF FORM 28 MAR 55 39

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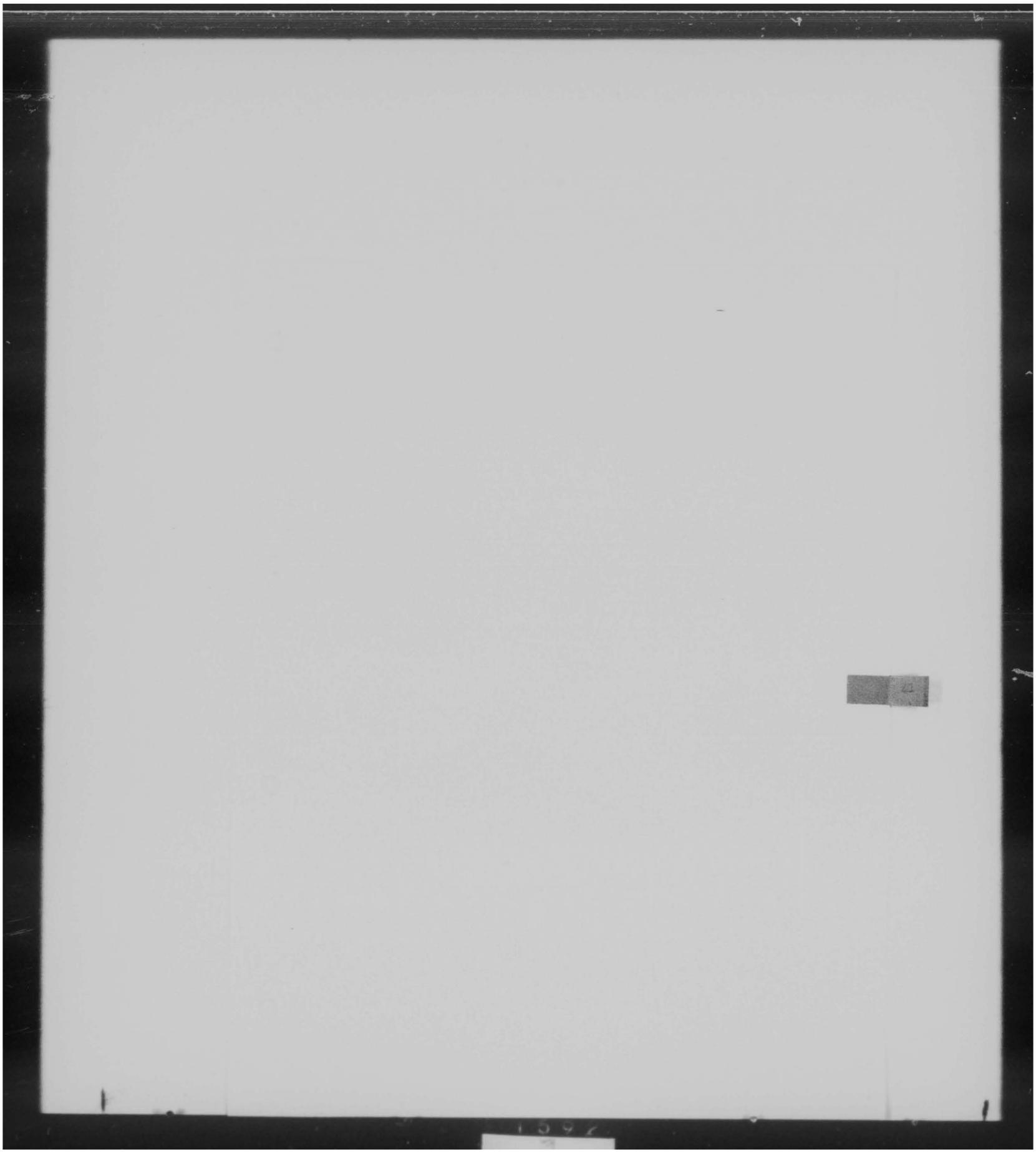

