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HISTOR



BOMBARDMENT WING
HEAVY



RESEARCH
U.S. AIR FORCE
HISTORICAL
RECORDS
Mar 1956
K.W. G. 09-11

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RAMEY AIR FORCE BASE
PUERTO RICO

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K-006-92-H1 MAR 1956	HISTORICAL SECTION ARCHIVAL DIVISION
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Classification: SECRET
Auth: CG, 72d Bomb Wg, H
Last Name: Steed
Date: 1 May 1956

(Unclassified)

2D BOMBARDMENT WING, HEAVY

ASSIGNED TO: 2nd Air Force, Strategic Air Command

PERIOD COVERED

FROM: 1 March 1956

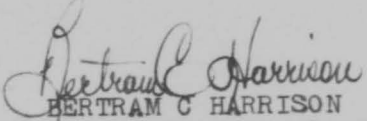
TO: 31 March 1956

PREPARED BY:

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RCS: AU-D5


BERTRAM C HARRISON
Brigadier General, USAF
Commander

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The 72d Bombardment Wing, Heavy was commanded by Brigadier General Bertram C Harrison during March 1956. Ramey Air Force Base and the 72d Air Base Group were commanded by Colonel Louis L Leibel. (Unclassified)

During the month several changes were made in the roster of key personnel. Lieutenant Colonel James W Yeater, former Base Director of Materiel was named the Deputy Base Commander^{1/}. Replacing Colonel Yeater was Lieutenant Colonel Berry D Brazile. Upon completion of Major Joseph R Petronis' tour at this station, Lieutenant Colonel Edward Bergin took over the position of Wing Inspector^{2/}. Major Edgar C Downing, former Commander of Headquarters Squadron of Air Base Group, was named Base Housing Officer, and was replaced by Major Raymond L Walsh^{3/}, the new squadron commander. Major Walsh was previously assigned to the 73d Bombardment Squadron. The former Base Housing Officer, 1st Lieutenant Howard F Cooper, has assumed the assistant housing officer's position^{4/}. Major Joseph L P Demers assumed command of the

^{1/} Hq 72d BW, PERAM #76, Par 4, 5 Mar 56; Exhibit #1
^{2/} Hq 72d BW, PERAM #76, Par 3, 5 Mar 56; Exhibit #1
^{3/} Hq 72d BW, PERAM #76, Par 7, 5 Mar 56; Exhibit #1
^{4/} Hq 72d BW, PERAM #76, Par 10, 5 Mar 56; Exhibit #1

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ORGANIZATION AND ADMINISTRATION

72d Motor Vehicle Squadron upon Major Eugene Blalock's rotation to the Zone of the Interior^{5/} (ZI). Also during the month, Major James P Knox became commander of the 72d Periodic Maintenance Squadron. He formerly held the position of Officer-in-Charge of the Aircraft Maintenance Section^{6/}. (Unclassified)

The following information was extracted from a Sample Survey of Air Force Personnel conducted as of 29 February 1956^{7/}. Ten per cent of all officer and five per cent of the airmen in the Air Force were surveyed to provide Headquarters, USAF with answers to a number of current questions. The opinions and status of Ramey personnel answering the survey are shown below. Fifty-eight officers and 191 airmen were surveyed at Ramey. (Unclassified)

From the survey conducted at this station it was learned that 79 per cent of the officers and 42 per cent of the airmen were married. (Unclassified)

It was further found that 39 per cent of the airmen plan to remain in the Air Force until retirement, five per cent intend to reenlist at least one more time, 36 per cent intend to leave the Air Force at the end of this enlistment, and 20 per cent were undecided. (Unclassified)

^{5/} Hq 72d BW, PERAM #37, Par 4, 5 Feb 56; Exhibit #2
^{6/} Hq 72d BW, PERAM #93, Par 8, 14 Mar 56; Exhibit #4
^{7/} Stat Services Publication, Deadline, 31 Mar 56; Exhibit #5

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ORGANIZATION AND ADMINISTRATION

During March, gross disbursements again recorded a decrease. Gross disbursements were \$1,962,033.14 and cash disbursements were \$403,111.34. This represents an increase of \$29,252.79 over last month's gross disbursements. (Unclassified)

An additional \$35,000 were authorized by Headquarters Second Air Force for nonpersonnel requirements under Budget Project ⁸458. This amount, added to estimated annual savings of \$10,000 on TDY and \$6,000 on diesel fuel, totals \$51,000 which was distributed by the Base Budget Panel, as follows: (Unclassified)

<u>CATEGORY</u>	<u>INCREASE</u>	<u>PURPOSE</u>
Gases	\$4,000	Due to increased breathing oxygen consumption
Purchased electricity	4,750	To provide power for new Special Weapons Area
Refuse collection	11,750	To compensate for loss of personnel by Installation Engineers
Commercial Transportation	5,500	To provide extended commercial transportation of diesel fuel due to delay in completion of new storage tank
Rentals	600	To rent Xerox machine and vehicle
AF Service Stores	19,700	To compensate for increased procurement pipeline and to cover new funding responsibility of food for dogs and horses
UME Equipment	4,700	To cover new existing shortages

⁸/ AF Form 410, Advice of Allotment, 23 Mar 56; filed BUDA

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ORGANIZATION AND ADMINISTRATION

Scores for the 72d Air Base Group for February 1956, computed in March, using the SAC Management Control System criteria, were as follows: ^{9/} (Unclassified)

Five items scored 100 per cent by attaining all the points for maximum scoring. These items were the AWOL rate, Officer's Open Mess, NCO Open Mess, automotive maintenance, and flying safety. Only four items scored 100 per cent last month. (Unclassified)

Officer manning lost 40 per cent since January. Major shortages existed in Operations (9), Transportation (2), Supply (3), Air Police (3), Personnel (3), and the Medical (3) career fields. (Unclassified)

Airmen manning remained the same as in January with a slight actual effective manning increase. (Unclassified)

Supply management lost points in per cent inventory taken with no inventory taken in Category I. By the end of the quarter, all Category I supplies will be inventoried. Steps have been taken to prevent reoccurrence of loss in average time for processing off base receipts. Supply effectiveness was the major area in which points were lost due to non-receipt of critical supplies from depot and

^{9/} Hq, 72d ABGp, SAC Management Control Statement, Mar 56; filed Base Comptroller's Office

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ORGANIZATION AND ADMINISTRATION

non-existence of a true pattern of unfilled issues. Loss of points in service store due to the authorization of an additional 700 stock record cards, by Headquarters SAC.
(Unclassified)

Base Commissary Management's low score was due to several reasons. One reason was the loss of all possible points in field rations issued to authorized differential. All field ration perishables such as potatoes and fresh vegetables have to be requisitioned from the Army Depot six months in advance. If for any reason reduced or increased requirements become evident after the requisition is placed, it is possible to delete quantities from only the fifth and sixth month forecasted. If any change in requirements become immediate, then receipts for the next four months will be insufficient or in excess. A current illustration was the present 12-day delay in arrival of the 308th Strategic Fighter Squadron. Another reason for loss of points in this area was the long and erratic supply line. An additional factor causing loss of points was on gains or losses by subsections. Disinterested inventory teams were assigned for February and will be assigned monthly. Improvement in this area is expected in the next two months.
^{10/}
(unclassified)

10/ Ibid.

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ORGANIZATION AND ADMINISTRATION

Medical-dental supply lost points due to an increase in inventory. Points gained were due to a reduction of cost per dollar sale with an increase in equipment sales. An erratic trend in equipment sales was noted during the month. ^{11/} (Unclassified)

The serviceable inventory turnover rate lost points due to 180 days of serviceable stock on hand. The amount of stock on hand was due in part to \$1,800,00 of photo equipment for which request for shipment to depot was disapproved. The Remainder of stock on hand was necessary due to a long supply line. ^{12/} (Unclassified)

Base support operating costs showed a decline as a result of increased supply cost. The ratio of support personnel continued to decline to 2.16 compared with SAC standard of 2.64. If this base were manned fully according to authorization, as of February 29, the support ratio would be 2.^{13/}18. (Unclassified)

During the period of 5 March through 9 March 1956, this station was host to the Secretary of Defense and the Joint Chiefs of Staff. The chiefs arrived on 3 March 1956 flying down secretly from the Pentagon in General Twining's C-118

^{11/} Ibid.
^{12/} Ibid.
^{13/} Ibid.

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ORGANIZATION AND ADMINISTRATION

aircraft. Ramey was chosen so that the chiefs would be away from the distractions of Washington for their conference. ^{14/} (Unclassified)

All the complimentary letters received by the Wing Commander from the top military leaders are indicative that the Joint Chiefs of Staff Conference was highly successful as far as wing support was concerned. The conference site for the highly classified conference was Ramey's Officers Open Mess. This conference was handled very much the same as the Senior USAF Commanders' Conference held here the first of the year. ^{15/} (Unclassified)

^{14/} Hq, 72d BW, publication, Single Wing Support of US JCS Conference, 5 - 9 Mar 56; Exhibit #6

^{15/} Ibid.

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CHAPTER II

PERSONNEL

The authorized strength of the 72d Bombardment Wing, Heavy for the period ending 31 March 1956, was 603 officers and 3,764 airmen. The number of personnel assigned to the Wing at the end of the month was 592 officers and 3,498 airmen.^{1/} (Unclassified)

Effective manning for Wing Officers was 91.5 per cent and 77 per cent for Air Base Group officers. This represents a 3.6 per cent decrease for Wing officers and a .9 per cent increase for Air Base Group officers compared with last month's effective manning percentages.^{2/} (Unclassified)

Effective manning for Wing airmen was 81.5 per cent and 80.2 per cent for Air Base Group airmen.^{3/} Wing airmen showed a decrease of 5.2 per cent in effective manning. Air Base Group airmen registered a slight increase of 3.2 per cent over last month's percentage. (Unclassified)

In March the effective manning in direct support specialities averaged 77.7 per cent. The following was

-
- 1/ Chart, Military and Civilian Strength Report, 31 Mar 56; Exhibit #7
 - 2/ D/F, DPA to MA, Subject: Effective Manning Report, 2 Apr 56; filed DPA
 - 3/ Hq, 72d BW & ABGp organizational morning reports for Mar 56

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PERSONNEL

a breakdown in the effective manning in these career fields by utilization AFSC: (Unclassified)

CAREER FIELD	EFFECTIVE MANNING PERCENTAGE	
	FEB	MAR
29	30.5	31.5
30	88.3	89.6
32	77.4	77.9
40	100.0	100.0
42	81.0	78.7
43	88.8	88.8

The effective manning figure in all other career specialities in Wing units only was 82.2 per cent, .7 per cent less than last month's percentage. (Unclassified)

During the month three more crews reported to this station replacing the three wing crews that rotated last month. These crews came from Ellsworth Air Force Base, South Dakota; Travis Air Force Base, California; and Carswell Air Force Base, Texas. Upon the arrival of 11 more incoming crews, crew rotation will be complete. Eight more of the Wing's crews are slated to rotate. Complete crew rotation was expected to be accomplished by the middle of July, 1956. (Unclassified)

Of all the officers assigned, 13 per cent were regular officers and 87 per cent were reserve officers. (Unclassified)

-
- 4/ D/F, DPA to MA, Subj: Effective Manning Report, 2 Apr 56; filed DPA
 5/ Ibid.
 6/ Statement of Incoming & Outgoing Crews, filed Combat Crew Branch of DP
 7/ Data taken from Manning Status Charts; filed DP

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PERSONNEL

During the month information was received from Headquarters Second Air Force that Lieutenant Colonel Ralph J Soucy, Chief of Maintenance; Major Leonard C Callaway, Commander, 72d Field Maintenance Squadron; Major Robert W Ewell, Commander of 72d Operations Squadron; Major Walter F Gonske, Weather Reconnaissance Officer; and Major Peter S Orth, Procurement and Contracting Officer were selected to attend Class 57, Command and Staff School, Air Command and Staff College, Maxwell Air Force Base, Alabama. (Unclassified)

Twenty-four officers were gained during the month as follows: a major assigned as staff observer to Headquarters, 72d Bombardment Wing; one captain assigned as nurse to the 4235th USAF Hospital; one captain assigned as nurse to the 72d Tactical Hospital; one captain assigned as ammunition officer to the 72d Supply Squadron; four captains assigned as pilots to the 301st Bombardment Squadron; two captains and four first lieutenants assigned as observers to the 301st Bombardment Squadron; two first lieutenants assigned as aircraft performance engineers to the 301st Bombardment Squadron;

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- 8/ Hq, 2AF Ltr, DPPT, Subject: Selections for FY 57 Command and Staff Courses, 5 Mar 56; filed DP
 9/ Hq, 72d BW Manning Status Charts maintained in the Directorate of Personnel as of 31 Mar 56

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PERSONNEL

one first lieutenant assigned as pilot to the 301st Bombardment Squadron; one major and one captain assigned as pilots to the 60th Bombardment Squadron; two captains and two first lieutenants assigned as observers to the 60th Bombardment Squadron; and one captain assigned as aircraft performance engineer to the 60th Bombardment Squadron.
(Unclassified)

During the month 13 combat crew personnel were lost due to discharge and/or reassignment. Three aircraft commanders were lost, one flight engineer, one first ECM operator, one navigator, two ECM operators, and five gunners of all types.^{10/}
(Unclassified)

A shortage of qualified pilots, "A" gunners and ECM operators existed within the Wing. Also, a critical shortage of observers existed.^{11/} At the end of the month only two spare observers were assigned. Without an immediate input of qualified observers, the loss of more observers will result in crew regression. (Unclassified)

During March the separation and reenlistment section processed 42 discharges and 53 reenlistments. Two four-year reenlistments and 22 six-year reenlistments were accomplished.^{12/} Fourteen prior service residents of Puerto Rico

^{10/} Hq 72d BW Forms 13, Crew Changes for Mar 56; filed DPA
^{11/} Ibid.
^{12/} DD Forms 4 for Mar 56; filed DP

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PERSONNEL

During the month 29 non-prior service residents of Puerto Rico and the Virgin Islands arrived at this station for enlistment in the Air Force for a period of four years and subsequent assignment to Lackland Air Force Base, Texas for basic training. These youths bring the cumulative total of enlistees to 648 since the beginning of this program in August of 1954.^{13/} (Unclassified)

Seven airmen entered technical training schools during March. Six airmen graduated from training leaving 13 under instruction at the close of the month.^{14/} This brings the cumulative number of graduates since 1 June 1956 (when ZI training at Air Training Command schools commenced) for the Wing to 769. (Unclassified)

At the end of the month, 90 master sergeants assigned to Ramey had graduated from the Second Air Force Non-Commissioned Officers' Academy.^{15/} Eight master sergeants are presently attending Class 56-C graduating on 5 May 1956. Eight additional master sergeants are scheduled to attend Class 56-D, starting 16 May 1956. (Unclassified)

Air Base Group organizations had an AWOL rate of .00 per 1,000 and Wing organizations had the same rate during

^{13/} Ibid.

^{14/} Hq, 72d ABGp charts showing status of personnel in technical training schools as of 31 Mar 56; filed DP

^{15/} Ibid.

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PERSONNEL

the month. Last month Air Base Group had .64 per 1,000 and Wing organizations had .55 per 1,000.^{16/} (Unclassified)

The number of Venereal Disease cases remained constant during the month. Twenty-one cases were reported this month, the same number reported during last month.^{17/}
(Unclassified)

^{16/} Stat Services publication, Deadline, 31 Mar 56;
Exhibit #5
^{17/} Ibid.

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CHAPTER III

INSTALLATIONS, PROJECTS, AND FACILITIES

During March the new Banco Popular de Puerto Rico building was completed, and on 26 March 1956 a formal dedication ceremony of the new \$35,000 building was held.^{1/}

Present for the occasion were bank officials from Aguadilla and San Juan. They were on hand to greet base personnel and show them around the modern, air conditioned building. Mr. Rafael Carrion, President of Banco Popular, made a short speeck in which he pledged the continued efforts of this bank to serve the people of Ramey. (Unclassified)

The new bank building features a drive-in window which bank officials believe will prove popular, particularly with the ladies on Ramey.^{2/} At opening time, construction of the grounds around the window was not complete; however, it should be in operation in the immediate future. (Unclassified)

During the month a supervisory staff visit was made by representatives of Headquarters SAC and Headquarters Second Air Force for the purpose of evaluating manning in the Installations organization at this station.^{3/} The results

^{1/} Photograph of Banco Popular de Puerto Rico, 31 Mar 56; Exhibit #8
^{2/} Ibid.
^{3/} Information obtained from BIEO

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INSTALLATIONS, PROJECTS, AND FACILITIES

of this visit brought about the reduction in force of 34 civilian employees employed by the Base Installation Engineers. However, the staff visitors granted an extension of 26 additional spaces which were to be terminated during this month. Unless final authority for the conversion of these 26 spaces will be terminated as of 15 May 1956.

(Unclassified)

The first of 420 housing units under construction at Ramey will be ready for inspection by Federal Housing Administration inspectors by the end of the first week in April, 19⁴56. (Unclassified)

After the first units are ready for occupancy, these first units will be followed by four more units in about two weeks. At that time, the Fullana Corporation expects to have approximately four completed per day, increasing the number until the project is completed.⁵ (Unclassified)

Each unit was estimated to cost \$8,100, making the construction total at \$3,400,000. Curbs and gutters, new streets, and installation of utilities are expected to boost the overall cost to about \$4,000,000.⁶ (Unclassified)

⁴/ Information obtained from the Fullana Construction Corporation, San Juan, Puerto Rico, Contractor for the Housing project

⁵/ Ibid.

⁶/ Ibid.

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INSTALLATIONS, PROJECTS, AND FACILITIES

Construction of Major Repair and Minor Construction Program and Military Construction Program projects progressed steadily towards completion during the month. ^{7/} (Unclassified)

On 23 March 1956, the Base Fire Department responded to a crash rescue. An F-84F aircraft overran the east end of the runway bursting into flames. ^{8/} The aircraft was assigned to the 308th Strategic Fighter Squadron from Turner Air Force Base, Georgia which is at this station for a 90-day training period. Captain Joseph R Guth, pilot of the aircraft, was not injured. Cause of the accident was believed to be hydraulic failure, but could not be definitely established until completion of an investigation. Base Fire Department personnel quickly extinguished the flaming aircraft. (Unclassified)

The following data depicted the Fire Department's activities during the month of March: (Unclassified)

<u>TYPE OF RESPONSE</u>	<u>NUMBER OF RESPONSES</u>
Aircraft Emergencies	5
Aircraft Landing and Takeoff Standbys	176
Aircraft Refueling Standbys	46
Aircraft Defueling Standbys	15
Structural Responses	1
Miscellaneous (i.e., Aircraft Engine Starts, Purging Standbys, etc.)	403
TOTAL	647

- ^{7/} Charts showing progress, cost and contractor of projects underconstruction as of 31 Mar 56 and photographs of projects under construction; Exhibits #8 - 23
- ^{8/} Information provided by the Base Fire Department

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CHAPTER IV
BASE OPERATIONS

Fifty-one pilots were attached or assigned to the Base Operations Section for flying during the month.^{1/} (Unclassified)

During the month Base Flight aircraft flew 16 air-lift missions to the Zone of Interior (ZI) and surrounding islands.^{2/} (Unclassified)

In March six support aircraft were assigned and/or possessed; three C-47D's, one VC-47D, one C-54D, and one L-20A.^{3/} The L-20A aircraft was assigned to this station during the month which was previously located at the 475th Fighter Group, St. Paul Municipal Airport, St. Paul, Minnesota.^{4/} Base officials felt it necessary for this station to have an L-20A type aircraft since the one belonging to "Project Salt Air" was returned to the ZI with project personnel. This small type plane is used to ferry personnel and material to and from the bombing range at Mona and Monita islands. This type aircraft is needed for this purpose since the landing strip at Mona Island is of minimum length. One of the C-47D type aircraft was loaned to the North East Air Command for 60 days for a restricted project. Two base flight personnel departed this station with the aircraft. (Unclassified)

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- ^{1/} Information obtained from Base Operations
^{2/} Information taken from March's A/C Logs; filed Base Ops.
^{3/} Stat Services publication, Deadline, 31 Mar 56; Exhibit #5
^{4/} Hq 2AF Msg DM4D 4513, 27 Feb 56, Exhibit #24

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BASE OPERATIONS

None of the support aircraft assigned to Base Flight were out of commission for parts during the month.^{5/} (Unclassified)

In March, 648 aircraft arrived at this station and 640 departed.^{6/} Arriving passengers and crew members totaled 1,785 and departing passengers and crew members amounted to 1,930. (Unclassified)

Vehicles assigned to the Base Motor Pool traveled 189,932 miles. Air Base Group's vehicle speedometers clocked 131,497 miles while Wing vehicles registered 55,321 miles in support of the Wing's primary mission.^{7/} (Unclassified)

At the close of the month, the base possessed 277 general purpose vehicles, 116 special purpose vehicles, 35 construction vehicles and 38 material handling vehicles, totaling 466 vehicles.^{8/} (Unclassified)

Ramey personnel are still writing letters. During the month \$6,459.47 passed over the post officer counter in exchange for stamps and envelopes.^{9/} The estimated weight of all classes of mail received and dispatched during the month was over 24,000 pounds. (Unclassified)

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- ^{5/} Stat Services publication, Deadline, 31 Mar 56; Exhibit #5
 - ^{6/} Information taken from files in Base Operations
 - ^{7/} Data taken from AF Fm 110, 31 Mar 56; filed Base Mtr Pool
 - ^{8/} Information obtained from SAC Fm 334; filed Base Mtr Pool
 - ^{9/} Data compiled from AF Form 120, 31 Mar 56; filed BPO

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BASE OPERATIONS

A total of 744 hours of standby time was logged by the Crash Boat Flight in March. ^{10/} This low number of hours was attributed to the base possessing only one crash boat. (Unclassified)

In March, communications personnel received 5,933 incoming messages, and dispatched 4,066 outgoing messages. ^{11/} (Unclassified)

Synthetic trainer utilization by the three tactical squadrons of the Wing amounted to 561:20 hours consisting of 158 hours of instrument training, 525:05 hours of ultra-sonic training, 184:15 hours of E-26A training. ^{12/} The Ground Training Section was in the process of tying in the major air crew trainers into one integrated system. The purpose of this project is to simulate combat training missions, making them highly realistic, and utilizing the entire crew. If the project proves successful, combat training missions simulated in the trainers will greatly improve the Wing's capability to train crews in crew coordination and improve proficiency Standards at a tremendous saving to the Air Force. (Confidential)

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- ^{10/} Hq, 72d BW Crash Boat Logs for Mar 56; filed Crash Boat Flight
^{11/} Hq, 72d ABGp, D/F, Fm: Comm Center to OSCM, Subject: Msgs Received and Dispatched for Mar 56; filed Comm Center
^{12/} Hq, 72d BW, Synthetic Trainer Graph, 31 Mar 56; Exhibit #26

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BASE OPERATIONS

The 72d Food Service Squadron prepared and served 207,939 meals during the month compared with 188,064 meals prepared and served last ^{13/}month. The value of the garrison ration was \$.9825 per man per day. The in-flight kitchen prepared and served 4,303 meals during the month, a decrease of 282 meals compared with 4,585 meals served during last month. Normally the in-flight kitchen produces an average of 5,200 meals per month, many for transient crews. Meals for the Wing's combat crews are mostly pre-cooked and frozen in a scientifically designed package of nourishment for long flights at high altitudes. (Unclassified.)

During the month, 680 days were lost by Air Force personnel placed in the hospital or quarters involving 77 patients with an average of 8.83 days lost per patient. ^{14/}

During the month the Base Veterinarian inspected 3,290,085 pounds of food stuffs of all types in accordance with Air Force Regulation 160-8. ^{15/} (Unclassified)

A total of 1,196,585 pounds of food stuffs of animal origin were inspected during the month. ^{16/} There were 780 pounds rejected as unsanitary or unsound. (Unclassified)

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- ^{13/} Daily Attendance Record, AF Form 1251 for Mar 56; filed 72d Food Service Squadron
^{14/} Information taken from Morbidity Report, DD Form 442, 31 Mar 56; filed Base Hospital
^{15/} D/F from HV to HC and BC; Subject: Monthly Veterinary Report for Mar 56; Exhibit #28
^{16/} Ibid.

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BASE OPERATIONS

In March, the Base Veterinarian also inspected 2,093,500 pounds of food of non-animal origin, consisting of fresh and frozen fruits and vegetables, cereals, and other miscellaneous foods.^{17/} Of this type of food, 1,544 pounds were rejected.

The rejected food was submitted for salvage by the commissary officer. Damage of products during shipment, storage deterioration, rust and pin holes, and insect infestation were the primary causes for recommending condemnation of these foods.

^{17/} Ibid.

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CHAPTER V
SUPPLY AND MAINTENANCE

The Aircraft Out of Commission for Parts (AOCP) rate for the month was 12.1 per cent.^{1/} This was an increase of 8.6 per cent over the February rate. The primary factor attributing to the increased AOCP rate was the lack of pilots and bombardiers enclosure panes. This station has been receiving panes from the depots that are from four to seven years of age and are delaminated beyond limits. Arrangements have been made with the supply depots to eliminate this unsatisfactory condition by having these panes inspected before shipment to this station. The panes are also inspected upon arrival at this station to insure that they are satisfactory. (Secret)

The Aircraft Not Fully Equipped (ANFE) percentage rate of 44.8 was somewhat more than last month's figure of 37.9.^{2/} This high percentage for ANFE items was primarily caused by a shortage of armament parts during the month. Since the conversion of the Wing's primary mission to bombardment from reconnaissance, more and more emphasis have been placed on gunnery. While the primary mission was still reconnaissance not as much emphasis was placed on gunnery thus armament parts played a secondary role in the ANFE rate. (Secret)

^{1/} Hq, 72d Bw Chart, Supply Statistics, 31 Mar 56; Exhibit 39
^{2/} Ibid.

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SUPPLY AND MAINTENANCE

Pipeline time for ANFE items recorded a slight increase. The number of days recorded last month was 8.5 compared with 8.6 days for ^{3/}March. AOC pipeline time from depots decreased during the month. For the month of March, 6.9 days were recorded while February registered 8.9 days. (Unclassified)

Aircraft spares were cannibalized on 76 different occasions during the month; ^{4/}19 cannibalizations more than in February. Of the 76 cannibalizations, 29 were in the airplane general with 35 manhours expended; and 47 were in armament and electronics with 91 manhours expended. (Unclassified)

Supply support for March of aircraft spare parts was sufficient to meet operational requirements except for jet and reciprocating engines. Armament parts also remained in short supply due to shortages in the depots and to the strike at Westing house, and this factor contributed largely to the high ANFE rate. The per cent of supply effectiveness computed over all aircraft classes was 69, reflecting a decrease of 2.7 per cent under the February rate. ^{5/}Of the 6,764 items requested from the two major service units, 4,669 items were received while 2,095 items were on back order. (Secret)

^{3/} Ibid.
^{4/} Ibid.
^{5/} Ibid.

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SUPPLY AND MAINTENANCE

As a result of going below the Wing's minimum fly-away-kit reserve quantity of serviceable engines, three aircraft were AOCP during a portion of the month and this station was criticized by Second Air Force and ^{6/}SAC. Expedited action was taken at all higher command levels to obtain the necessary engines to bring the Wing up to its required levels. This action resulted in receipt of 14 built-up power packs and 31 raw engines which is still one short of our requirements for Base Supply. However, at the end of the month all aircraft were off AOCP. (Secret)

Fourteen jet engines were received in March as a result of the number of changes and the Wing's stock being reduced to a minimum fly-away-kit reserve level. ^{7/}Action taken by SAC and the Air Materiel Command (AMC) resulted in receipt of these engines after this station had become AOCP for seven jet engines. (Secret)

Some of the material and personnel problems that adversely affected the mission of the Wing during the month were fuel cell leaks on assigned aircraft, flow of maintenance, supply of glass panes, shortage of compressors, and a shortage of qualified supply officers. ^{8/}(Unclassified)

^{6/} Information provided by Office of Director of Materiel
^{7/} Ibid.
^{8/} Wing Commander's Remarks, RCS: 1-SAC-T12, 31 Mar 56;
 Exhibit #43

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SUPPLY AND MAINTENANCE

Fuel cell leaks and deteriorated wiring in assigned aircraft continues as previously reported. Mobile Air Material Area (MOAMA) at the present time has a team of six fuel cell repairmen at this station; however the major concern was the lack of dependability of the aircraft relative to fuel cell leaks. (Unclassified)

The scheduling of a maximum effort each month for three consecutive months does not permit the most desirable scheduling of maintenance. Inspections and maintenance are lumped and represent peaks rather than desired even flow. (Unclassified)

Receipt of delaminated glass panes supplied by Convair is having a serious effect on the Wing's AOC rate. It has become necessary to open and each package of glass inspected individually in order to insure serviceability before issue, even though received in the original Convair package. Delamination beyond limits of Technical Order 1B-36D-2-2 has run from 75 per cent to as high as 100 per cent of glass received on a shipment. On one occasion 1,750 pounds of glass was recently returned to San Antonio Air Materiel Area (SAAMA) for technical analysis as to cause and effect with the result that 99 per cent of the condemnations were concurred by SAAMA. The liaison NCOIC at

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SUPPLY AND MAINTENANCE

SAAMA advised that SAAMA is attempting to exchange items with Convair at no extra cost. The present high rate of condemnation makes it impossible to maintain adequate and reasonable stock levels. (Unclassified)

A serious shortage of high compression compressors has resulted due to slow returns of reparable compressors from contract maintenance and lack of depot deliveries. Five are awaiting parts of contract maintenance and four are back ordered on WRAMA with an estimated date of departure of 30 June 1956. This shortage of authorized equipment in addition to those out for parts and maintenance at Ramey is adversely affecting the Wing's maintenance. (Unclassified)

The Wing was facing a serious shortage of qualified supply officers. During June the Supply Liaison Officer is scheduled for rotation, in August the Logistics Officer and in September the Wing Supply Officer. Qualified replacements for these officers are not available in the Wing or Base unless other critical jobs are vacated. The low experience level of present Squadron Supply Officers precludes their assignment to these functions. (Unclassified)

Operations requirements presented to the Flight Scheduling Committee for the month were 67 sorties requiring 972 flying hours^{9/}. Maintenance capability in accordance with

^{9/} Data compiled from SAC F-1 Report, 31 Mar 56; filed Wing Management Analysis Office

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SUPPLY AND MAINTENANCE

SAC Manual 66-3 was 89 sorties and 1,258 flying hours. Ninety sorties were maintenance deliveries accepted by operations. Operations utilized 82 sorties 1,019 flying hours. During the month, 1,019 flying hours were creditable under SAC Regulation 60-9. Of the total hours flown during March, 98.4 percent was delivered which earned 59 per cent out of 60 per cent of the points available under the SAC Management Control System. (Unclassified)

During the period of 1 March through 31 March 1956, the abort rate for RB-36 aircraft assigned to this Wing was 19.1 per cent based upon 89 sorties and 17 aborts.^{10/} This month's abort rate was considerably more than last month's rate of 9.7 per cent. Eleven of the aborts were caused by power plant failures, four by the airplane general, one by the communication and navigation system, and one by the bomb-navigation system. (Confidential)

During this same period there were 73 malfunctions in the Wing's tactical aircraft.^{11/} Twenty-nine of the malfunctions were in the power plant, seven in propellers, eight in the airplane general, nine in the communication-navigation system, six in ECM, seven in the bomb-navigation system, and seven in gunnery. (Confidential)

^{10/} SAC U-15 Report, 1-31 Mar 56; filed Rpts & ana of DM
^{11/} Ibid.

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SUPPLY AND MAINTENANCE

Nineteen engines were changed during the month. Seven jet engines were changed and 12 reciprocating engines were changed. Two of these changes were caused by fire. (Unclassified)

During March, 287 unsatisfactory reports (UR's) were submitted. ^{13/}This number of UR's was an increase of 37 compared to the February total. The 72d Armament and Electronics Maintenance Squadron submitted the largest amount of UR's. The 72d Periodic Maintenance Squadron, 72d Operations Squadron, Headquarters Squadron, 72d Bomb Wing, Second Crash Boat Flight, and the 72d Supply Squadron submitted no UR's during the month.

12/ Hq, 72d BW Chart, R-4360 Av Operating Time at change; Exhibit #37

13/ Hq, 72d BW Chart, UR's Submitted; Exhibit #40

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CHAPTER VI

TACTICAL OPERATIONS AND TRAINING

At 0500 hours, 24 March 1956, the sirens started a practice alert of Operation Plan 10A-^{1/}56. Twenty-five aircraft, their crews and passengers were involved in this practice alert. None of the aircraft were required to fly in this exercise. As the tactical aircraft became ready for takeoff, the aircraft commander contacted wing control stating that his particular crew and aircraft were ready for inspection. Wing control in turn would call the inspection hut located on the flight line where inspection teams were dispatched to conduct inspections of the crews and aircraft. On the second day of the alert 10 aircraft were inspected, and by 1130 hours on 26 March all aircraft had called in. This completed the exercise. (Confidential)

On the 24th and 25th of March 1956, a special weapons exercise was conducted in conjunction with this practice alert.^{2/} Twenty-five aircraft were loaded with M-19 and MK-6 training units. All 25 loadings were completed in sufficient time to meet the scheduled take off times. The results of this exercise were considered excellent. (Confidential)

^{1/} Hq, 72d BW, Wing Commanders Remarks, RCS: 1-SAC-T12, 1-31 Mar 56; Exhibit #43
^{2/} Ibid.

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TACTICAL OPERATIONS AND TRAINING

The inspection of these 25 aircraft and crews revealed that many of the personnel were not familiar with the ground rules which had been published in advance. Some crews disregarded security regulations when they left their aircraft unguarded. In addition, a lot of B-10 ground power units were not guarded and were not in place. Many of the personnel involved in the exercise were not familiar with personal equipment and did not have the proper clothing, etc. Personal equipment was not adequately stowed in the aircraft and would have caused a hazardous condition if the airplanes had actually taken off. The inspectors noted that flash curtains were ill fitted. Some had gaps of four to five inches around the windows. Other discrepancies noted by the inspectors were in the dissemination of intelligence, issuance of Geneva Convention Cards was not completed, and target folders were not current. The discrepancies were brought to the attention of the squadron commander concerned. Some aircraft commanders did not keep the control room posted on the status of the aircraft by not calling in promptly. Also it was noted that the pay records of mobility personnel did not correspond with the manifest. The operational plan has been amended to

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TACTICAL OPERATIONS AND TRAINING

incorporate changes that came out of the practice alert^{3/}.

(Secret)

During the first week in March, F-84F jet fighters from the 308th Strategic Fighter Squadron, Turner Air Force Base, Georgia started arriving for a 90-day training period. In order to support the fighter squadron a liquid oxygen plant had to be imported from Bergstrom Air Force Base, Texas. Supply personnel indicated the liquid oxygen costs from ten to eleven dollars per gallon if purchased, but can be produced at about 40 cents per gallon. While on TDY here, the fighter squadron is under taking gunnery training, in addition to furnishing targets for gun cameras on the Wing's tactical aircraft. It was first thought that the fighters would be able to utilize the bombing range at Monita Island but this has not been very satisfactory since these aircraft are equipped with VHF radio and the bomb plot has UHF radio. During the month three crews accomplished four radar tracking fighter interception missions with locks on. Thirteen attacks were made. During the training quarter a total of 23 fighter interception Missions and 148 radar tracking locks on were recorded^{4/}. (Confidential)

^{3/} Notes on Debriefing of Practice Alert held 24-26 Mar 56
^{4/} Hq, 72d BW, Wing Commanders Remarks, RCS: 1-SAC-T12,
 1-31 Mar 56; Exhibit #43

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TACTICAL OPERATIONS AND TRAINING

Since this UHF communication set has been installed at the Monita bomb plot, bombing results should prove more satisfactory for B-36 crews.^{5/} (Unclassified)

During the month of March, the three tactical squadrons of the Wing flew 104 sorties requiring 1,074:55 flying hours. Broken down these figures represented 82 combat crew training sorties (1,015:55) hours, and 18 test hops (59:00 hours).^{6/} (Unclassified)

The average sortie length not including the hours flown for test hops was 12:23 hours for the month. (Unclassified)

The average number of tactical aircraft possessed by the Wing was ^{7/}34. Last month the Wing possessed the same number of aircraft. An average of 20.5 aircraft were in commission during the month making a percentage of 60.2 of the aircraft in commission. The average number of hours flown per aircraft was 31:37 hours. (Unclassified)

The 60th Bombardment Squadron had five crews scoring 100 per cent reliability in the Wing's top ten crews in radar bombing results.^{8/} Three of the crews were assigned to the 301st Bombardment Squadron and two were assigned to the 60th Bombardment Squadron. The Wing average in Radar bombing

^{5/} Information provided by Comm. & Electronics Section of DO
^{6/} 72d BW, Chart, Wg Maint. Data, 31 Mar 56; Exhibit #38
^{7/} Ibid.
^{8/} 72d BW, Consolidated Bombing Results, Mar 56; Exhibit #44

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TACTICAL OPERATIONS AND TRAINING

results during the period 1 January 1956 through 31 March 1956 showed a reliability of 85.5 per cent. This percentage was based on 312 Radar Bomb runs made with 267 within the accuracy standards. (Confidential)

During this same period, the 73d Bombardment Squadron topped the 60th and 301st squadrons by scoring an average reliability percentage of 87.5 in its radar bombing results. This was based on 100 runs made with 87 of the runs within the accuracy standards.^{9/} (Confidential)

The 60th Bombardment Squadron came next scoring an average of 86.2 percent reliability in its radar bombing results based on 86 runs made with 74 of them within the accuracy standards.^{10/} (Confidential)

The 301st Bombardment Squadron scored the least of the other two squadrons scoring 83.5 per cent reliability. This squadron accomplished 126 RBS runs, 106 of them within accuracy standards.^{11/} (Confidential)

The visual bombing results for this same period was slightly higher than the radar bombing results. The 301st Bomb Squadron had five crews among the top ten crews in

^{9/} Ibid.
^{10/} Ibid.
^{11/} Ibid.

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TACTICAL OPERATIONS AND TRAINING

visual bombing results, the 60th had three, and the 73d had ^{12/}two. The wing average in visual bombing results during the period 1 January 1956 through 31 March 1956 showed a reliability of 88.7 per cent. This percentage was based upon 106 runs made, 94 of them within accuracy standards. (Confidential)

The 60th Bombardment Squadron topped the 73d and 301st Bombardment Squadrons by scoring an average reliability percentage of 93 in its radar bombing results. This was based on 29 visual bomb runs made with 27 of them within the accuracy standards. ^{13/}(Confidential)

The 301st Squadron came next attaining an average of 89.9 per cent reliability. This squadron accomplished 39 runs with 35 of them within the accuracy standards. (Confidential)

The 73d Bombardment Squadron scored the least of the other two squadrons in its visual bombing results scoring 84.2 per cent reliability. This was based on 38 runs accomplished, with 32 of them within the accuracy standards. ^{14/}(Confidential)

At the end of the month seven of the Wing's crews had not met SAC minimum training requirements. This was ^{15/}

^{12/} Ibid.

^{13/} - ^{14/} Ibid.

^{15/} 72d BW, Wg Comdr's Remarks, RCS: 1-SAC-T12; Exhibit #43

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TACTICAL OPERATIONS AND TRAINING

attributed to several causes. One crew had not met acceptable standards for proficiency in radar. Two other crews did not attain proficiency in visual bomb results. Other crews failed to reach proficiency in radar bombing results, and in addition a crew failed to accomplish a maximum load gunnery mission required by SAC regulation 51-26. (Confidential)

In addition, five crews failed to accomplish a proportionate share of SAC Regulation 51-26 requirements prior to rotation to ^{16/}Ramey. It was a near impossibility to complete two of these crews in the time available. (Confidential)

During the month of March, the Wing has accomplished 57 per cent of its quarterly 50-8 weather reconnaissance requirements. Since only 38 per cent of the aircraft assigned to the Wing are dropsonde equipped, this percentage indicates a marked improvement during the last month of the quarter in mission planning and aircraft utilization. Wing reliability in weather reconnaissance has reached 92.5 per cent. The 60th Bomb Squadron attained the highest reliability, 93 per cent, of the three tactical squadrons during the quarter ending 31 March 1956. The 301st Bombardment Squadron came next with a reliability of 92.4 per cent, and the 73d came last acquiring 91.8 per cent reliability. ^{17/}(Unclassified)

^{16/} Ibid.

^{17/} Hq 72d BW, Weather Reconnaissance Summary for Mar 56; Exhibit #45

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TACTICAL OPERATIONS AND TRAINING

The Wing had a dropsonde proficiency percentage of 88.7 reliability during the month, accruing 1,519 points out of 1,714 available points^{18/}. The 60th Bombardment Squadron again came to the top of the list in its dropsonde proficiency during the month. This Squadron's reliability percentage was 90.7 per cent. Previous to last month this squadron had held the top position in dropsonde proficiency for five consecutive months. The 73d Bomb Squadron came next with a reliability percentage of 88.2, and the 301st Squadron had a reliability of 81.4 per cent. (Unclassified)

Under the criteria of the 72d Bombardment Wing Management Control System, the 73d Bombardment Squadron, commanded by Lieutenant Colonel Robert I Langford, won the award of "Tactical Squadron of the Month". The 73d had an outstanding record in March and the entire quarter. This squadron completed 99.5 per cent of its SAC Regulation 50-8 training minimums. The 73d won the award by gaining 1,246 points of the 1,490 available, compared to 1,234 for the 301st and 1,202 for the 60th. The first win for the 73d was attributed to an eight point lead in command and administration and a 13 point lead in training minimums^{19/}. (Unclassified)

^{18/} Hq 72d BW, Dropsonde Proficiency Training Report for Mar 56; Exhibit #46

^{19/} Hq 72d BW, Management Control System for Mar 56; filed Wing Comptroller's Office

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TACTICAL OPERATIONS AND TRAINING

Crew L-01, commanded by Captain Joe H McKinney of the 60th Bombardment Squadron earned the award of "Crew of the Month" by gaining 99.2 ^{20/} per cent of the total points available under the rating system. The crew was rated on training minimums, proficiency items, flying hour utilization, aborts and on time take-offs. This crew compiled an outstanding record with 12 take-offs scheduled, all on time, even though two aborts were recorded. In addition, Captain McKinney's crew completed 99 per cent of its training minimums. (Unclassified)

20/ Ibid.