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COMADIV 825 LITTLE ROCK AFB JACKSONVILLE ARK CONFIDENTIAL

COMAF 2 BARKSDALE AFB, LA. DEFERRED

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/C O N F I D E N T I A L/70DML 153. REFERENCE DEPLOYMENT OF 70TH AIR REFUELING SQUADRON APPROXIMATELY 25 JUNE 1956. REQUEST COMA BRIEFING ON PROPOSED COLUME XVI AFM 67-1 BE ARRANGED FOR PRESENTATION AT THIS STATION PRIOR TO DEPLOYMENT OF UNIT.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

NED W. RENICK, MAJOR, USAF

70DML/MWR/hp/1000/19Apr56 3350

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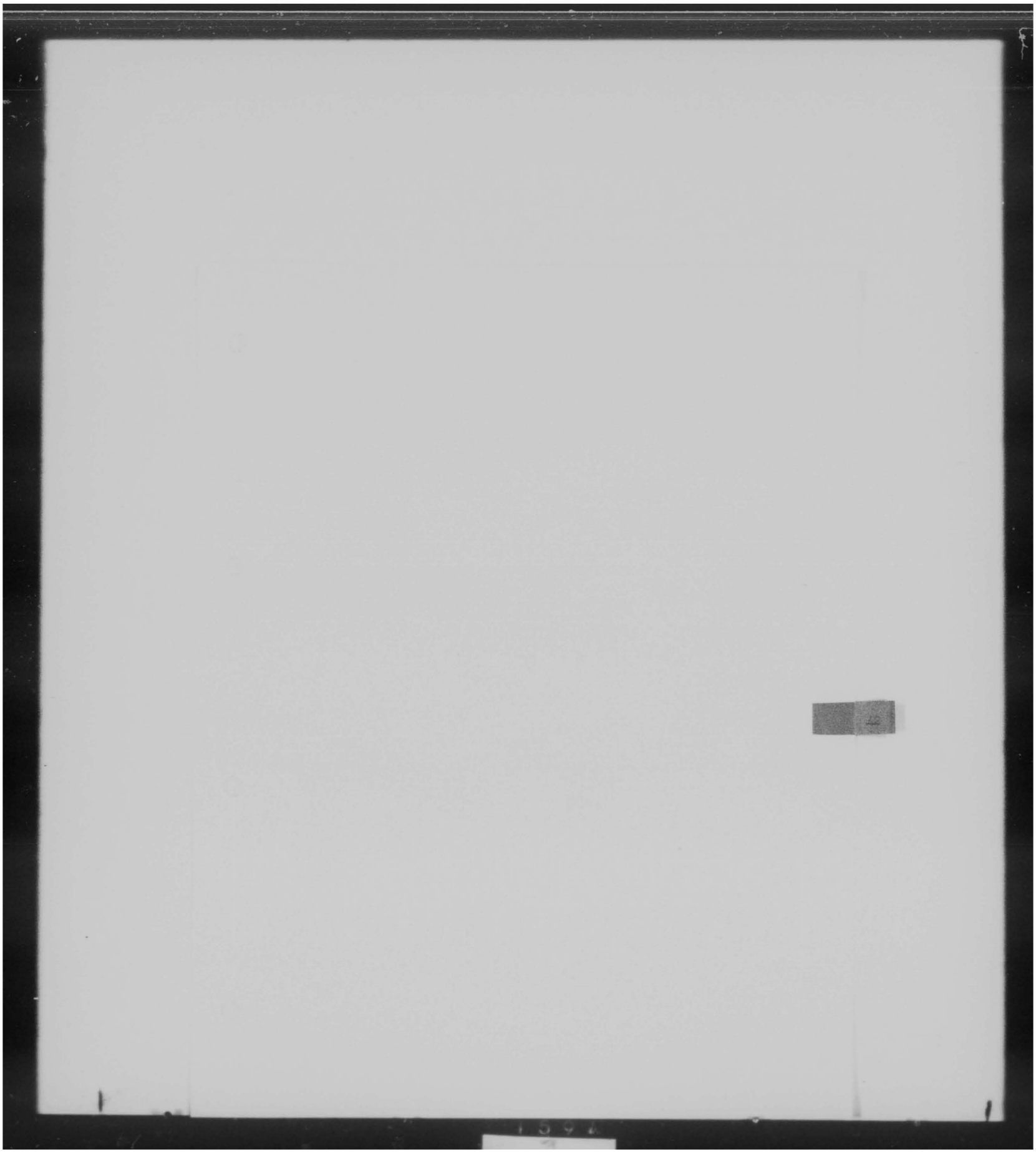