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ROSTER OF KEY PERSONNEL AS OF 31 MARCH 1956

BRIGADIER GENERAL BERTRAM C HARRISON	Commander, 72d Bombardment Wing, Heavy
COLONEL SOLOMON CUTCHER	Deputy Wing Commander
COLONEL LOUIS L LEIBEL	Commander, Ramey AFB and 72d Air Base Group
LIEUTENANT COLONEL JAMES W YEATER	Deputy Base Commander
COLONEL JACK F BURNETT	Commander, 72d Tactical Hospital and 4235th USAF Hospital
LIEUTENANT COLONEL EDWARD BERGIN	Wing Inspector
MAJOR FRED F PALARNI	Wing and Base Adjutant
LIEUTENANT COLONEL EARL W LEWIS	Director of Personnel
LIEUTENANT COLONEL PETER J O'CARROLL	Base Operations Officer
COLONEL JAMES H MANGAN	Director of Operations
LIEUTENANT COLONEL BILL H MARTIN	Deputy Director of Operations
MAJOR LAWRENCE R CASH	Intelligence Officer
LIEUTENANT COLONEL PERIER A KOENIG	Director of Materiel
LIEUTENANT COLONEL RALPH J SOUCY	Chief of Maintenance
LIEUTENANT COLONEL BERRY D BRAZILE	Base Materiel Officer
MAJOR MARTIN W BAUMGAERTNER	Chaplain
MAJOR VINCENT J DEL BECCARO	Staff Judge Advocate
MAJOR DERRILL deS TRENHOLM, JR	Information Services Officer
CAPTAIN HENRY J TAPOYA	Manpower Officer

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ROSTER OF KEY PERSONNEL, CONTINUED

LIEUTENANT COLONEL HOMER W LEAR	Comdr, 60th BS
LIEUTENANT COLONEL ROBERT I LANGFORD	Comdr, 73d BS
LIEUTENANT COLONEL FRANK L LUSCHEN	Comdr, 301st BS
MAJOR JAMES P KNOX	72d PMS, Comdr
MAJOR LEONARD C CALLAWAY	Comdr, 72d FMS
LIEUTENANT COLONEL ROBERT L JONES	Comdr, 72d AEMS
LIEUTENANT COLONEL DAVIS W CAMPBELL	Comdr, 72d IES
MAJOR GEORGE R HALL	Comdr, Hq Sq, 72d BW
MAJOR ROBERT W EWELL	Comdr, 72d Opns Sq
MAJOR JOSEPH L P DEMERS	Comdr, 72d MVS
MAJOR JOHN H WINDSOR	Comdr, 72d APS
MAJOR WILLIAM T LOMAN, JR	Comdr, 72d Supply
MAJOR RAYMOND L WALSH	Comdr, Hq Sq, 72d ABGp
CAPTAIN RAY R KEITH	Comdr, 72d FSS

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Exhibit #1

Hq, 72D BW, PAM #76, Para's #3, 4, 7, 8,
and 10; dated 5 Mar 56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
APO 845, New York, N.Y.

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PERSONNEL ACTION MEMORANDUMS)

5 March 1956

NUMBER 76)

1. 1ST LT (3254R) ALTON W POWELL, AO 2 248 910, 72D SUPRON, 72D ABGRU, this STA, is ASG ADD DY ammunition SUP O, for the AFZ 4633 portion of the Base Stock Record ACCT VICE CAPT ERLE R COWART, AO 877 236, 72D SUPRON, 72D ABGRU, this STA, REL.
2. CFM VO COMDR 1 MAR 56, ESPWO, CAPT (7336) HENRY J TAFOYA, AO 682 738, HQ 72D ABGRU, this STA, is ASG ADD DY CUST of the Ramey SV Store VICE CAPT DONALD KENNELASTY, AO 948 293, HQ 72D ABGRU, this STA, REL.
3. LT COL (0016C) EDWARD BERGIN, AO 484 668, HQ 72D BOMNGH, this STA, is ASG PRIM DY WG Inspector, DY AFSC 0031C, Functional ACCT Code 49000. EFF 5 MAR 56.
4. LT COL (4316) JAMES W YEATER, 9 654 A, HQ 72D ABGRU, this STA, is REL PRIM DY Base MAT O, DY AFSC 6411, Functional ACCT Code 35000, and is ASG PRIM DY DEP Base COMDR, DY AFSC 7011, Functional ACCT Code 01000. EFF 5 MAR 56.
5. LT (6416) BERRY D BRAZILE, 11 067 A, 72D SUPRON, 72D ABGRU, this STA, is ASG ADD DY Base MAT O. No change in Officer's PRIM or DY AFSC or Functional ACCT Code. EFF 5 MAR 56.
6. MAJ (6416) WILLIAM T LOMIN JR, 20 699 A, 72D INSTLRON, 72D ABGRU, this STA, is ASG PRIM DY INSTL ENGR Staff O, DY AFSC 5511, Functional ACCT Code 39200. EFF 5 MAR 56.
7. MAJ (1525F) RAYMOND L WILSH, 10 499 A, HQ 72D ABGRU, this STA, is ASG PRIM DY SQ COMDR, DY AFSC 0021A, Functional ACCT Code 01000, with ADD DY FLT COMDR 14TH Air Postal FLT. EFF 5 MAR 56.
8. MAJ (7016) EDGAR C DOWNING, 13 654 A, HQ 72D ABGRU, this STA, is REL PRIM DY SQ COMDR, DY AFSC 0021A, Functional ACCT Code 01000, and is ASG PRIM DY Base Housing O, DY AFSC 7024, Functional ACCT Code 38000.
9. CAPT (6434) DONALD KENNELASTY, AO 948 293, HQ 72D ABGRU, this STA, is ASG PRIM DY Officer's Club O, DY AFSC 7021, Functional ACCT Code 12400, VICE CAPT MORTON SALK, AO 730 822, HQ 72D ABGRU, this STA, REL.
10. 1ST LT (7311) HOWARD F COOPER, AO 3 019 039, HQ 72D ABGRU, this STA, is REL PRIM DY Base Housing O, and is ASG PRIM DY ASST Base Housing O, No change in Officer's PRIM or DY AFSC or Functional ACCT Code.
11. SMOP 3 PERAM 75, cs, this HQs, pertaining to MAJ RAYMOND L WILSH, 10 499 A, HQ 72D BOMNGH, this STA, is REVO.
12. SMOP 4 PERAM 75, cs, this HQs, pertaining to MAJ JOSEPH R PETRONIS, AO 659 583, HQ 72D BOMNGH, this STA, as reads: "EFF 3 MAR 56" LTR: "EFF 5 MAR 56".
13. SMOP 1 PERAM 29, cs, this HQs, pertaining to DSG of INSTR FLT in C-47 type ACFT, is AMND to read: "CAPT ULRANO F ORFALI, AO 748 764, DET 8, 26TH WELRON".

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PERAM 76, HQ 72D BOMWGH, APO 845, New York, N.Y.

5 March 1956

14. SMOP 2 PERAM 29, cs, this HQs, pertaining to DSG of 72D ABGRU Standardization BD MBR in C-47 type ACFT, is AMND to INCL ENQ: "MAJ RICHARD E SMITH, 6 998A, HQ 72D ABGRU, this STA, and CAPT ULRANO F ORTALI, AO 748 764, DET 8, 26TH WEARON (MATS), this STA."

15. SMOP 3 PERAM 29, cs, this HQs, pertaining to DSG of INSTR FLT EXAM, is AMND to INCL: "MAJ RICHARD E SMITH, 6 998A, HQ 72D ABGRU, this STA, and CAPT ULRANO F ORTALI, AO 748 764, DET 8, 26TH WEARON (MATS), this STA."

16. SMOP 1 PERAM 61, cs, this HQs, pertaining to DSG of INSTR PLT in C-54 type ACFT, is AMND to INCL: "MAJ RICHARD E SMITH, 6 998A, HQ 72D ABGRU, this STA, "".

17. SMOP 2 PERAM 61, cs, this HQs, pertaining to DSG of 72D ABGRU Standardization BD MBR in C-54 type ACFT, is AMND to INCL: "MAJ RICHARD E SMITH, 6 998A, HQ 72D ABGRU, this STA, "".

18. Under the PROV SACR 51-4, MAJ RICHARD E SMITH, 6 998A, HQ 72D ABGRU, this STA, is DSG as PRES, 72D ABGRU STANDBOARD. All other PERAMS in conflict with this PERAM are hereby RESC.

19. CFM VO COMDR 28 FEB 56, ESP O, FMO, 73D BOMRONH, 72D BOMWGH, this STA, are APT INSTR in Positions INDC. EFF 28 FEB 56.

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>POSITION</u>
MAJ	JACK CATRON	AO 724 894	PLT
CAPT	CHARLES H TRUITT	AO 2 249 270	ACFT PERF ENGR

BY ORDER OF THE COMMANDER:

OFFICIAL:

H. W. Williamson
 H. W. WILLIAMSON
 CAPT USAF
 ASST DIR of PERS

EARL W. LEWIS
 LT COL USAF
 Director of Personnel

DISTRIBUTION:

- 1- STAT SV
- 1- HQ 2AF, ATTN: DPFCU
- 2- 1030D AUD GEN S DIST, Resident O
- 2- DIR MAT
- 47- DIR PERS
- 3- 72D SUPRON
- 8- SQ HQ 72D ABGRU
- 4- HQ 72D BOMWGH
- 2- 72D INSTRON
- 4- DET 8, 26TH WEARON (MATS)
- 10- 73D BOMRONH
- 5- BO

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Exhibit #2

Hq 72d BW, PERAM 37, Par 4, dated 3 Feb 56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
APO 845, New York, N.Y.

PERSONNEL ACTIONS MEMORANDUM)

3 February 1956

NUMBER 37)

1. CFM ESPNO VO COMDR 2 FEB 56, FNO, 60TH BOMBGRH, 72D BOMBGRH, this STA, are ASG PRIM DY as INDC, Functional ACCT Code 80020. EFF 2 FEB 56.

RANK	PRIM AFSC	NAME	AFSN	DY ASGMT	DY AFSC
MAJ	1234A	RAZZETO R STRICKLAND JR	AO 2 086 193	ACFT COMDR	1324A
MAJ	1534F	DELMAR A WORMS	AO 716 567	A/O MLV	1534B
MAJ	1525A	LAWRENCE E LOERY	AO 2 062 814	A/O NAV BMBDR	1525F
CAPT	1234A	JAMES D MOORE	AO 1 911 866	PLT	1324A
CAPT	4324	NILE B MORTON	AO 2 099 765	ACFT PERF ENGR	4324
1ST LT	1521A	JOHN W MCCARTHY JR	AO 1 907 547	A/O MLV BMBDR	1521F

2. CFM ESPNO VO COMDR 2 FEB 56, FNO, 73D BOMBGRH, 72D BOMBGRH, this STA, are ASG PRIM DY as INDC, Functional ACCT Code 80020. EFF 2 FEB 56.

RANK	PRIM AFSC	NAME	AFSN	DY ASGMT	DY AFSC
CAPT	4324	EUBY J BARNES	AO 2 231 526	ACFT PERF ENGR	4324
CAPT	1525F	J WILEY HANSEN	AO 761 429	A/O MLV BMBDR	1525F
CAPT	1324A	DALE L HARKRADER	AO 740 801	ACFT COMDR	1324A
CAPT	1234A	ROBERT L HECKER	AO 931 289	PLT	1324A
CAPT	1525F	JOHN L HUTYRA	AO 1 904 598	A/O NAV BMBDR	1525F
CAPT	1525F	JAMES E MAXWELL	AO 2 068 246	A/O NAV BMBDR	1525F
CAPT	1324A	IRA J PURDY	AO 766 686	PLT	1324A
CAPT	1525A	EDWARD L RUSSELL	AO 2 078 889	A/O MLV BMBDR	1525F
CAPT	1234A	WARREN W RUDDY	AO 2 044 855	ACFT COMDR	1324A
1ST LT	1525F	ALBERT P BALLGRAN	AO 2 227 984	A/O NAV BMBDR	1525F
1ST LT	4324	LEROY R ROSS	AO 2 249 289	ACFT PERF ENGR	4324
2D LT	1124Q	JERRY L PARKER	AO 3 021 322	PLT	1321A

3. CAPT (1525F) ARTHUR J MANCUSO, AO 700 639, 60TH BOMBGRH, 72D BOMBGRH, this STA, is ASG PRIM DY A/O NAV BMBDR, DY AFSC 1525F, Functional ACCT Code 80020. EFF 16 FEB 56.

4. MAJ (4384) JOSEPH L P DENERS, AO 420 460, 72D MTRVEHTRON, 72D ABGRU, this STA, is REL PRIM DY GND EQUIP MAINT O, DY AFSC 4384, and ASG PRIM DY SQ COMDR, DY AFSC 0021A, Functional ACCT Code changed from 92010 to 01000. EFF 2 FEB 56. CFM ESPNO VO COMDR 2 FEB 56.

5. FNO, 60TH BOMBGRH, 72D BOMBGRH, this STA, is REL ADD DY as INDC. No change in DY AFSC or Functional ACCT Code.

RANK	NAME	AFSN	REL ADD BY AS
1ST LT	PHIL M HENDERSON	AO 3 025 165	TOPSEC COMOFF

6. LT COL WILLIAM C MANICOM, 6 273 A, 72D MTRVEHTRON, 72D BOMBGRH, this STA, is REL ADD DY as ALTH TOPSEC COMOFF. No change in DY AFSC or Functional ACCT Code.

7. The DOS of 1ST LT (1321A) ROBERT T RAZZETO, AO 3 015 531, 60TH BOMBGRH, 72D BOMBGRH, this STA, is changed from 25 AUG 56 to INDEF. AUTH: 4TH IAD, HEDISLF, dated 10 JAN 56, to AF Form 1229, from 1ST LT RAZZETO.

J 7 3 4

PERAM 37, HQ 72D BOMWGH, APO 845, New York, N.Y.

3 February 1956

8. FHO, 60TH BOMBONH, 72D BOMWGH, this STA, are ASG ADD DY as INDC. No change in DY AFSC or Functional ACCT Code.

RANK	NAME	AFSN	ASG ADD BY AS
2D LT	ORVAL R LOVE	AO 3 020 915	TOPSEC CONOFF
CAPT	JAMES O CALDWELL	AO 678 603	ALTN TOPSEC CONOFF

9. The DEROS of 1ST LT ROBERT T RAZZETO, AC 3 015 531, 60THBOMBONH, 72D BOMWGH, this STA, is changed from 25 AUG 56 to 2 FEB 58. AUTH: SEC F, CH I, PT I, AFM 35-11.

10. FNA, PRIM AFSCs 43231, 72D Periodic MAINTRON, 72D BOMWGH, this STA, are ADD DY AFSCs 43251 OJT-C and UTIL AFSCs 43231 under the PROV AFR 52-2. AMN ASG DY SEC INDC and Functional ACCT Code 80010. EFF 5 FEB 56.

RANK	NAME	AFSN	DUTY SECTION ASSIGNED
A/2C	KENNETH G SCHMIDT	16 490 693	"A" Dock
A/3C	GEORGE W SELL	23 979 177	"B" Dock
A/2C	JOHN W WEDGE	15 534 326	"A" Dock

11. A/2C (43251) JOHN J MARQUIESS, AF 25 731 222, 72D Periodic MAINTRON, 72D BOMWGH, this STA, is ADD DY and UTIL AFSC 43251. AMN ASG DY SEC "A" Dock and Functional ACCT Code 80010. EFF 5 FEB 56.

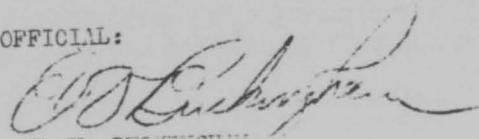
12. SMOP 1 PERAM 8, cs, this HQs, pertaining to MSGT ALVIN J KENNEDY, AF 12 309 280. 301ST BOMBONH, 72D BOMWGH, this STA, is REVO.

13. SMOP 12 PERAM 28, cs, this HQs, pertaining to FM1, 72D SUPRON, 72D ABGRU, this STA, as reads: "EFF 26 JAN 56" is deleted, and is further AMND to read: "CFM ESPRO VO COMDR 1 JAN 56.....EFF 1 JAN 56".

SSGT WILLIAM E HINES	AF 14 173 342	SSGT SIMON J BOY	AF 38 131 511
A/1C HENRY A CHAMPAGNE	AF 11 249 837	A/2C ANTHONY A GOMES	AF 12 429504
	A/2C LEE J GORDON	AF 14 475 125	

BY ORDER OF THE COMMANDER :

OFFICIAL:



E. V. BUCKINGHAM
CAPT USAF
ASST DIR of PERS

EARL W. LEWIS
LT COL USAF
Director of Personnel

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- 2- 1035D AUD GEN S DIST, Resident
- 1- HQ 2AF, ATTN: DPPOU
- 68- DIR of PERS
- 12- 60TH BOMBONH
- 13- 73D BOMBONH
- 2- 72D MAINTRON
- 5- 72D Periodic MAINTRON
- 2- 301ST BOMBONH
- 6- 72D SUPRON

0735

Exhibit #3

Hq 72d BW, PERAM #99, Par 2; 17 Mar 56

0736

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
APO 845, New York, N.Y.

17 March 1956

PERSONNEL ACTION MEMORANDUMS)

NUMBER 99)

1. Under the PROV AFM 35-1, as AMND, and AFR 52-2, A/2C ANNIE M STEWART, AA 8 310 123, SQ HQ 72D ABGRU, this STA, is AWD PRIM and UTIL AFSCs 70250. Old PRIM and UTIL AFSCs 70230 are withdrawn. AIN REL CJT-C. No change in DY AFSC 70250. Date ENT TNG: 1 FEB 55.
2. LT COL (6416) BERRY D BRAZILE, 11 C67A, HQ 72D ABGRU, this STA, is ASG PRIM DY Base MAT Officer, DY AFSC 6416, Functional ACCT Code 35000.
3. CFM VC CCMDR 16 MAR 56, ESPWO, MAJ (6416) WILLIAM T LOMAN JR, 20 699A, 72D SUPRON, 72D ABGRU, this STA, is ASG PRIM DY SQ CCMDR, DY AFSC 6416, Functional ACCT Code 01000. ENT 16 MAR 56.
4. Under the PROCV PARA 16a(1), SEC F, CH II, PT I, AFM 35-11, as AMND, the DEROS of A/1C HOWARD A JAMISON, AF 13 410 675, 72D INTRVEHCON, 72D ABGRU, this STA, is VOL EXT from 12 JUN 56 to 12 DEC 56. AUTH: 3D IND HQ 2AF, to LTR, 72D INTRVEHCON, SUBJ: VOL EXT of C/S Tour, dated 14 FEB 56.
5. Under the PROCV PARA 14, SEC E, CH 2, PT I, AFM 35-11, as AMND, the DEROS of SSGT CARL BARNETT, AF 35 554 024, 72D FDSVRON, 72D ABGRU, this STA, is changed from 24 NOV 56 to 24 AUG 56. AUTH: 3D IND HQ 2AF, to LTR 72D FDSVRON, SUBJ: VOL Curtailment of C/S Tour, dated 30 JAN 56.
6. Under the PROCV PARA 14, SEC E, CH 2, PT I, AFM 35-11, as AMND, the DEROS of TSGT WINFIELD K BOGGS JR, AF 24 762 668, SQ HQ 72D ABGRU, this STA, is changed from 14 NOV 56 to 14 AUG 56. AUTH: 3D IND, HQ 2AF, to LTR SQ HQ 72D ABGRU, SUBJ: VOL Curtailment of C/S Tour, dated 31 JAN 56.
7. Under the PROCV PARA 14, SEC F, CH 2, PT I, AFM 35-11, as AMND, the DEROS of SSGT EARNEST W JONES, AF 14 255 220, 72D FDSVRON, 72D ABGRU, this STA, is changed from 10 AUG 56 to 10 JUL 56. AUTH: 3D IND HQ 2AF, to LTR 72D FDSVRON, SUBJ: VOL Curtailment of C/S Tour, dated 24 JAN 56.
8. Under the PROCV PARA 14, SEC F, CH II, PT I, AFM 35-11, as AMND, the DEROS of MSGT GAYLORD G JACKSON, AF 17 012 399, 72D FDSVRON, 72D ABGRU, this STA, is changed from 24 NOV 56 to 24 AUG 56. AUTH: 3D IND HQ 2AF, to LTR 72D FDSVRON, SUBJ: VOL Curtailment of C/S Tour, dated 25 JAN 56.
9. Under the PROCV PARA 14, SEC F, CH II, PT I, AFM 35-11, as AMND, the DEROS of MSGT JOHN R HACKLEMAN, AF 18 176 439, HQ 72D BOMWGH, this STA, is changed from 9 AUG 56 to 11 MAY 56. AUTH: 3D IND HQ 2AF, to LTR HQ SQ 72D BOMWGH, SUBJ: VOL Curtailment of C/S Tour, dated 27 JAN 56.
10. Under the PROCV PARA 16a(1), SEC F, CH II, PT I, AFM 35-11, as AMND, the DEROS of TSGT KISCO V SCOTT, AF 19 175 719, 72D FLDMAINTRON, 72D BOMWGH, this STA, is VOL EXT from 25 AUG 56 to 25 FEB 56. AUTH: 3D IND HQ 2AF, to LTR 72D FLDMAINTRON SUBJ: VOL EXT of C/S Tour, dated 1 FEB 56.
11. Under the PROV AFM 35-1, as AMND, and AFR 52 2, SSGT WAYNE A SMITH, AF 14 328 376, 72D OPRON, 72D ABGRU, this STA, is AWD PRIM and UTIL AFSCs 36271. Old PRIM and UTIL AFSCs 36231 are withdrawn. AIN REL CJT-C. No change in DY AFSC 36271. Date ENT TNG: 10 FEB 56.

PERAM 99, HQ 72D BOMWGH, APO 845, New York, NY

17 March 1956

12. Under the PROV AFM 35-1, as AMND, and AFR 52-2, A/2C EDWIN D BURDEN, AF 13 409 536, 72D TACHOSP, 72D BOMWGH, this STA, is AWD PRIM and UTIL AFSCs 90350. Old PRIM and UTIL AFSCs 90330 are withdrawn. AMN REL OJT-C. No change in DY AFSC 90350. Date ENT TNG: 17 OCT 55.

13. Under the PROV AFM 35-1, as AMND, and AFR 52-2, SSGT RONALD H ECKEY, AF 17 324 932, 60TH BOMRONH, 72D BOMWGH, this STA, is AWD PRIM and UTIL AFSCs 32371B. Old PRIM and UTIL AFSCs 32351B are withdrawn. AMN REL OJT-C. No change in DY AFSC 32371B. Date ENT TNG: 25 NOV 55.

14. Under the PROV PARA 13e and 15g, AFM 35-1, FNA, 60TH BOMRONH, 72D BOMWGH, this STA, are AWD PRIM and UTIL AFSCs 43231. Old PRIM and UTIL AFSCs 43251 are withdrawn. No change in DY AFSC 43251. Under the PROV AFR 52-2, AMN placed on OJT-C.

A/B AUSTIN M MANSFIELD JR AF 12 419 121 A/B EDWARD J LONERGAN AF 11 254 456

15. Under the PROV AFM 35-1, as AMND, and AFR 52-2, FNA, 60TH BOMRONH, 72D BOMWGH, this STA, are AWD PRIM and UTIL AFSCs 32351B. Old PRIM and UTIL AFSCs 32331B are withdrawn. AMN REL OJT-C. No change in DY AFSCs 32351B. Date ENT TNG: INDC.

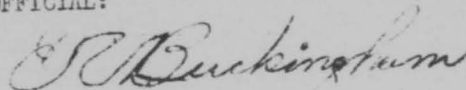
RANK	NAME	AFSN	DATE ENT TNG
A/1C	JOHN L GOGAN	17 260 290	25 JUL 55
A/2C	JACKIE L GODDARD	17 384 880	16 NOV 55

16. Under the PROV AFM 35-1, as AMND, and AFR 52-2, FNA, 60TH BOMRONH, 72D BOMWGH, this STA, are AWD ADD AFSCs 25151. Old ADD AFSCs 25131 are withdrawn. UTIL AFSCs changed from 25131 to 25151. No change in PRIM AFSCs 25250. AMN REL OJT-C. Date ENT TNG: 16 JUN 55.

A/1C MARTIN KOLINCHAK AF 13 214 504 SSGT DAN G HERN AF 18 310 524
A/1C GORDON M TUPPER AF 12 426 683

BY ORDER OF THE COMMANDER:

OFFICIAL:



E. V. BUCKINGHAM
CAPT USAF
ASST DIR of PERS

EARL W. LEWIS
LT COL USAF
Director of Personnel

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- 2- 1033D AUD GEN S DIST, Resident O
- 62- DIR PERS
- 4- SQ HQ 72D ABGRU
- 2- 72D SUPRON
- 2- 72D MTRVEHCON
- 4- 72D FDSVRON
- 2- HQ 72D BOMWGH
- 2- 72D FLEWAINTECH
- 2- 72D OPRON
- 4- 72D TACHOSP
- 9- 60TH BOMRONH

J 7 3 8

Exhibit #4

Hq 72d BW, PERAM #93, Par 8; 14 Mar 56

07391

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
APO 845, New York, N. Y.

PERSONNEL ACTION MEMORANDUMS)

14 March 1956

NUMBER 93)

1. The DEROS of CAPT ALFRED A CARPENTER, AO 567 593, HQ 72D BOMWGH, this STA, is changed from 17 AUG 56 to 17 AUG 57. AUTH: SEC F, CH 2, PT I, AFM 35-11, as AMND, and 3D IND, HQ 2AF, dated 9 MAR 56, to LTR from CAPT CARPENTER, SUBJ: EXT of O/S Tour, dated 30 JAN 56.

2. The DEROS of CAPT ROBERT A DITTMAR, AO 881 123, HQ 72D BOMWGH, this STA, is changed from 18 AUG 56 to 26 AUG 57. AUTH: SEC F, PT I, CH 2, AFM 35-11, as AMND and 4TH IND, HQ 2AF, dated 7 MAR 56, to LTR from CAPT DITTMAR, SUBJ: EXT of O/S Tour, dated 12 JAN 56.

3. Under the PROV AFM 36-1, as AMND, the ADD AFSC 1541 of CAPT (1525F) JAMES E MAXWELL, AO 2 068 246, 73D BOMRONH, 72D BOMWGH, this STA, is withdrawn. No change in Officer's PRIM or DY AFSC or Functional ACCT Code.

4. CAPT (7724) JOHN F HUNTER, 24 419A, 72D APRON, 72D ABGRU, this STA, is ASG ADD DY ASST Base ADJ, for the purpose of signing PRIS release orders. No change in Officer's DY AFSC, DY ASGMT or Functional ACCT Code.

5. MAJ (5511) CHARLES W SAMPSON, 15 839A, 72D INSTLRON, 72D ABGRU, this STA, is ASG PRIM DY INSTL ENGR, DY AFSC 5524, Functional ACCT Code 39100. EFF 16 MAR 56.

6. CAPT (4344) JOHN J RANDALL, AO 2 015 621, 72D Periodic MAINTRON, 72D BOMWGH, this STA, is ASG PRIM DY OIC ACFT MAINT SEC, DY AFSC 4344, Functional ACCT Code 80010. EFF 16 MAR 56.

7. MAJ (1416) JAMES E CONNOR, AO 424 356, 60TH BOMRONH, 72D BOMWGH, this STA, is ASG PRIM DY SQ ACFT MAINT Officer, DY AFSC 4341, Functional ACCT Code 80010. EFF 16 MAR 56.

8. MAJ (4344) JAMES P KNOX, AO 414 837, 72D Periodic MAINTRON, 72D BOMWGH, this STA, is REL PRIM DY OIC ACFT MAINT SEC, DY AFSC 4344, Functional ACCT Code 80010, and is ASG PRIM DY SQ COMDR, DY AFSC 4311, Functional ACCT Code 01000. EFF 16 MAR 56.

9. MAJ (1435) JOSEPH E WILLIAMSON, AO 667 619, HQ 72D ABGRU, this STA, is ASG ADD DY WG DIR of Flying Safety. No change in Officer's PRIM or DY AFSC, DY ASGMT or Functional ACCT Code. EFF 16 MAR 56.

10. Under the PROV SACR 51-19, FNA, 60TH BOMRONH, 72D BOMWGH, this STA, are placed on SD with OSTF, 72D ABGRU, this STA, for a PD of (4) weeks, or until COMPL of CRSE, for the purpose of attending GNR SCH. EFF 19 MAR 56.

SSGT	EVERETT L DORT	AF 15 220 186	A/2C	RAYMOND M CROWE	AF 13 503 497
A/2C	EDWARD FIELDS	AF 18 187 377	A/2C	JACKIE G GOODMAN	AF 19 049 947

11. Under the PROV AFM 35-1, as AMND, and AFR 52-2, FNA, 60TH BOMRONH, 72D BOMWGH, this STA, are AWD ADD AFSC 25230. AMN REL CJT-D. DY AFSC changed from 25230 to 25250. AMN placed on CJT-C under the PROV AFR 52-2. No change in PRIM AFSC 25231 or UTIL AFSC 25230. Date ENT TNG: 25 JUN 55.

A/2C	JACKIE G GOODMAN	AF 19 504 942	A/2C	LUCIEN A BOURQUE	AF 12 466 805
			A/2C	JAMES J FOLEY	AF 11 276 058

PERAM 93, HQ 72D BOMWGH, APO 845, New York, N.Y.

14 March 1956

12. Under the PROV HQ 2AF MSG DPPTC 18690, 7 MAR 56, FMA, 72D SUPRON, 72D ABGRU, this STA, are AWD Suffix "X" to AFSCs INDC. Pencil entries will be recorded in item 13 and 30, AF Form 7, IAW AFM 35-1 and AFM 35-12.

<u>RANK</u>	<u>NAME</u>	<u>AFSC</u>	<u>PAFSC</u>	<u>DAFSC</u>	<u>UTIL AFSC</u>
TSGT	FRANKLIN L BER Y JR	17 278 584	33170	33170	33170
SSGT	JOSEPH E DAVIES	13 378 362	33170	33170	33170
A/1C	ROBERT A RENN	13 457 495	33150	33150	33150
A/2C	WILLIAM A DALE	27 392 451	33130	33150	33130
A/2C	EARL G BEACH	13 515 156	33130	33150	33130
A/2C	JAMES A NELSON	16 486 984	33130	33150	33130
A/2C	EDWARD J SHANAHAN	13 539 486	33130	33150	33130
A/2C	WILLIAM E SMITH	16 458 271	33130	33150	33130

13. TSGT EMERY J CORNELIUS, AF 34 206 102, 72D SUPRON, 72D ABGRU, this STA, is REL DY with 72D SUPRON, 72D ABGRU, this STA, and placed on SD with the Officers' G.

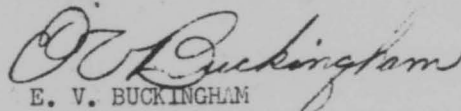
14. MSGT CHARLES L EAST, AF 37 613 291, 72D OPRON, 72D ABGRU, this STA, is new DY AFSC 34470. Old DY AFSC 32351A is withdrawn. No change in PRIM or UTIL AFSCs 32371A.

15. SMOP 10 PERAM 87, cs, this HQs, PERT ONLY to SSGT JASPER W DRIVER, AF 18 378 914, 72D SUPRON, 72D ABGRU, this STA, as reads: "PRIM AFSC 46150, AWD DY and UTIL AFSCs 46150" IATR: "PRIM AFSC 46170, AWD DY and UTIL AFSCs 46170".

16. Under the PROV PARA 20, AFM 35-1, as AMND, SSGT (73270) ROBERT J WEISS, AF 13 291 400, SQ HQ 72D ABGRU, this STA, is AWD new DY AFSC 73251. Old DY AFSC 73270 is withdrawn. No change in PRIM or UTIL AFSCs 73270.

BY ORDER OF THE COMMANDER:

OFFICIAL:



E. V. BUCKINGHAM
CAPT USAF
ASST DIR of PERS

EARL W. LEWIS
LT COL USAF
Director of Personnel

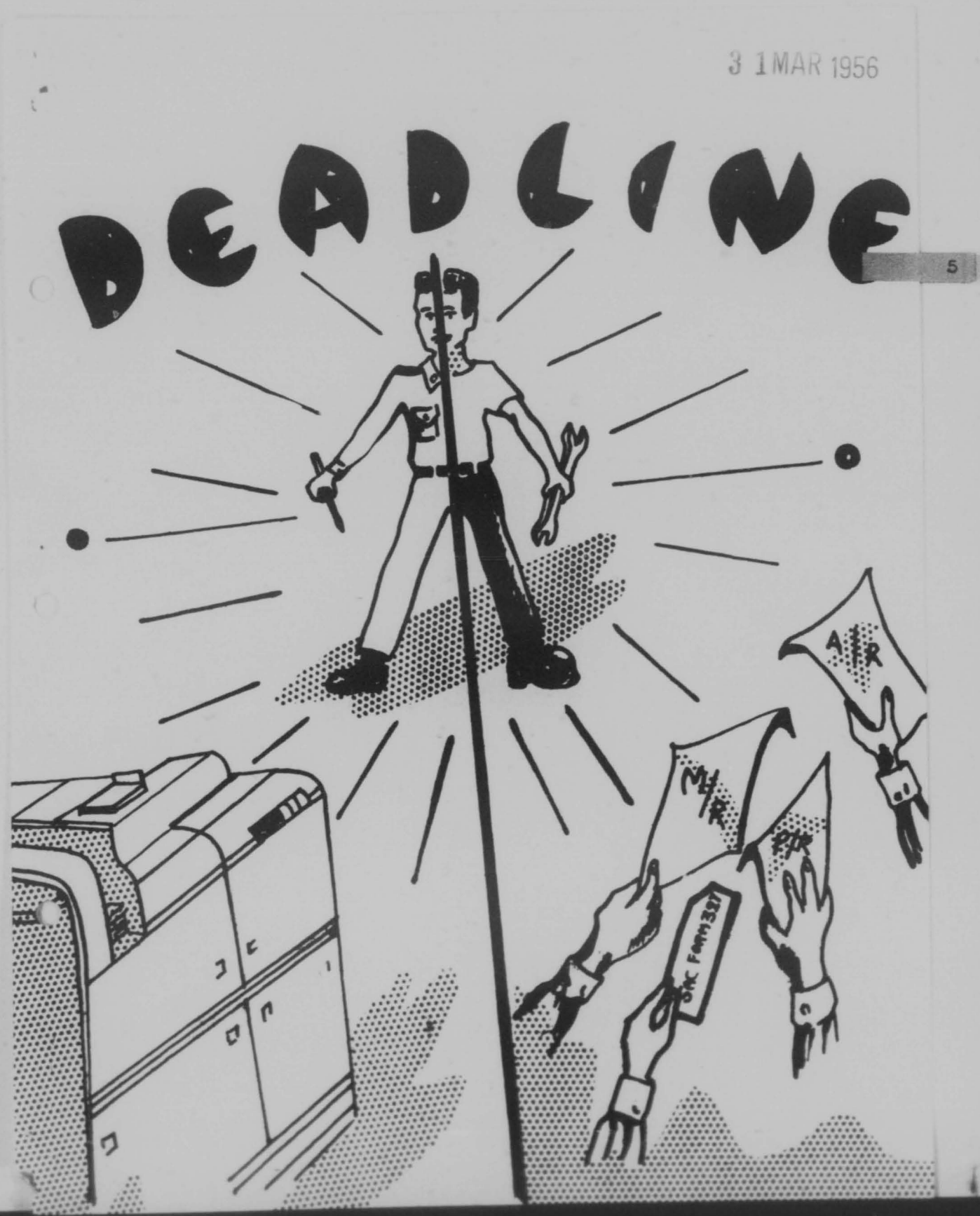
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- 2- 1033D AUD GEN S DIST, Resident O
- 60- DIR PERS
- 3- HQ 72D BOMWGH
- 2- 72D OPRON
- 3- 72D APRON
- 2- 73D BOMRONH
- 2- 72D INSTLNON
- 3- 72D Periodic MAINTNON
- 9- 60TH BOMRONH
- 3- SQ HQ 72D ABGRU
- 11- 72D SUPRON

Exhibit #5

Stat Services Publication, Deadline;
31 Mar 56

J 7 4 2



DEADLINE
(Prepared by Statistical Services Office
Ramey Air Force Base, Puerto Rico)

VOLUME VI
ISSUE NO 3

AS OF 31 MARCH 1956

REPORTS CONTROL

<u>PREPARING AGENCY</u>	<u>ON TIME</u>	<u>LATE</u>	<u>% ON TIME</u>
Comptroller	59	0	100
Base Flight	35	0	100
Director of Materiel	26	0	100
Hospital	20	0	100
Ground Safety	11	0	100
Provost Marshal	7	0	100
Adjutant	6	0	100
Base Communications	2	0	100
Air Base Training Flight	2	0	100
Director of Operations	16	0	100
Staff Munitions Office	2	0	100
Manpower	1	0	100
Chaplain	1	0	100
Information Services	1	0	100
Director of Personnel	44	1	97.7
Base Materiel	87	2	97.7
Installations Engineers	12	3	75.0
Postal Officer	2	1	50.0
TOTAL	334	7	98.0

Following is a list of reports received late from each section:

<u>PREPARING AGENCY</u>	<u>RCS</u>	<u>DUE IN STAT</u>	<u>RECEIVED</u>
Base Materiel	2-AIC-A19	2 Mar 56	5 Mar 56
(Commissary)	AF-S62(SAC-1)	7 Mar 56	13 Mar 56
Postal Officer	AF-L2	6 Mar 56	7 Mar 56
Director of Personnel	AF-M7(72-1)	24 Mar 56	27 Mar 56
Installations Engineers	1-AF-Z11	5 Mar 56	7 Mar 56
(AIO)	2ND-Z1	28 Mar 56	29 Mar 56
(AIO)	SAC-U5(OT)	8 Mar 56	13 Mar 56

STATISTICAL HIGHLIGHTS

		<u>FEB</u>	<u>MAR</u>
Personnel Safety - Welfare			
AWOL RATE (Per 1000)	72d Bom Wg	.55	.00
	72d AB Gp	.64	.00
Personnel Punished under Art 15, UCMJ	72d Bom Wg	5	5
	72d AB Gp	8	11

		FEB	MAR
Number of USAF Motor Vehicle Accidents		5	2
VD Cases	72d Bom Wg	13	11
	72d AB Gp	8	10
Private Auto Injury	72d Bom Wg	1	1
	72d AB Gp	0	2
Total Number of Military and Civilian Disabling Injuries and Fatalities	72d Bom Wg	3	3
	72d AB Gp	1	5
	Civilian	1	0
	Total	5	8
Average Number of Persons Residing on Base	Military	3793	3680
	Civilian	3367	3448
	Total	7160	7128
Average Number of Persons Working on But Not Residing on Base	Military	797	727
	Civilian	4208	4310
	Total	5005	5037

OPERATIONS AND MAINTENANCE

	AVG NO. ACFT POSSD	HOURS FLOWN		% IN COM	% ACCP	ACCM OTHER	% COM HRS FLOWN
		TOTAL	PER ACFT				
60TH BOM SQ RB-36E & D	12.00	377	31.25	61.19	10.37	28.44	14.49
73RD BOM SQ RB-36E & D	11.00	378	34.22	64.93	14.48	20.59	14.05
301ST BOM SQ RB-36E & D	11.00	320	29.00	54.46	11.80	33.74	13.93
TOTAL RB-36E & D	34.00	1075	31.37	60.22	12.17	27.61	14.17
<u>BASE FLIGHT</u>							
VC-47D	1.00	85	85	83.87	0.00	16.13	7.34
C-47D (CP)	1.18	148	125.25	86.36	0.00	13.64	5.95
C-47D (CM)	1.00	98	98	76.34	0.00	23.66	7.59
C-54D	1.00	105	105	78.49	0.00	21.51	7.09
L-20	0.70	41	41	63.15	0.00	36.85	12.70
<u>TRANSIENT ACFT</u>							
L-5G	1.00	0.00	0.00	0.00	0.00	0.00	0.00

SQUADRON REPORTING

<u>ORGANIZATION</u>	<u>ON TIME</u>	<u>LATE</u>	<u>% ON TIME</u>
2d Crash Boat Flt	35	0	100
72d A & E Maint Sq	4	0	100
73d Bom Sq	4	0	100
72d Fld Maint Sq	4	0	100
72d Opns Sq	3	0	100
72d Air Police Sq	3	0	100
Hq Sq 72d Bom Wg	3	0	100
Hq Sq 72d AB Gp	3	0	100
72d Supply Sq	3	0	100
72d Mtr Veh Sq	3	0	100
72d Instl Sq	3	0	100
14th Air Postal Flt	3	0	100
522d AF Band	3	0	100
72d TAC Hosp	37	1	97.3
4235th USAF Hosp	36	1	97.2
301 Bom Sq	4	1	75.0
60th Bom Sq	4	1	75.0
72d Per Maint Sq	4	1	75.0
TOTAL.....	162	5	97.0

Following is a list of reports received late from each squadron:

<u>ORGANIZATION</u>	<u>RCS</u>	<u>DUE IN STAT</u>	<u>% ON TIME</u>
60th Bom Sq	1-AF-V2	20 Mar 56	21 Mar 56
301 Bom Sq	1-AF-V2	20 Mar 56	27 Mar 56
TAC Hosp	AF-M7(72-1)	24 Mar 56	27 Mar 56
USAF Hosp	AF-M7(72-1)	24 Mar 56	27 Mar 56
72d Per Maint Sq	1-AF-V2	20 Mar 56	21 Mar 56

REPORTS CONTROL SYMBOL STRUCTURE AND COMPOSITION

1. Reports Control Symbol assigned by Headquarters USAF are composed as follows:

Part number prefix (For reports subdivided into parts)....."1"

Headquarters USAF identification code....."AF"

Subject Classification code....."P"

Numerical sequence....."2"

2. To help accomplish the mission of Reports Control each reporting agency will assist by including the RCS in the subject line of each report prepared.