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CINC SAC OFFUTT AFB NEBR

/UNCLASSIFIED/70DML 2676. ATTN: DM 3A3. THIS CONFIRMS RECEIPT OF 168 SETS OF TROOP SEATS. S. N. 1AFH-15-18414 ON 13 APRIL 1956. SEATS HAVE BEEN ISSUED TO 70TH AIR REFUELING SQUADRON.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
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Adjutant

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FM COMAF 2 BARKSDALE AFB LA

TO COMADIV 825 LITTLE ROCK AFB ARK

/CONFIDENTIAL/ DM2A 10086. FOR 70TH SRW. THIS IS A JOINT OPERATIONS-MATERIEL WARNING ORDER FOR A FORTHCOMING TDY. THE 70TH SRW WILL DEPLOY MAXIMUM RB-47 ACFT TO BENGUERIR AB ON 24 OCT 56 FOR APPROXIMATELY 60 DAYS TDY. MATS AIRLIFT WILL BE PROVIDED. DEPLOYMENT OF PERSONNEL AND MATERIEL WILL BE PLANNED IN ACCORDANCE WITH THE NEW PROPOSED ANNEX FOR RB-47, SAC MANUAL 400-1. THIS ANNEX BEING MAILED UNDER SEPARATE COVER. REQUEST AIRLIFT REQUIREMENTS BE SUBMITTED IN ACCORDANCE WITH 2AF REGULATION 400-1 TO REACH THIS HQ NLT 10 MAY, 10 JUN, 10 JUL and 10 AUG. THIS INFO WILL APPEAR IN HQ 2AF CONSOLIDATED UNIT COMMITMENT SCHEDULE BEGINNING IN JUN 56.

17/2307Z APR RJWFKL

I CERTIFY THAT THIS IS A TRUE COPY:

KENNETH M WALKER
Captain, USAF
Adjutant

CONFIDENTIAL

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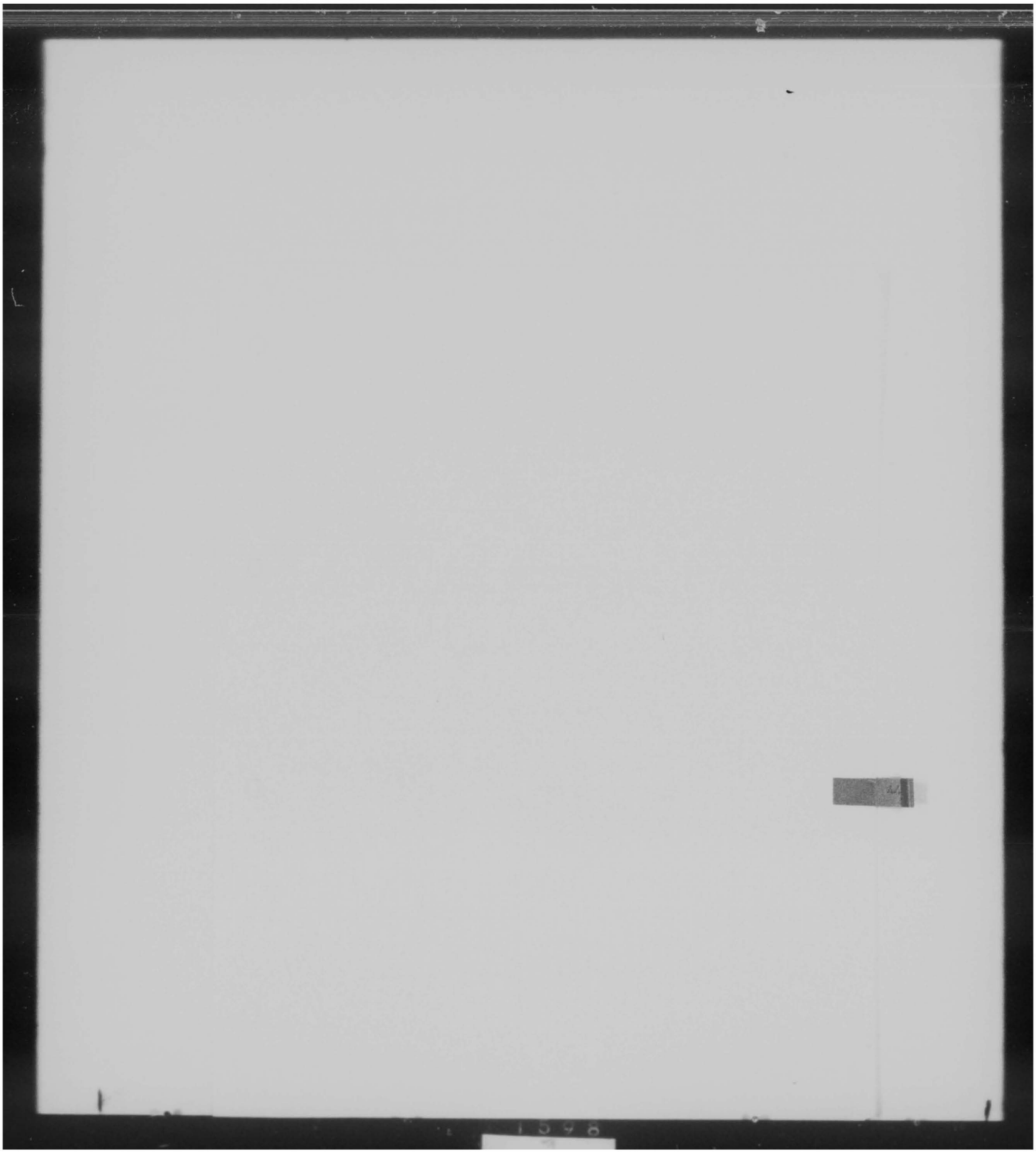

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COMAF 2 BARKSDALE AFB LA DEFERRED

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/UNCLASSIFIED/70DML 2673. REFURMSG CLASSIFIED DM2AL0086 DATED 17 APRIL 1956. FOR SUBMISSION OF J-2 REPORTS REQUEST AUTHORITY TO USE 70TH WING MOBILITY PLAN FOR PLANNING IN LIEU OF PROPOSED ANNEX FOR RB-47. 70TH WING MOBILITY PLAN WILL BE FORWARDED TO YOUR HEADQUARTERS NLT 1 MAY 1956.

I CERTIFY THAT THIS IS A TRUE COPY:

Kenneth M. Walker

KENNETH M. WALKER
Captain, USAF
Adjutant

NED W. RENICK, MAJOR, USAF

70DML/NWR/3350/1100/19Apr56 3350

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-70-Hi	Mar/56			70th Strategic Recon. Wing	S	
524	↓	Apr/56			↓	S	
1604	K-WG-70-Hi	May/56			70th Strategic Recon. Wing	S	
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PREV EDIT WILL BE USED

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