SAMPLE SURVEY OF AF PERSONNEL

The following information was extracted from the Sample Survey of AF Personnel conducted as of 29 February 1956. 10% of all officers and 5% of airmen in the Air Force were surveyed to provide Headquarters, USAF with answers to a number of current questions. The opinions and status of Ramey personnel answering the survey are shown below. 58 officers and 191 airmen were surveyed at Ramey.

79% of the officers and 42% of the airmen are married.

39% of the airmen plan to remain in the Air Force until retirement, 5% intend to reenlist at least one more time, 36% intend to leave the Air Force at the end of their enlistment, and 20% are undecided as to their plans.

75% of the officers plan to remain in the Air Force indefinitely 22% intend to leave the Air Force, and 3% are undecided.

If retirement at 15, 20, or 30 years were offered officers, 3% would retire at 15 years, 52% at 20 years, and 27% at 30 years. 18% would still plan to leave the Air Force before retirement.

40% of the airmen spend most of their off duty time on the base; 30% spend most of their time off base, and 30% divide their time equally off and on base. The most commonly used recreation facility on base is the movies (34%), and the most common recreation off base was "on the town for a good time" (27%).

6

Exhibit #6

72d BW, Publication, "Single Wing Support
of US Joint Chiefs of Staff Conference; 5-9
Mar 56

0748

Single Wing Support of
US JOINT CHIEFS OF STAFF CONFERENCE

72D BOMBARDMENT WING, HEAVY

ASSIGNED TO: Second Air Force, Strategic Air Command

PERIOD COVERED

FROM: 5 March 1956

TO: 9 March 1956

PREPARED BY:

1ST LT GENE E STEED
Wing Historical Officer

TSGT WILLIAM L MOON
Wing Historical Technician

Bertram C Harrison

BERTRAM C HARRISON
Brigadier General, USAF
Commander

5749

US JOINT CHIEFS OF STAFF CONFERENCE

Ramey Air Force Base, Puerto Rico was host to the Joint Chiefs of Staff week-long conference beginning 5 March 1956. The chiefs arrived on 3 March 1956 flying down secretly from the Pentagon in General Twining's C-118 aircraft. The reason for the top military officials coming to Ramey for their conferences was to get away from the distractions of Washington.

Mr. Charles E. Wilson, Secretary of Defense, also attended the conference arriving on Wednesday, 7 March 1956.

The conference site for the Joint Chiefs of Staff Conference was Ramey's Officers Open Mess. Lieutenant Colonel James W. Yeater was designated as project officer for the conference assisted by Lieutenant Colonel Berry D. Brazile. The Conference Adjutant was Major Fred F. Palarni. The conference room was the Sky Room of the Officers Club. The conference adjutant handled all the administrative and operational details of the conference. Usually the chiefs convened at 0900 hours each morning working until 1200 hours each day, then reconvening at 1400 hours and remaining until 1500 or 1530 hours.

US JOINT CHIEFS OF STAFF CONFERENCE

The code name of this top secret conference was "Operation TIGER".

No local secretarial assistance was needed since the top military leaders of the nation brought along their own clerical help.

The visiting conferees were quartered in BOQ #712 which is located near the conference site. Mr. Wilson stayed in FO quarters number four. These quarters were beautifully furnished by Martinez Furniture Store of Aguadilla, Puerto Rico with modern furnishings in coordination with the Base Exchange.

Ten senior NCO's were assigned to the Joint Chiefs of Staff; nine master sergeants, all graduates of the Second Air Force Non-Commissioned Officers Academy, and one technical sergeant, a graduate of the Non-Commissioned Officers Academy from the Seventh Air Division in England. They were responsible for the personal needs of the Joint Chiefs of Staff serving as enlisted aides and chauffeurs for the eight sedans provided by the base motor pool. These eight sedans were considered adequate to satisfy the transportation requirements of the top military leaders.

US JOINT CHIEFS OF STAFF CONFERENCE

M/Sgt. Vernon K. Maxey served as aide to the Chairman of the Joint Chiefs of Staff, Admiral Arthur W. Radford; M/Sgt. John W. Zeigler was aide to General Nathan F. Twining, Chief of Staff of the USAF; M/Sgt. Samuel Liesawitz was aide to Admiral Arleigh Burke, Chief of Naval Operations; M/Sgt. John Dill was aide to General Maxwell D. Taylor, Chief of Staff of the USA; M/Sgt. Harry Heagy, Jr. was aide to General R. McC. Pate of the USMC; M/Sgt. Byron C. Reimiller was aide to Secretary of Defense Charles E. Wilson; and M/Sgt. H. O. Percell was aide to Captain Richard H. Phillips, USN, Secretary of the Joint Chiefs of Staff.

M/Sgt. Ed Simpson and T/Sgt. A. Gonzalez acted as trouble shooters, and handled operational assignments during the conference. M/Sgt. George Brandon was named chief coordinator, and gave assistance to all the aides in handling services and special assignments.

The chiefs of Staff stuck close to their work and had little time for recreation. Between conference sessions they usually were making plans for the next session.

However, the chiefs did find time for some recreation - about an hour a day was all any of them spent for recreation. General Taylor usually played tennis and swam for an hour using the crash boat beach and the officer's club pool.

US JOINT CHIEFS OF STAFF CONFERENCE

The other chiefs of staff swam and played golf. General Twining, the Air Force Chief of Staff, utilized the golf course for his recreation.

Lieutenants Lorenz Ramirez and Frank Maiz of the Installation Engineers directed the decoration of the Officers Club for the conference. A partition was placed in the officers club Sky Room allowing for private dining facilities for the convenience of the visiting conferees. The lounge of the club was repainted. Distinctive tropical plants were placed in the club during the conference and for club use afterward.

At first it was thought that the Commander-in-Chief of the Armed Forces, President Eisenhower, would be coming; but it was later learned that he would not be able to attend the conference.

Extra security forces were called in from the 65th Regiment of the USA from Camp Losey, Puerto Rico. A Company of troops from that station assisted local air policemen in maintaining a constant vigil during the Joint Chiefs of Staff stay here.

The communication set up was very much the same for

US JOINT CHIEFS OF STAFF CONFERENCE

this conference as it was for the Senior USAF Commanders' Conference held the first of the year.

A full duplex on-line crypto teletype service via cable to Headquarters, USAF was installed with the 1938th AACS Squadron providing 100 percent radio back-up. This circuit was set up by Headquarters, USAF in case an EWP occurred during the conference. Two officers and 12 airmen were sent TDY from Headquarters, USAF as well as a limited number of personnel with high-level crypto systems, to man the circuit on a 24-hour-a-day basis.

A vehicle was provided to the communications center 24 hours a day. One of the ten NCO's assigned to the Joint Chiefs of Staff was the driver.

No public address system was required for this conference due to the small number of conferees.

Two direct line circuits (automatic ringing signal) from the information desk to the conference adjutant and another from the conference communication center to the 1938th AACS Squadron technical control center were installed.

In order to insure that all long distance calls received priority handling the code word "Tiger" was used.

US JOINT CHIEFS OF STAFF CONFERENCE

S/Sgt. Elizabeth C. Kwiatkowski of the Information Services Office prepared a brochure for each of the visiting conferees. This booklet contained the schedule of events; welcome to Ramey; director of conferees; information on housing, laundry and dry cleaning, shoe shine service; transportation; adjutant services; communications; entertainment; information on the Island of Puerto Rico and Ramey Air Force Base; and liquor and customs regulations. In the pocket inside the cover of each brochure was a Que Pasa, a tourist type magazine, a map of the base and a tourist map of Puerto Rico.

Since the conference was held in utmost secrecy, no press conferences were held. The Information Services Office received continuous telephone calls from press representatives from San Juan, Puerto Rico requesting information concerning the conference.

On the evening of 7 March 1956, an informal beach party was enjoyed by the conferees, also attending were the 72d Bombardment Wing Commander, Deputy Wing Commander, the Base Commander, Commander of the 10th Naval District and the Caribbean Sea Frontier, and Commander of the USARFANT.

US JOINT CHIEFS OF STAFF CONFERENCE

Serving the steaks and acting as chef was M/Sgt. Jesse Murphy, Food Supervisor at the WCO Barracks dining hall.

The conferees were very gracious and easy to please. They appreciated every effort to give them service or to make their visit more enjoyable. Many of the members of the Joint Chiefs of Staff personally sent letters of appreciation to their individual enlisted aides thanking them for services rendered during their pleasant stay on Ramey for the Joint Chiefs of Staff Conference.

The following letters of appreciation to the 72d Bombardment Wing Commander from the Joint Chiefs of Staff are indicative that this conference was highly successful as far as wing support was concerned:

THE JOINT CHIEFS OF STAFF
Washington 25, D. C.

14 March 1956

Dear General Harrison:

May we express again our appreciation for your great contribution to the effectiveness of the Joint Chiefs of Staff conference at Ramey Air Force Base. We all agree that no improvement could have been made in the working and living facilities you provided, or in the attitude and efficiency of the local personnel assigned to assist us.

Ramey Air Force Base and you have performed a most valuable service in providing conditions in which our group could concentrate so well on the mission assigned us. Congratulations on the good job and on the fine record of the 72nd Bomb Wing and its support units.

Would you also please pass on to Colonel Cutcher and all others who were responsible our sincere thanks.

Sincerely yours,

SIGNED: ARTHUR RADFORD

SIGNED: N. F. TWINING

SIGNED: MAXWELL D. TAYLOR

SIGNED: ARLEIGH BURKE

SIGNED: R. MC C. PATE

Brigadier General Bertram C. Harrison, USAF
Commander 72nd Bomb Wing (H)
Ramey Air Force Base, Puerto Rico

3757

THE JOINT CHIEFS OF STAFF
Office of the Secretary
Washington 25, D. C.

15 March 1956

Dear General Harrison:

I wish to thank you for the courtesies extended to me by you and your command during my visit to Ramoey Air Force Base with the Joint Chiefs of Staff. I am certainly glad to have had the opportunity to meet and know you.

Without exception, the arrangements you made for taking care of us were superb, and I want you to know that the wonderful spirit of friendliness, cooperation, and helpfulness displayed by all of your officers and men have made an indelible impression of smartness and efficiency. In this connection, I thought Lt Colonel Yeater and Lt Colonel Brazile were outstanding.

Again, thank you for your help and your hospitality.

Sincerely yours,

SIGNED: Richard H. Phillips

RICHARD H. PHILLIPS,
Captain, USN

Brigadier General Bertram C. Harrison, USAF
Commander 72nd Bomb Wing (H)
Ramoey Air Force Base, Puerto Rico

THE JOINT CHIEFS OF STAFF
Washington 25, D. C.

15 March 1956

SUBJECT: Letter of Appreciation

TO: Commander
72nd Bombardment Wing
APO 845, New York, N. Y.

1. On behalf of the officers of the Joint Chiefs of Staff Message Center, I would like to express our appreciation for the outstanding cooperation and consideration shown us during the Joint Chiefs of Staff Conference held at Ramsey Air Force Base during the period 3 through 10 March 1956.

2. It was gratifying indeed to observe the affable manner and enthusiasm in which our requests were fulfilled. In many instances our needs had been anticipated and acted on ahead of time which was indicative of many hours of excellent prior planning.

3. Although our visit at Ramsey Air Force Base was short in duration, the friendly manner in which we were received will long be most pleasantly remembered.

S/ L. R. CUMMINGS
t/ Captain USA
OIC JCS Msg Ctr

0759

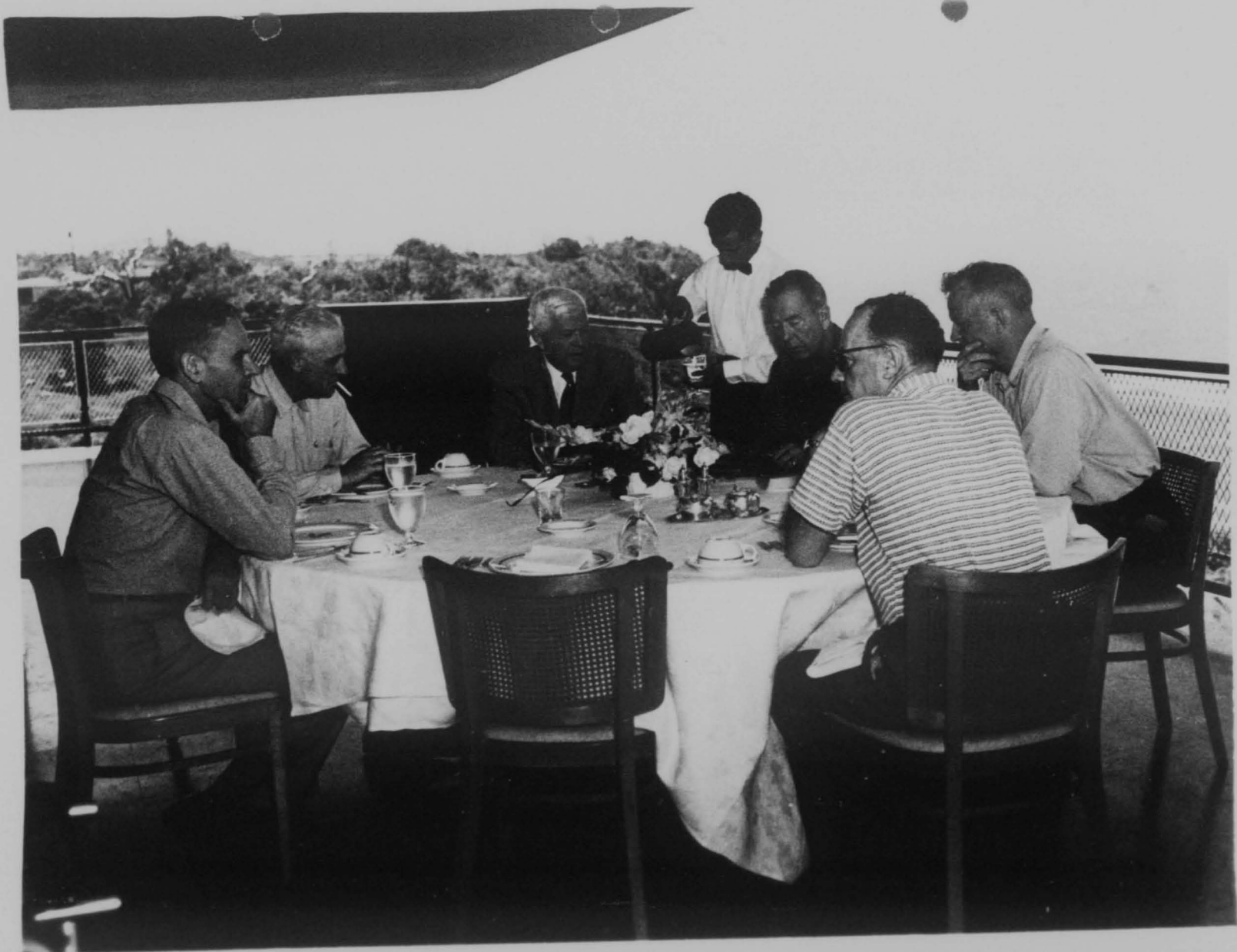
The following photographs depict the arrival of the Secretary of Defense, Mr. Charles E. Wilson, and the Joint Chiefs of Staff, and some of their off-duty activities while at Ramoey for the Joint Chiefs of Staff Conference held during the period of 5 March 1956 through 9 March 1956.



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Exhibit #7

Chart, Civilian and Military Strength Report
As of 31 Mar 56

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RAMEY AFB, MILITARY AND CIVILIAN STRENGTH REPORT, AS OF 31 MAR 56

ORGANIZATION		AUTH	ASGD	ATCH	PPD	AWOL	SK	LV	TDY	CONF
Hq Sq 72d Bom Wg	Tot Mil	216	251		200		1	16	12	
	Officers	57	60		57			4	7	
	Airmen	159	193		165		1	12	5	
	Tot Civ	3	3							
	Graded	3	3							
Ungraded	0	0								
60th Bom Sq	Tot Mil	383	330		304		2	5	27	
	Officers	117	110		102			5	8	
	Airmen	266	228		202		2		19	
73d Bom Sq	Tot Mil	383	348		284		1	5	58	
	Officers	117	123		101			1	21	
	Airmen	266	225		183		1	4	37	
301 Bom Sq	Tot Mil	383	361		328		1	7	25	
	Officer	117	115		99			4	12	
	Airmen	266	246		229		1	3	13	
72d A&E Sq	Tot Mil	288	297		283		3	7	4	
	Officers	11	8		8					
	Airmen	277	289		275		3	7	4	
72d Fld Maint Sq	Tot Mil	529	477		442		3	5	27	
	Officers	7	6		6					
	Airmen	522	471		436		3	5	27	
	Tot Civ	45	43							
	Graded	4	3							
Ungraded	41	40								
72d Per Maint Sq	Tot Mil	211	188		174			7	7	
	Officers	5	4		3			1		
	Airmen	206	184		171			6	7	
72d TAC Hosp	Tot Mil	166	169		156		2	5	6	
	Officers	35	34		29		1	2	2	
	Airmen	131	135		127		1	3	4	
Tot 72d Bom Wg	Tot Mil	2559	2429		2193		13	57	166	
	Officers	466	468		405		1	12	50	
	Airmen	2093	1961		1788		12	45	116	
	Tot Civ	48	46							
	Graded	7	6							
Ungraded	41	40								
Hq Sq 72d ABGP	Tot Mil	271	341	10	314		2	15	19	1
	Officers	53	50		46			2	2	
	Airmen	218	291	10	268		2	13	17	1
	Tot Civ	103	96							
	Graded	92	86							
Ungraded	11	10								
72d Supply Sq	Tot Mil	276	247		226		1	10	10	
	Officers	15	14		12			1	1	
	Airmen	261	233		214		1	9	9	
	Tot Civ	278	250							
	Graded	104	103							
Ungraded	174	147								
72d Mtr Veh Sq	Tot Mil	104	147	1	138		1	5	4	
	Officers	7	3		2			1		
	Airmen	177	144	1	136		1	4	4	
	Tot Civ	56	54							
	Graded	8	8							
Ungraded	48	46								
72d Air Police Sq	Tot Mil	356	345		326		1	8	10	
	Officers	10	6		6					
	Airmen	346	339		320		1	8	10	
	Tot Civ	11	11							
	Graded	11	11							
Ungraded	0	0								
14th Air Postal	Tot Mil	12	12		12					
	Officers	1								
	Airmen	11	12		12					

ORGANIZATION		AUTH	ASGD	ATCH	PPD	AWOL	SK	LV	TDY	CONF
72d Instl Sq	Tot Mil	254	183		173		1	5	3	1
	Officers	6	6		5		1			
	Airmen	248	177		168			5	3	1
	Tot Civ	184	238							
	Graded	24	25							
Ungraded	160	213								
72d Food Svs Sq	Tot Mil	159	120		118			2		
	Officers	3	2		2					
	Airmen	156	118		116			2		
	Tot Civ	8	8							
	Graded	0	0							
Ungraded	8	8								
72d Opns Sq	Tot Mil	190	167	29	182			7	7	
	Officers	17	14	12	25				1	
	Airmen	173	153	17	157			7	6	
	Tot Civ	14	14							
	Graded	12	12							
Ungraded	2	2								
522d AF Band	Tot Mil	20	15		15					
	Officers	1	1		1					
	Airmen	19	14		14					
2d Crash Boat	Tot Mil	50	46		41			4	1	
	Officers	7	4		3				1	
	Airmen	43	42		38			4		
4235th USAF Hosp	Tot Mil	37	38		38					
	Officers	18	24		24					
	Airmen	19	14		14					
	Tot Civ	32	32							
	Graded	16	16							
Ungraded	16	16								
Tot 72d AB Gp	Tot Mil	1808	1661	40	1583		6	56	54	2
	Officers	137	124	12	126		1	4	5	
	Airmen	1671	1537	28	1457		5	52	49	2
	Tot Civ	686	703							
	Graded	267	261							
Ungraded	419	442								
Tot SAC Organs	Tot Mil	4367	4090	40	3776		19	113	220	2
	Officers	603	592	12	531		2	16	55	
	Airmen	3764	3498	28	3245		17	97	165	2
	Tot Civ	734	749							
	Graded	274	267							
Ungraded	460	482								
1938th AACs Sq	Tot Mil	132	161		151		1	4	3	2
	Officers	5	4		3				1	
	Airmen	127	157		148		1	4	2	2
28th Air Rescue	Tot Mil	111	104		99			3	2	
	Officers	23	23		23					
	Airmen	88	81		76			3	2	
1033d Aud Gen	Tot Mil	4	4		4					
	Officers	3	3		3					
	Airmen	1	1		1					
	Tot Civ	2	2							
	Graded	2	2							
Ungraded	0	0								
Tot Tenant Organ	Tot Mil	247	269		254		1	7	5	2
	Officers	31	30		29				1	
	Airmen	216	239		225		1	7	4	2
	Tot Civ	2	2							
	Graded	2	2							
Ungraded	0	0								
Tot Ramey AFB	Tot Mil	4614	4359	40	4030		20	120	225	4
	Officers	634	622	12	560		2	16	56	
	Airmen	3980	3737	28	3470		18	104	169	4
	Tot Civ	736	753							
	Graded	276	271							
Ungraded	460	482								

Exhibit #8

Photograph, Banco Popular building,
31 Mar 56

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Exhibit #9

Photograph, New Base Chapel; 31 Mar 56

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Exhibit #10
Photographs, Technical Training Building
and Wing Photo Lab; 31 Mar .56

Exhibit #10
Photographs, Technical Training Building
and Wing Photo Lab; 31 Mar 56

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Exhibit #11

Photograph, New Warehouse; 31 Mar 56

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Exhibit #12

Photograph, New NCO Club; 31 Mar 56



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Exhibit #13

Photograph, Officers Wherry Site #2;
31 Mar 56

J 7 8 2



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Exhibit #14

Photograph, Officers Wherry Site #1; 31
Mar 56

J 7 8 4



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Exhibit #15

Photograph, Airmen's Wherry Site #4;
31 Mar 56

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J 7 8 7

Exhibit #16

Photograph, Airmen's Wherry Site #3; 31
Mar 56

J 7 8 8



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Exhibit #17
Photograph, Airmen's Wherry Three Bed Room
Type (F), 31 Mar 56

Exhibit #17

Photograph, Airmen's Wherry Three Bed Room
Type (F), 31 Mar 56

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Exhibit #18

Photograph, Officers Wherry, Three Bed
Room, Type (A); 31 Mar 56

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Exhibit #19

Photograph, Airmen's Wherry, two Bed Room,
Type (G); 31 Mar 56



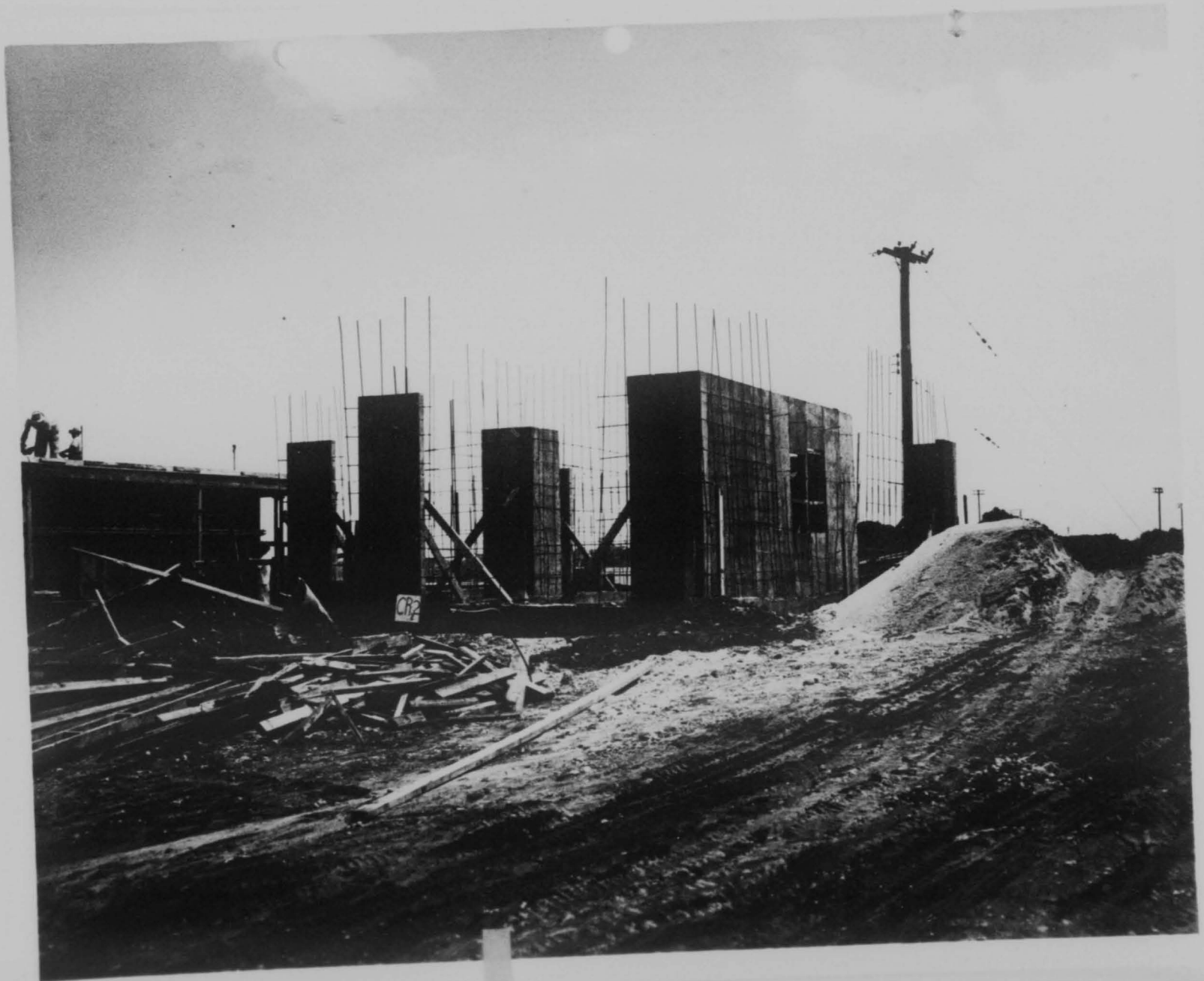
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0796

Exhibit #20

Photograph, Officers Wherry, two bed room,
Type (C); 31 Mar 56

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0798

Exhibit #21

Photograph, Officers Wherry, three bed room,
Type (E); 31 Mar 56



21

0800

Exhibit #22

Chart, showing project, cost, and per-
cent of completion of the Military Construction
Projects; 31 Mar 56

PROJECT DESCRIPTION	COST	CONTRACTOR	PERCENTAGE COMPLETED
HARDSTAND, CALIB, HV	\$ 319,464.00	FONT AND MONTILLA	96.0
CONSTR OF TECH TNG BLDG	287,818.75	NOLLA AND GALIB	65.0
THEATER, OPEN AIR	149,680.64	FONT AND MONTILLA	50.0
STORAGE FAC, ORDNANCE AREA	1,260,412.70	HARRISON ELECTRIC Co	98.5
CONSTR OF CHAPEL, NCO CLUB, ADD TO BASE LAUNDRY	516,094.00	MONTGOMERY CONSTR Co	86.0
BULK DIESEL STORAGE TANK	241,073.94	FONT AND MONTILLA	93.6
ORGANIZATION MAINT SHOP	238,193.40	H. I. HETTINGER	100.0
CONSTR OF A & E SHOPS, CONSTR OF RECON TECH LAB, ADD TO WATER PLANT	438,758.00	NOLLA AND GALIB	64.5
BULK STORAGE MOGAS, BULK SUPPLY WAREHOUSE	412,489.25	H. I. HETTINGER	48.3
NEW HIGH TENSION FEEDER	61,000.00	RIVERS & MICHEM	13.0
SQDN OPS BUILDING	396,925.00	H. I. HETTINGER	6.5
SERVICE ROADS	191,272.50	WILLIAM E WILHELM	5.8
GLOBE COMM FACILITIES	<u>1,419,045.62</u>	RODRIGUEZ AND DEL VALLE, INC	2.0
DOLLAR VALUE OF MCP PROJECTS UNDER CONSTRUCTION, 31 MAR 56.... \$ 5,931,227.80			

Exhibit #23

Chart showing project, cost, contractor,
and percent of completion on Maintenance and
Organization projects; 31 Mar 56

J 8 0 3

PROJECT DESCRIPTION	COST	CONTRACTOR	PERCENTAGE COMPLETED
REPAIR MESS HALL AND DISHWASHING EQUIP	\$ 49,700.00	T. G. RIVERS	100.0
PROVIDE POWER OUTLETS 30 STUB AREA	23,895.00	ELECTRICAL CONSTR CO	49.0
EXHAUST SYSTEM, IE CARPENTRY SHOP	9,900.00	FRANCISCO LEVY	100.0
REPAIR IGLOOS, BOMB AREA	9,325.00	WM E WILHELM	63.5
IMPROVEMENTS TO AIR MATS TERMINAL	2,047.00	FELIPE & JULIO NAZARIO	100.0
REPAIRS TO FHA QUARTERS	172,345.00	WM E WILHELM	18.39
INSTL OF FREIGHT ELEVATOR AT BAKERY	9,985.00	OTIS ELEVATOR CO	60.0
REMOVE INTERIOR WALLS, BASE HOSPITAL	15,758.00	DELTA CONSTR CO	64.5
AIR COND TV STATION	11,358.00	DELTA CONSTR CO	78.25
AIR COND EAM COMPTROLLER RM, BLDG 260	16,658.00	DELTA CONSTR CO	98.05
14" WATER MAIN	18,844.00	WM E WILHELM	78.4
INSTL OF DUCT AND CABLE FOR AN/GM2 11	4,984.00	FELIPE & JULIO NAZARIO	25.0
IMPROVEMENTS OF ROAD TO NAVAL FACILITIES	9,237.00	GARCIA SAAVEDRA	134.58
PASSENGER ELEVATOR FOR HOSPITAL	45,103.00	OTIS ELEVATOR CO	11.6
ADMINISTRATION BLDG FOR SENTRY DOC FAC	9,400.00	GARCIA SAAVEDRA	20.5
INSTL OF AIR COND CT RM, BLDG 90	7,995.00	MARTINEZ & MARQUEZ	10.5
INSTL OF AIR COND OFFICE OF IE	<u>9,995.00</u>	MARTINEZ & MARQUEZ	13.6
DOLLAR VALUE OF M&O PROJECTS UNDER CONSTRUCTION, 31 MARCH 1956.....	\$ 426,529.00		

Exhibit #24

2AF Msg, DM4D; 27 Feb 56

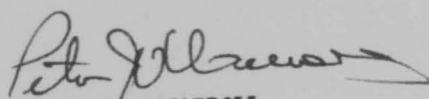
J 8 0 5

KLE001
RYB852
PP RJ7DMH RJLJSATEELDE RJWFL 97
P M 272140Z
FM CCOMAF 2 BARKSDALE AFBIA
TO RJLJSA/COMBMWG 72 RAMEY AFB PR
INFO RJEDMH/CINGSAC OFFUTT AFB NEBR
BT

/UNCLASSIFIED. FROM: DM4D 4513. FOR SAC ATTN DM4F.
FOLLOWING L-20A ACFT SERIAL NUMBER 52-6085 IS ASGD 72ND ABG ON SAC
ASGMT ORDER A56-118, AMC DIRECTIVE NUMBER 6-589, PROJECT SAC6L-353.
SUBJECT ACFT IS LOCATED AT 475TH FIGHTER GROUP, ST. PAUL MUNICIPAL
AIRPORT, ST. PAUL, MINN WITH EFFECTIVE DATE OF PICKUP 1 MAR 56.
REQUEST YOUR ACTIVITY DISPATCH FERRY CREW TO EFFECT PICKUP OF ACFT
ON DATE INDICATED. YOUR ATTN IS INVITED TO PARAGRAPH 8, AFR 65-
112A. ADVISE THIS HQ IF UNABLE TO MEET ABOVE REQUEST. THIS
CONFIRMS TELEPHONE CONVERSATION BETWEEN REPRESENTATIVES OUR
RESPECTIVE HQ, 27 FEB 56.

BT
27/21517 FEB RJWFKL

CERTIFIED TRUE COPY:



PETER J. O'CARROLL
1LT COLONEL, USAF
BASE OPERATIONS OFFICER

Exhibit #25

2AF Msg, DM4D 3891, Subj: 60-day Loan
of C-47D Acft to NEAC; 23 Feb 56

J 8 0 7

KLE 005RYB068
PP RJLJSA RJWFKL
DE RJWFKL 176
P 232140Z
FM CCOMAF 2 BARKSDALE AFB LA
TO RJWFKL/COMADIV 4 BARKSDALE AFB LA
RJLJSA/COMBWWG 72 RAMEY AFB P R

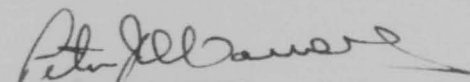
BT

/UNCLASSIFIED/ FROM: DM4D 3891.
SUBJECT: SIXTY DAY LOAN OF TWO C-47D ACFT TO NEAC. REQUEST YOUR HEADQUARTERS TAKE NECESSARY ACTION TO SELECT ONE EACH C-47D ACFT FROM 805TH AND 72ND ABG FOR SIXTY DAY LOAN TO NEAC. ACFT TO BE IN PLACE AT TORBAY AIRPORT, NEWFOUNDLAND AS SOON AS POSSIBLE AND PRIOR TO 10 MAR 56. SELECTED ACFT MUST BE WINTERIZED IAW -7 T.C. AND HAVE AT LEAST 25 HOURS REMAINING TO THE NEXT PERIODIC INSPECTION. NO TRANSFER INSPECTION WILL BE REQUIRED. ANTICIPATED FLYING TIME WHILE ON LOAN WILL BE 160 HOURS PER AIRCRAFT. TWO MAN GROUND CREWS WILL BE FURNISHED WITH EACH ACFT.

BT

23/2200Z FEB RJWFKL

A CERTIFIED TRUE COPY:



PETER J. O'CARROLL
LT COLONEL, USAF
BASE OPERATIONS OFFICER.

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J 8 0 8

Exhibit #26

Graft depicting Synthetic Training by
Combat Crews; 31 Mar 56

J 8 0 9

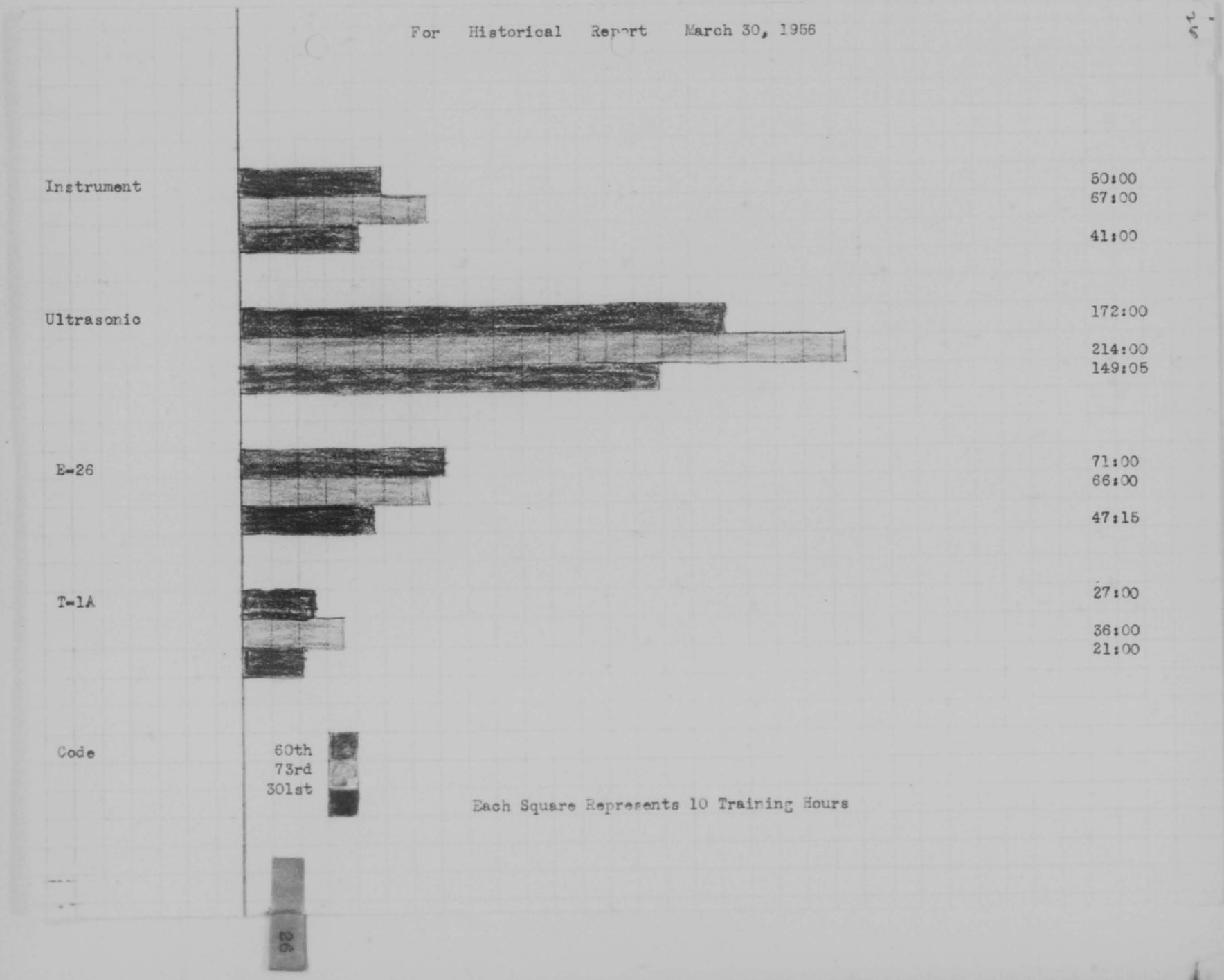


Exhibit #27

72d ABGp Standardization Activities as
of 31 Mar 56

J 8 1 1

Exhibit #28

D/F from HV to HC and BC, Subject:
Monthly Veterinary Activities Report for
Mar 56

J 8 1 3

DISPOSITION FORM		SECURITY CLASSIFICATION (if any)																													
FILE NO.	SUBJECT Monthly Veterinary Activities Report for Month of March, 1956.																														
TO: BC (IN TURN)	FROM: MEV	DATE: April 56	COMMENT NO. 1																												
Maj. Greer/2117																															
<p>1. In compliance with paragraph 32b, Air Force Regulation 160-8, the Monthly Report of Veterinary Activities for the month of March, 1956 is hereby submitted.</p> <p>a. Food Inspection. Approximately 3,280,000 pounds of foods were inspected by the Veterinary Service Section of this base during the period.</p> <p>b. Foods of Animal Origin</p> <p>(1) Procurement Inspection</p> <table border="1"> <thead> <tr> <th></th> <th>Pounds Passed</th> <th>Pounds Rejected Not Type Class or Grade</th> <th>Pounds Rejected insanitary or unsound</th> </tr> </thead> <tbody> <tr> <td>Class (4) On Delivery</td> <td>116,308</td> <td>45</td> <td>540</td> </tr> <tr> <td>Class (8) Clubs & Purchase by Exchange</td> <td>139,238</td> <td>0</td> <td>0</td> </tr> <tr> <td colspan="4">(2) Surveillance inspection of Government owned products</td> </tr> <tr> <td>Class (5) Any Receipt, Except Purchase</td> <td>153,575</td> <td>0</td> <td>0</td> </tr> <tr> <td>Class (7) Issue or Sale</td> <td>334,186</td> <td>0</td> <td>195</td> </tr> <tr> <td>Class (9) In Storage</td> <td>447,498</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p>c. Food of non-animal origin, consisting of fresh and frozen fruits and vegetables, cereals, and other miscellaneous foods; pounds passed: 2,091,956 pounds rejected: 1,544.</p> <p>d. Grand total of all foods inspected and passed: 3,287,761, rejected: 2,324</p> <p>2. Food Conservation, Spoilage and Damage</p> <p>a. During the month One hundred ninety five (195) pounds of foods of animal origin and one thousand five hundred forty four (1,544) pounds of foods of non-animal origin were submitted for salvage by the Commissary Officer. Damage of the products during shipment, storage deterioration, rust and pin holes, and insect infestation were the primary cause for recommending condemnation of</p>					Pounds Passed	Pounds Rejected Not Type Class or Grade	Pounds Rejected insanitary or unsound	Class (4) On Delivery	116,308	45	540	Class (8) Clubs & Purchase by Exchange	139,238	0	0	(2) Surveillance inspection of Government owned products				Class (5) Any Receipt, Except Purchase	153,575	0	0	Class (7) Issue or Sale	334,186	0	195	Class (9) In Storage	447,498	0	0
	Pounds Passed	Pounds Rejected Not Type Class or Grade	Pounds Rejected insanitary or unsound																												
Class (4) On Delivery	116,308	45	540																												
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DD FORM 96
1 FEB 50

REPLACES NME FORM 86, 1 OCT. 48, WHICH MAY BE USED

16-54891-3

U. S. GOVERNMENT PRINTING OFFICE: 1950 O-282251

J 8 1 4

DISPOSITION FORM		SECURITY CLASSIFICATION (If any)
FILE NO.	SUBJECT Monthly Veterinary Activities Report for Month of March, 1956 (Continued)	
TO HC BC (IN TURN)	FROM HV	DATE 5 April 56 COMMENT NO. 1
<p>these foods.</p> <p>b. Surveillance type inspections were conducted daily on both foods of animal and non-animal origin at the Commissary Sales Store, dry storage and cold storage warehouses.</p> <p>3. Laboratory Examination of Foods</p> <p>a. Milk and dairy products</p> <p>(1) Nineteen (19) samples of milk and ice cream were submitted for a chemical and bacteriological analysis during the period. Reports of examination indicate that the milk and ice cream supply for the base was wholesome and of proper quality.</p> <p>4. Inspection of Food Establishments</p> <p>a. Establishments initially inspected and disapproved during the month - none.</p> <p>b. Establishments initially inspected and approved during the month - none.</p> <p>c. Approved establishments reinspected: Nine</p> <p>5. Nutrition - The Base Veterinarian is a member of the Base Menu Planning Board. There was no meeting held during the past month.</p> <p>6. Animal Service</p> <p>a. Rabies inoculations</p> <p>(1) Number of privately owned animals receiving anti-rabies inoculations during the period:</p> <p>(a) (64) dogs</p> <p>(b) (3) cats</p> <p>(2) Number of government owned animals given anti-rabies inoculations during the period: None.</p> <p style="text-align: center;">2</p>		

DISPOSITION FORM		SECURITY CLASSIFICATION (if any)
FILE NO.	SUBJECT Monthly Veterinary Activities Report for Month of March, 1956 (Continued)	
TOHC EC (IN TURN)	FROM HV	DATE 5 April 56 COMMENT NO. 1
<p>b. Medical Care</p> <p>(1) Number of privately owned animals given veterinary medical treatment during the period: One Hundred and Eighty Five (185)</p> <p>(2) Number of government owned animals given veterinary medical treatment during the period: Two</p> <p>c. Control of stray animals. During the month, no stray animals were presented to the Veterinary Office by the Air Police for humane disposal.</p> <p>d. Number of cases of persons bitten by pet animals during the month: Seven</p> <p>(1) Animals were confined and kept under observation for fourteen days. All appeared to be normal following confinement and were returned to the owner.</p> <p>e. Large Animal Care</p> <p>(1) Fungus disease or ring worm, a skin condition which is contagious to human beings, has been diagnosed in many horses. Treatment is being administered, as directed, by the Base Veterinarian.</p> <p>(2) A few cases of upper respiratory infection have occurred during the month. The animals responded to penicillin treatment and are now in good health.</p> <p>7. Food Service Hygiene and Sanitation</p> <p>a. Sanitary inspections of 13 food service facilities (including eight (8) dining halls, one hospital dining hall, one in-flight kitchen, one crash boat squadron dining hall, one ice cream plant and one bakery shop).</p> <p>b. Sanitary inspections of twelve (12) establishments in which food is being served on base (including (9) EF facilities, one Officers Open Mess, one NCO Open Mess and one Airmen's Club). Sanitary standards of the respective establishments were considered satisfactory.</p> <p>c. Base preventive medicine measures and procedures were stressed by the Base Veterinarian in the operation of food service facilities.</p>		
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DISPOSITION FORM		SECURITY CLASSIFICATION (if any)
FILE NO.	SUBJECT	Monthly Veterinary Activities Report for Month of March, 1956 (Continued)
TO: HC EC (IN TURN)	FROM: HV	DATE: 5 April 56 COMMENT NO. 1
<p>8. Reports</p> <p>a. The Veterinary Preventive Medicine Section submitted the following report during the period.</p> <p>(1) Monthly Report of Veterinary Meat and Dairy Hygiene Inspection.</p> <p style="text-align: right;"><i>Russell F Greer.</i> RUSSELL F. GREER Major, USAF (VC) Base Veterinarian</p>		
<p>DD FORM 96 1 FEB 50 REPLACES NME FORM 88, 1 OCT. 48, WHICH MAY BE USED 16-44801-2 U. S. GOVERNMENT PRINTING OFFICE: 1950 O-282841</p>		

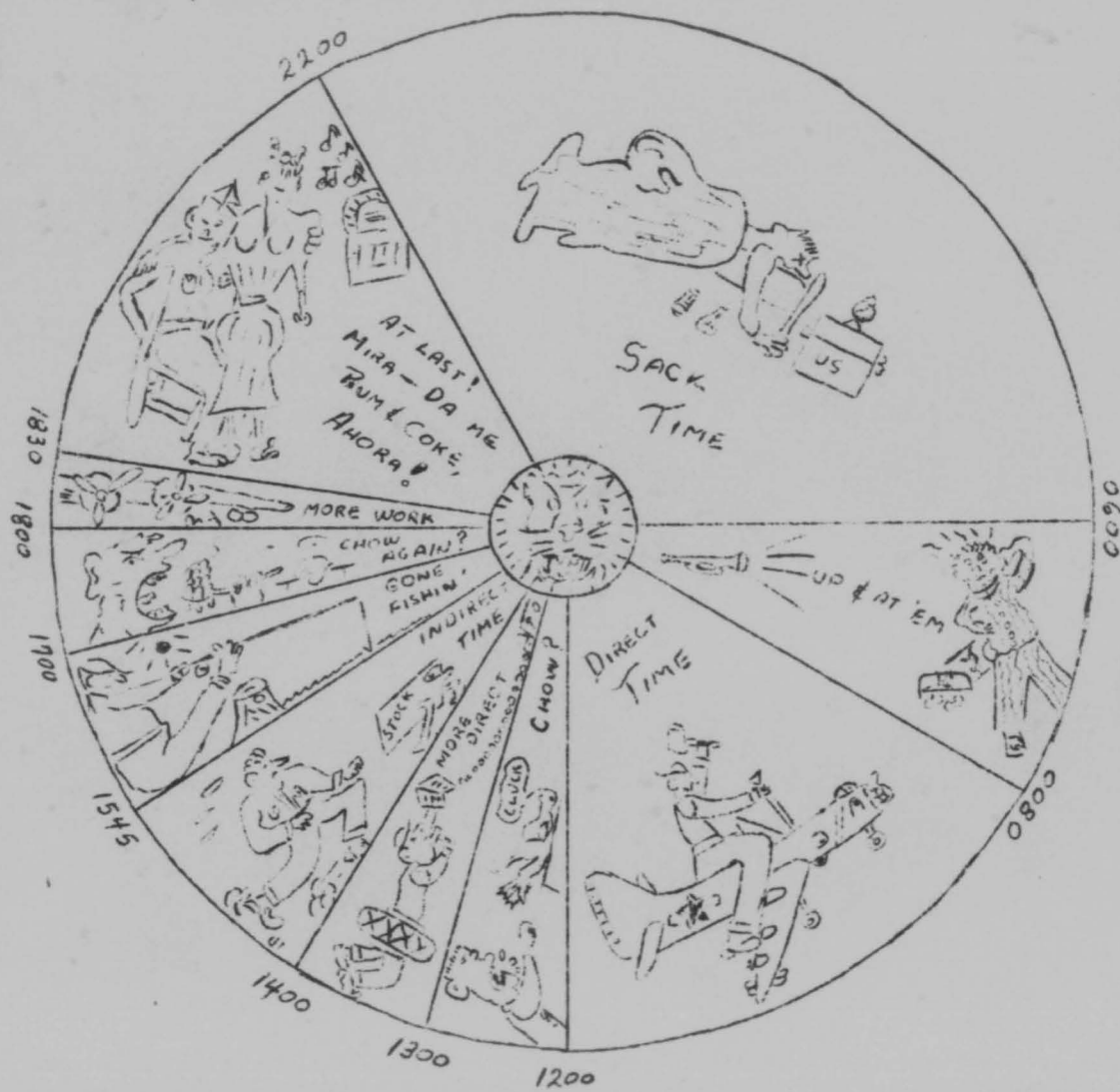
J 8 1 7

Exhibit #29

Article by Capt. Peppers, Maintenance
Supervisor, "The Field Maintenance Philosophy"

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A DAY IN FIELD MAINTENANCE SQDN.



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Here is a typical day in the Field Maintenance Squadron as taken from an average day, time card wise.

On the following page there is an article written by Captain J. G. Peppers, Jr. Field Maintenance Supervisor, which we thought to be very interesting and enlightening, so we are publishing it for all to see.

0819

THE FIELD MAINTENANCE PHILOSOPHY

1. From recent discussions and arguments among our own people, I believe it necessary to write this paper which I call, for want of a better title, "The Field Maintenance Philosophy". I would appreciate it if you will insure that all assigned personnel read it and discuss it with you. If you doubt any of it, or if you question any of it, I will welcome the opportunity to discuss it with you privately, or in general session. Your comments are, of course, invited.

2. First of all, I think it wise to re-state the primary mission of a SAC Field Maintenance Squadron as outlined in SAC Manual 66-12. That mission, very simply, is to accomplish all maintenance which is beyond the capabilities of other maintenance organizations. Their capability -- the other maintenance organizations -- may be limited by time; by personnel capability from the standpoint of experience, skill, or numbers; equipment limitations due to authorization, availability, or type; or by any number of other factors too minor to specifically mention. In other words, it is our job to do those jobs which the other units cannot do: -- the tactical squadrons, periodic, armament-electronics, or tenant or base units.

3. At first glance this may appear to be "dog-robbing". This, however, is not the case. We are a service organization; well-manned, well-equipped, and well-versed in many fields of experience. As a service organization we are unique. We actually are part of the tactical element of the wing, not the base service functions normally collected together within the air base group of any Air Force base. We are lucky to be in this category. We belong to the "combat" element and share in its accomplishments. We "belong" to the same family we are serving. We may, in many instances, have been assigned our present duties from one of the other squadrons of the wing. We are a part of the "TIGERS" of Ramey Air Force Base.

4. What is the philosophy? Well, I think it can be stated in this phrase: --It is our job to do all we can to make the jobs of the other maintenance personnel of the wing easier and faster. That means, simply, that we should not throw road blocks in their way or look for ways and means to sluff off a job to someone else. We should think, primarily, in terms of COMPLETE JOBS, not partial ones. We should remember that jobs passed to us are jobs that exceed the capabilities of the other outfits. Most of the time these other outfits would do the jobs they ask us to do if they had the time, personnel, equipment, or a combination of these assets.

5. By thinking of ways to do the job, rather than thinking of ways to get out of doing it, we further the probability of completely successful wing mission accomplishment. I don't mean that we shouldn't stand up and present our case when we think we are being foxed, but I do mean that we should think of all the factors before we gripe and groan. Sure, we've got a big job and we've got a lot of work, but so does almost everyone else in the wing. We're not going to get any place, or make any mission a success if we stand and argue before we do the job. Sure, we put in a lot of overtime, and sure, we get a lot of big jobs at the last minute, but who else do these other fellows have to call on? Do you think they would call for our help when they're in a bind if they didn't think we were pretty top troops -- the best Field Maintenance Squadron in the Air Force?

6. There are probably many ways in which we can show the people that we're with and for them, not against them. One of the foremost ways, the, is to insure that we do complete jobs at all times and accept our job responsibilities without effort to dodge them. For example, a reparable item may need a small local manufacture to make it completely serviceable. Our job is not to kick the item back and ask the crew chief to order the needed part, or obtain local manufacture authority, for us. It's our job to repair the item and that includes obtaining the parts necessary to complete the job. We have policies and definite ground rules to follow in this area and we must follow them. The reasoning behind these directives is economical use of all Air Force assets -- not some means of making our job easy and some other individual's job more difficult. It is our job if the other guy can't do it. Let's face that fact and not fight the problem.

7. Really, you know, we ought to have great pride in the tremendous capability we have and we ought to be proud any happy that we have such an important part to play in this wing's mission in the defense of our country. You'd help your neighbor back home if he needed your help, wouldn't you? These boys in the tactical, periodic, and armament-electronics squadrons are your neighbors here in Puerto Rico. Help them with the knowledge of our really great capability; give them the benefit of your training and skill; help them to a better and easier job with the realization that your job, too, will become easier when their job is easier. We can only win with whole-hearted cooperation.

JEROME G. PEPPERS, JR.
Captain, USAF
Maintenance Supervisor

Exhibit #30

Maintenance Analysis for March 1956

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Analysis of Data for the Month of
March 1956

1. Flying Accomplishments:

a. A total of 1074.55 hours were flown during March for 100 sorties, test flights are included. This is slightly lower than February but still a good month. Here is the information:

- (1) Operations requested 67 sorties, 954 flying hours (14.2 FH per sortie).
- (2) The monthly maintenance flying schedule called for 67 sorties, 972 flying hours (14.5 FH per sortie).
- (3) The maintenance capability was figured to be 67 sorties, 972 flying hours (14.5 FH per sortie).
- (4) A total of 32 training sorties were produced for 1016 flying hours (12.4 FH per sortie). Eighteen test flights were flown for 59 hours.

b. The percentage of aircraft flying as scheduled in the monthly 60-9 maintenance meeting was 45%. Informal information is that the scheduling business will be in the squadron rating system pretty soon so better keep a copy of the monthly schedule close by for ready reference. It pays to stay on schedule whether it's to catch a bus or a boat or eat lunch - or for aircraft to leave on time - It's a paying proposition to be prompt.

2. Personnel Utilization: As most of you know by now the errors discovered during the audit of the time cards is being rated by the comptroller in the rating system. There has been a decided improvement in this area. There is, however, another area that possibly can be improved - REPORT WHAT YOU DO AS YOU DO IT - Keeping your time card filled out as the day progresses and then there's no chance for errors - and report honestly can't be said too much.

For each manhour that we have available it cost us \$1.25 or for the month of March our maintenance effort ran in the neighborhood of \$280,000.00. A tidy sum to be kicking around. Let us put it this way for each fifteen minute break we take - 31 cents were just spent.

Let's spend our \$1.25's wisely or where they will do the most good and get the most out of our money.

a. Direct manhours per flying hour for March:

	<u>MAR DIRECT M/H</u> <u>FLR FH</u>	<u>STANDARD*</u>	<u>PER CENT</u> <u>EFFECTIVE</u>
TAC Sq	31.0	27.8	89.7%
FMS	19.4	14.3	73.7%
FMS	52.0 X	37.5	72.1%
AEES	22.0	15.9	72.3%
	124.4	95.5	76.8%

X This includes all direct time expended such as time for welding shops, wood-mill, painting, etc.

b. Direct Manhours per Flying Hour:

	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
60BS	49.7	31.9	24.8	29.1
73BS	43.5	26.3	25.0	29.2
301BS	40.4	28.2	25.0	35.4
72IMS	31.3	16.6	15.6	19.4
72FMS	80.6	51.6	44.0	52.1
72AMS	26.9	17.3	16.3	21.5

c. Here is how the overtime manhours were spent for March:

	<u>60th</u>	<u>73rd</u>	<u>301st</u>	<u>72 FMS</u>	<u>72 FMS</u>	<u>72 AMS</u>
Direct	1263	1626	1361	1925	6337	2017
Indirect	885	728	1095	874	5449	2940
Total Overtime	<u>2148</u>	<u>2354</u>	<u>2456</u>	<u>2799</u>	<u>11786</u>	<u>4957</u>

d. Overtime vs excused from duty:

	<u>60th</u>	<u>73rd</u>	<u>301st</u>	<u>72 FMS</u>	<u>72 FMS</u>	<u>72 AMS</u>
Overtime	2148	2354	2456	2799	11986	4957
Pass written	96	12	39	80	246	486
Excuse from duty	<u>1036</u>	<u>797</u>	<u>1372</u>	<u>2389</u>	<u>6950</u>	<u>4112</u>
Net Overtime	+ 1016	+ 1545	+ 1045	- 170	+ 4590	+ 359

e. Manhours devoted to code 21 (Training OJT) and code 47 (Maintenance Schools off Base):

	<u>60th</u>	<u>73rd</u>	<u>301st</u>	<u>72 FMS</u>	<u>72 FMS</u>	<u>72 AMS</u>
Training OJT	728	400	446	686	2885	3624
Maint Schools	<u>0</u>	<u>0</u>	<u>192</u>	<u>24</u>	<u>0</u>	<u>132</u>
TOTAL	728	400	638	710	2885	3756
Percent of available M/H in above Training	4.3	2.4	3.6	7.6	3.4	8.3

f. Periodic Inspection Data: (Average M/H per Periodic Inspection)

<u>AVERAGE</u>	<u>TOTAL PERIODIC INSPECTION</u>					
	<u>NO IIS</u>	<u>TAC SQ</u>	<u>FMS</u>	<u>AMS</u>	<u>FMS</u>	<u>TOTAL</u>
Aug-Dec/55	30	50	1214	670	2618	4552
Jan/56	7	59	1446	519	2620	4644
Feb	5	9	2049	812	3692	6561
Mar	8	92	1279	581	2553	4505
Aug/55-Mar/56	50	54	1340	649	2716	4758
2AF Jan Average						3534

PRE - DOCK

<u>AVERAGE</u>	<u>T&C SQ</u>	<u>FMS</u>	<u>A&E</u>	<u>FMS</u>	<u>TOTAL</u>
Aug-Dec/55	21	10	36	100	167
Jan	26	12	25	176	239
Feb	6	6	13	187	212
Mar	16	19	17	256	308
Aug/55-Mar/56	19	12	29	144	204
2AF Jan Average					354

IN - DOCK

<u>AVERAGE</u>	<u>T&C SQ</u>	<u>FMS</u>	<u>A&E</u>	<u>FMS</u>	<u>TOTAL</u>
Aug-Dec/55	18	1062	570	1893	3543
Jan	1	1163	410	2035	3609
Feb	1	1708	729	2836	5274
Mar	33	1033	455	1836	3356
Aug/55-Mar/56	16	1136	545	1998	3695
2AF Jan Average					2691

POST - DOCK

<u>AVERAGE</u>	<u>T&C SQ</u>	<u>FMS</u>	<u>A&E</u>	<u>FMS</u>	<u>TOTAL</u>
Aug-Dec/55	12	141	64	526	843
Jan	32	272	83	409	796
Feb	2	335	70	639	1076
Mar	42	228	109	461	841
Aug/55-Mar/56	18	193	74	573	858
2AF Jan Average					488

g. Hours remaining to the next Periodic Inspection (As of 3 Apr 1956)

GOBS

<u>ACFT</u>	<u>ACFT HOURS REMAINING</u>
008	91
009	75
012	143
015	150
016	38
019	56
022	150
023	74
571	150
689	99
697	24
700	Overdue

73BS

ACFT

ACFT HOURS REMAINING

005	45
006	53
010	131
013	38
017	150
018	119
020	26
021	77
686	131
691	66
698	56

301ST

007	76
011	150
014	40
025	126
089	51
091	150
093	104
688	15
690	30
693	123
699	137

NOTE: See the next page for Production Effectiveness

iv. Production Effectiveness:

Productive Indirect Standards and Effectiveness
Manhours Expended for Jan, Feb and Mar 1956.

GROUP I			60BS	73BS	301BS	721MS	721MS	721MS	EQ. SQ. FT.
PRODUCTIVE INDIRECT CODE	STANDARD M/H STA 170-1	TOTAL M/H							
			(5280)	(5280)	(5280)	(7820)	(22176)	(10032)	(6932)
01-Supervision	62200	66625	4245	4687	5096	12215	18956	14728	6700
02-Clerical	34800	44499	2652	2446	1807	2662	9890	14322	10721
05-Vehicle & Equip Operation	7750	11057	1134	1234	1302	921	5046	1333	86
09-Cleaning & Policing	8700	3375	970	471	932	396	3866	176	36
10-Pack, Crate, Load & Unload	1200	1255	22	13	69	22	1030	88	13
11-Mobility	2000	5779	282	369	524	555	3234	279	920
12-Maint & Fly Safety Meeting	1500	1520	197	20	52	185	358	444	267
13-Soft Security Guard	2100	627	25	13	17	524	47	---	2
TOTALS	120250	142637	9527	9253	9799	17480	42427	3547	18747

NOTE: Figures in parenthesis opposite the manhours expended on SUPERVISION are the standard for supervision of that unit.

Productive Indirect Standards and Effectiveness
 Manhours Expended Jan, Feb, and Mar 1956

PRODUCTIVE INDIRECT CODE	STANDARD M/H (STP 170-1)	TOTAL WING	Productive Indirect Standards and Effectiveness						A. S. W.
			60BS	73BS	30BS	72MS	72MS	72MS	
GROUP II									
03-Stock Chasing	4212	13210	490	524	858	2343	3765	5162	73
04-Tool Crib, Supply 263 Property	11400	10866	1977	2131	2430	1334	2206	781	8
14-Standby Alert	23748	14333	1141	946	2468	407	4462	4858	54
TOTALS	39360	38409	3608	3701	5756	4084	10433	10801	135
GROUP III									
06-QC Inspection	3300	2463	1	---	8	11	504	2	1937
07-A/C QC Inspection	4800	4423	10	8	11	8	25	13	4350
08-AMSB Operation	2500	2920	4	---	4	---	13	2	2895
20-Plant & Equip Maint	13885	9264	166	580	566	2293	4455	1134	21
21-Trng (OJT)	25975	21639	1232	861	1059	2120	7004	8406	959
TOTALS	49860	40709	1413	1449	1648	4432	12001	9607	10162
			<u>STANDARD</u>	<u>ACTUAL</u>	<u>PERCENT</u>				
			GROUP I	120250	142637	84.3%			
			GROUP II	39360	38409	102.5%			
			GROUP III	40709 (Actual)	49860 (Standard)	81.6%			
			TOTAL	200319	230906	86.8%			

60TH BOMB SQDN

ENGINE HOURS BY POSITION AS OF 2 APRIL 56

ACFT S/N	A/C HRS	Prepared by Production Analysis						J-1	J-2	J-3	J-4	J-5
		#1	#2	#3	#4	#5	#6					
RB-36E Eng S/N	42-13571	1639	517 162	162 4481	444 5122	297 7217	297 4023	162 966	126 048-709	2 054-248	17 047-258	2 047-731
RE-36E Eng S/N	44-92008	1419	259 7227	370 3867	204 7620	61 3809	61 1143	188 2598	13 054-042	8 054-375	28 054-290	3 047-927
RE-36E Eng S/N	44-92009	1684	279 7441	387 5489	79 4592	478 4725	387 4137	240 1676	75 054-701	11 048-958	18 048-165	84 054-160
RE-36E Eng S/N	44-92012	1971	107 4860	399 5399	70 3691	174 3829	427 1906	174 5391	98 047-531	127 048-481	14 048-020	18 047-613
RE-36E Eng S/N	44-92015	1584	321 5335	267 4826	0 526	321 4004	218 6555	58 1755		84 047-632	43 048-665	43 047-566
RE-36E Eng S/N	44-92016	1621	246 5195	135 3615	105 1059	263 4965	115 3672	105 4164	34 048-055	12 048-325	39 048-316	43 048-329
RE-36E Eng S/N	44-92019	1439	253 5403	397 6746	307 3994	112 4847	112 5088	112 4857	141 047-320	59 054-155	59 048-113	46 054-486
RE-36E Eng S/N	44-92022	1527	132 7432	1 7218	76 6559	52 575	76 2388	260 6977	96 048-403	58 054-461	86 048-189	69 048-582
RE-36E Eng S/N	44-92023	1482	133 7007	63 2705	131 3322	63 6961	133 901	385 4981	35 048-712	137 054-200	63 048-511	62 054-007
RE-36D Eng S/N	44-2609	1945	54 7617	379 3168	444 1725	53 528	379 6773	444 6547	0 054-347	28 048-389	7 048-444	24 047-318
RE-36D Eng S/N	44-2697	1891	355 1447	357 2272		248 7602	22 570	22 7208	49 054-389	193 047-281	55 047-707	26 047-597
RE-36D Eng S/N	49-2700	2021	235 904	481 2475	211 1901	323 905		83 6998	133 054-195	62 054-295	31 054-080	7 054-283

73RD BOMBARDMENT SQUADRON
 ENGINE HOURS BY POSITION AS OF 2 APR 56

	ACFT S/N	A/C HRS	#1	#2	#3	#4	#5	#6	J-1	J-2	J-3	J-4
RB-36E Eng S/N	44-92005	1534	293 2496	69 983	42 1055	187 1224	423 4717	281 1233	23 048-108	182 048-463	12 047-423	19 048-620
RB-36E Eng S/N	44-92006	1726	61 1387	274 3669	344 895	271 5115	295 7197	101 568	50 047-433	16 047-539	98 048-381	10 047-865
RB-36E Eng S/N	44-92010	1750	197 829	114 3617	326 1378	114 4032	114 5118	44 3692	84 054-302	4 048-219	48 054-629	39 048-966
RB-36E Eng S/N	44-92013	1645	222 6769	116 532	356 3305	116 898	116 1273	298 598	150 047-602	65 054-728	13 048-785	130 054-316
RB-36E Eng S/N	44-92017	1718	230 4722	234 515	234 6558	313 4014	349 4163	171 4029	32 054-317	15 048-059	17 047-274	125 048-570
RB-36E Eng S/N	44-92018	1406	267 6768	441 7001	412 4168	272 601	221 1876	203 535	43 047-861	130 054-091	49 047-700	49 047-332
RB-36E Eng S/N	44-92020	1666	535 1264	79 517	76 3614	128 3696	192 3820	423 1911	70 047-515	206 047-769	12 048-42	150 054-512
RB-36E Eng S/N	44-92021	1587	317 6560	249 4334	160 6565	106 4011	317 7592	249 822	129 054-569	43 047-659	7 054-009	53 054-162
RB-36D Eng S/N	49-2606	2064	196 567	196 1053	50 3830	288 2703	322 3320	498 572	77 048-448	14 047-934	16 048-471	55 048-979
RB-36D Eng S/N	49-2698	2164	98 5396	72 6568	22 7607	98 5486	0 4402	119 7230	66 047-521	179 047-644	80 054-472	167 048-507
RB-36D Eng S/N	49-2691	2120	89 7408	89 3640	256 441	256 4827	256 3697	198 1827	49 054-560	69 054-335	20 048-574	136 048-758

301ST BOMBARDMENT SQUADRON
ENGINE HOURS BY POSITION AS OF 2 APRIL 1956

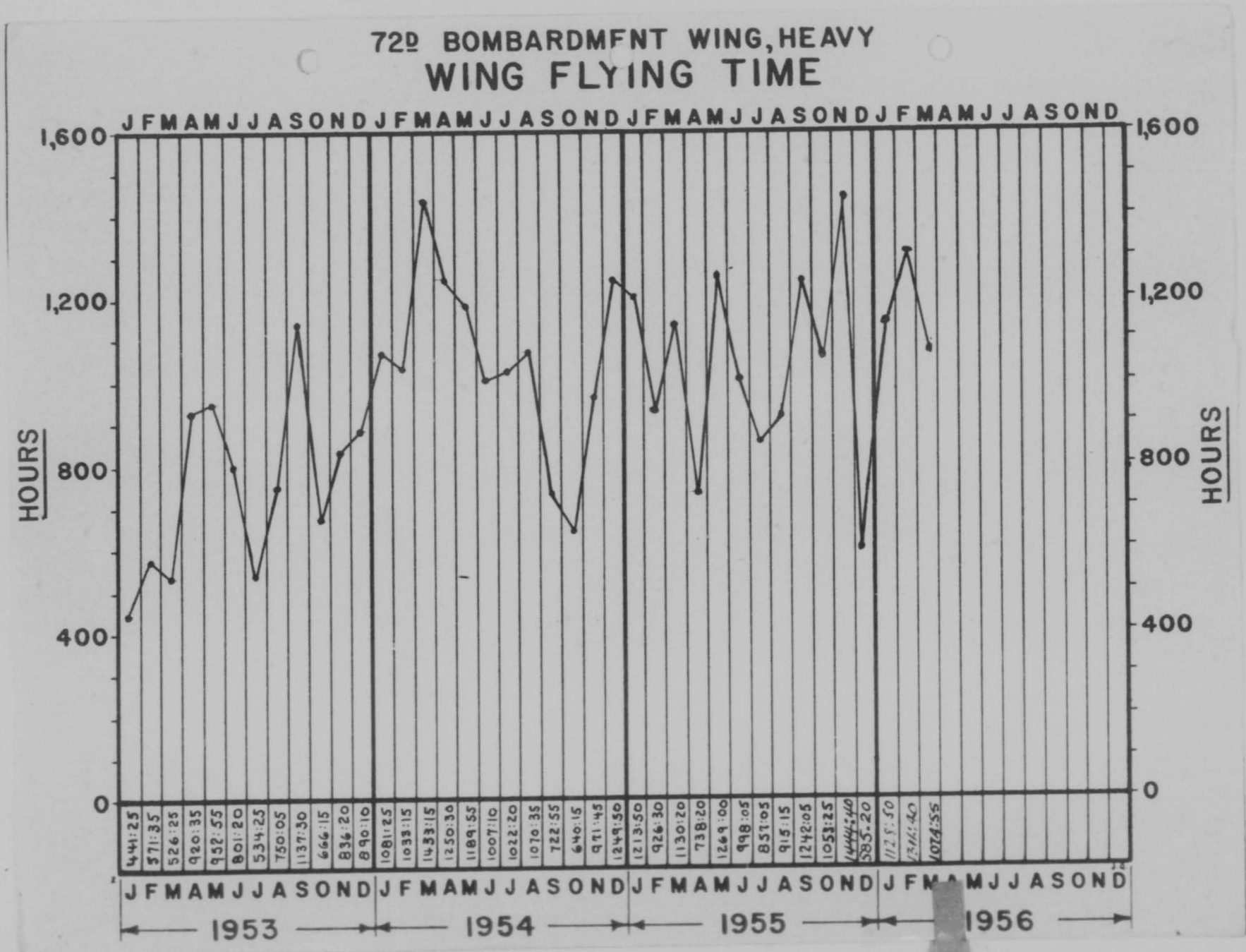
	ACFT S/N	A/C HRS	#1	#2	#3	#4	#5	#6	J-1	J-2	J-3	J-4
RB-36E Eng S/N	44-92011	2018	156 3998	4030	400 1749	160 7439	343 3594	451 6963	42 054-564	3 048-004	3 054-505	11 048-892
RB-36E Eng S/N	44-92025	1581	369 410	219 5396	109 1498	4834	109 5487	314 4738	16 047-807	55 054-167	40 042-333	29 047-428
RB-36E Eng S/N	44-92007	1855	319 6983	256 5222	24 6781	282 3156	467 1245	256 6743	74 048-039	106 048-019	90 047-71	26 048-496
RB-36E Eng S/N	44-92014	1713	98 6573	114 4727	175 5218	30 4003	352 5091	265 7220	86 054-330	81 054-463	83 054-74	81 048-164
RB-36D Eng S/N	44-92009	1796	231 7435	158 4148	379 576	101 4028	351 7213	321 1475	16 047-534	36 054-185	75 048-27	217 047-596
RB-36D Eng S/N	44-92091	1741	79 5124	364 4956	197 4145	87 501	373 824	364 471	173 048-571	048-400	35 048-25	150 054-900
RB-36D Eng S/N	49-2690	2199	101 3872	19 3837	372 606	57 7433	494 602	123 553	55 054-336	39 048-196	101 054-42	39 047-451
RB-36D Eng S/N	49-2693	1849	16 508	105 3806	404 2484	479 4594	362 374	27 6561	134 054-469	74 047-064	4 048-53	5 047-375
RB-36D Eng S/N	49-2699	2306	362 6736	548 4733	18 5119	217 3448	187 4135	70 5117	3 048-123	2 047-472	133 048-711	136 047-732
RB-36D Eng S/N	44-92093	1606	49 902	363 7000	322 5004	229 1695	49 7192	233 4825	30 048-980	9 048-207	40 048-530	61 054-278
RB-36D Eng S/N	49-2608	2268	78 473	188 4483	47 591	111 7603	150 5229	27 1456	200 048-504	42 048-271	49 047-733	94 047-888

Exhibits #31-42

72d BW, Maintenance Charts

Wing Flying Time
Flight Time Status per Aircraft
Fuel Consumption
J-47 Average Installed Time
R-4360 Average Installed Time
J-47 Av Operating Time At Change
R-4360 Operating Time at Change
Wing Maintenance Data
Supply Statistics
UR's Submitted
Sortie Requirements & Accomp
Av Discrepancies per Inspection

0 8 3 2



0833

**72^D BOMBARDMENT WING, HEAVY
FLIGHT TIME STATUS PER AIRCRAFT**

A/C		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
005	A	0:00	14:15	47:25	29:45	81:30	3:20	35:40	27:40	41:30			
	B	1252:40	1266:55	1314:20	1344:05	1425:35	1428:55	1467:35	1492:15	1533:45			
006	A	21:00	15:50	47:20	13:15	23:10	28:40	44:15	52:45	48:35			
	B	1452:30	1468:20	1515:40	1528:55	1552:05	1580:45	1625:00	1677:45	1726:20			
007	A	0:00	0:00	22:45	41:40	78:15	34:05	13:35	40:50	24:20			
	B	1599:25	1599:25	1622:10	1663:50	1742:05	1776:10	1789:45	1830:35	1854:55			
008	A	22:40	3:00	25:20	23:15	75:50	10:00	34:15	40:00	20:55			
	B	1186:10	1189:10	1214:30	1237:45	1313:35	1323:35	1357:50	1397:50	1418:45			
009	A	0:00	0:00	26:00	35:45	64:40	17:05	12:30	55:55	23:30			
	B	1443:45	1443:45	1469:45	1505:30	1575:10	1592:15	1604:45	1660:40	1684:10			
010	A	23:10	0:00	0:00	8:30	74:15	19:30	24:10	40:45	24:35			
	B	1553:25	1553:25	1553:25	1561:55	1636:10	1655:40	1684:50	1725:35	1750:10			
011	A	26:25	30:35	0:00	8:30	8:25	18:10	38:10	50:35	35:40			
	B	1828:05	1858:40	1858:40	1867:10	1875:35	1893:45	1931:55	1982:30	2018:10			
012	A	38:50	26:00	65:40	42:00	52:50	11:00	30:15	62:00	7:40			
	B	1667:10	1693:10	1758:50	1800:50	1853:40	1864:40	1900:55	1962:55	1970:35			
013	A		12:00	63:45	51:35	54:00	3:50	46:45	34:55	30:45			
	B	1347:00	1359:00	1422:45	1474:20	1528:20	1532:10	1578:55	1613:50	1644:35			
014	A	12:10	18:00	27:35	43:55	53:15	4:40	25:00	39:10	40:30			
	B	1456:00	1474:00	1501:35	1545:30	1598:45	1603:25	1628:25	1667:35	1708:05			
015	A	13:50	49:25	0:00	0:00	14:35	22:10	47:30	38:20	45:00			
	B	1366:35	1416:00	1416:00	1416:00	1430:35	1452:45	1500:15	1538:35	1583:35			
016	A	16:35	5:30	37:15	43:05	25:35	20:10	9:40	55:50	49:10			
	B	1375:05	1380:35	1417:50	1460:55	1486:30	1506:40	1516:20	1572:10	1621:20			
017	A	16:00	30:40	44:05	24:10	63:15	27:15	48:40	49:40	45:05			
	B	1385:35	1416:15	1460:20	1484:30	1547:45	1575:00	1623:40	1675:20	1718:25			
018	A	38:50	52:55	29:30	22:00	80:55	21:50	14:35	42:45	34:15			
	B	1102:40	1155:35	1185:05	1207:05	1288:00	1309:50	1324:25	1372:10	1406:25			
019	A	1:50	4:30	44:00	35:10	57:15	14:05	27:40	43:55	26:15			
	B	1186:35	1191:05	1235:05	1270:15	1327:30	1341:35	1369:15	1413:10	1434:25			
020	A	0:00	48:25	60:55	51:35	10:00	16:35	22:45	36:15	42:40			
	B	1375:55	1424:20	1485:15	1536:50	1546:50	1563:25	1586:10	1622:25	1665:05			
021	A	37:35	23:00	36:45	52:55	53:35	6:00	26:50	41:00	32:10			
	B	1314:55	1337:55	1374:40	1427:35	1481:10	1487:10	1514:00	1555:00	1587:10			
022	A	26:20	48:25	23:45	29:45	12:45	15:35	31:15	22:00	28:55			
	B	1293:45	1342:10	1365:55	1395:40	1408:25	1424:00	1475:15	1497:15	1526:10			

LEGEND: A= FLYING TIME THIS MONTH

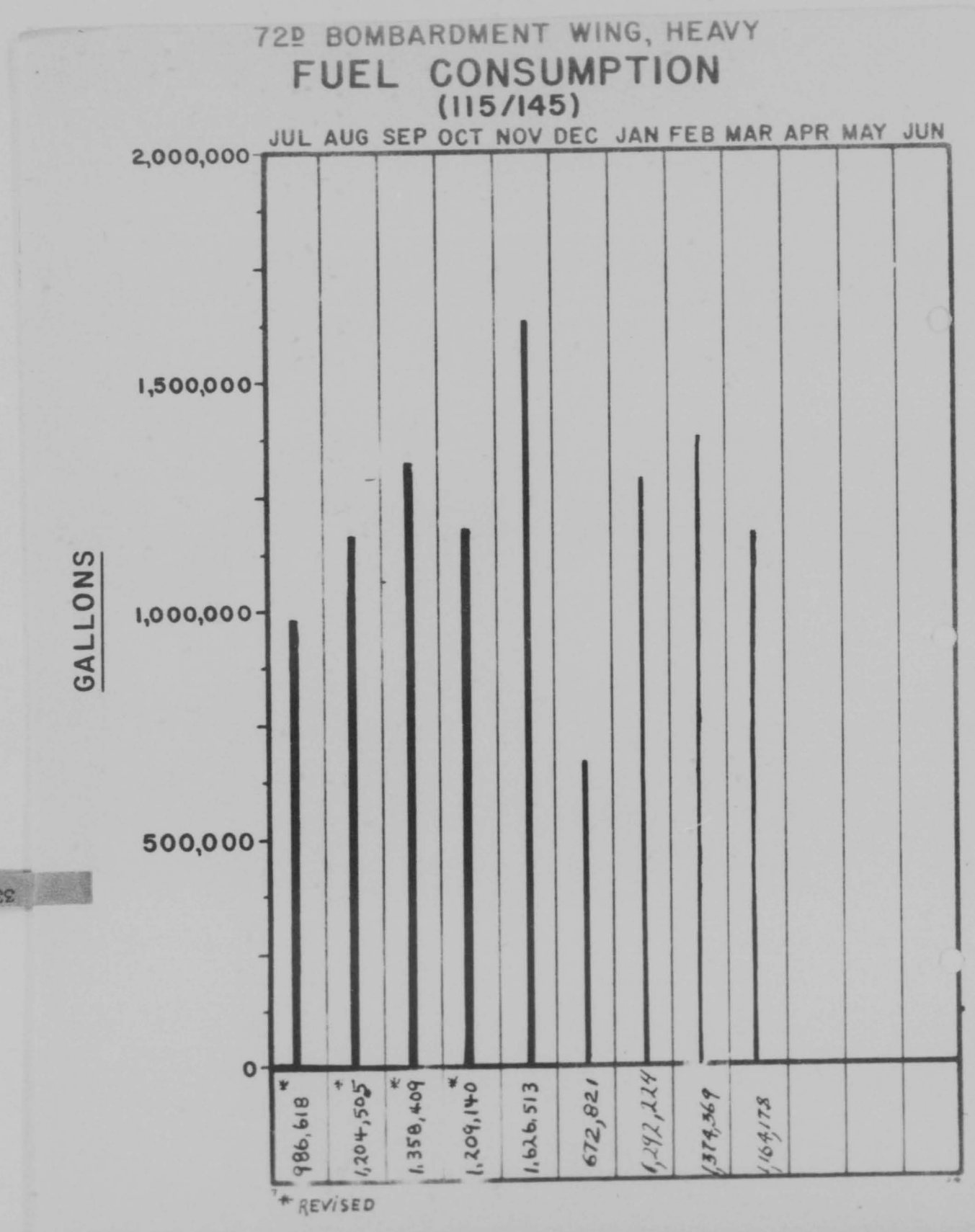
B=CUMULATIVE FLYING TIME TO DATE

**72D BOMBARDMENT WING, HEAVY
FLIGHT TIME STATUS PER AIRCRAFT**

A/C		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
023	A	21:35	20:45	50:30	10:40	39:35	12:45	16:05	40:45	21:15			
	B	1268:50	1289:35	1340:05	1350:45	1390:20	1403:05	1419:10	1459:55	1481:10			
025	A	18:15	0:00	0:00	21:50	50:30	12:15	47:50	40:10	29:20			
	B	1379:30	1379:30	1379:30	1401:20	1451:50	1464:05	1511:55	1552:05	1581:25			
089	A	46:45	22:50	27:45	6:00	0:00	1:40	38:15	22:55	38:35			
	B	1638:10	1661:00	1688:45	1694:45	1694:45	1696:25	1734:40	1757:35	1796:10			
091	A	29:20	48:30	11:15	26:25	32:50	24:30	26:15	52:30	34:40			
	B	1484:25	1532:55	1544:10	1570:35	1603:25	1627:55	1654:10	1706:40	1741:20			
093	A	22:35	14:05	34:20	64:10	21:20	20:20	29:30	21:35	23:40			
	B	1377:10	1391:15	1425:35	1489:45	1511:05	1531:25	1560:55	1582:30	1606:10			
571	A	39:00	44:35	50:35	5:15	78:15	6:45	20:30	52:05	5:30			
	B	1381:25	1426:00	1476:35	1481:50	1554:05	1560:50	1581:20	1633:25	1638:55			
686	A	28:40	76:25	54:00	9:15	23:00	32:10	66:00	38:10	27:25			
	B	1737:55	1814:20	1868:20	1877:35	1900:35	1932:45	1998:45	2031:55	2068:20			
688	A	21:45	38:25	74:15	61:00	11:55	26:55	33:40	50:25	27:10			
	B	1944:10	1982:35	2056:50	2117:50	2129:45	2156:40	2190:26	2240:45	2267:55			
690	A	51:20	6:55	71:30	37:00	53:35	3:00	40:30	46:25	33:00			
	B	1907:00	1913:55	1985:25	2022:25	2076:00	2079:00	2114:30	2165:55	2198:55			
691	A	8:20	61:55	62:25	34:20	0:00	8:30	24:50	26:45	28:40			
	B	1872:20	1934:15	1996:40	2031:00	2031:00	2039:30	2061:20	2091:05	2119:45			
693	A	54:20	25:55	58:35	34:05	68:30	24:20	50:25	14:05	15:55			
	B	1557:30	1583:25	1642:00	1676:05	1744:35	1768:55	1814:20	1833:25	1849:20			
697	A	41:50	13:20	41:25	61:55	18:25	28:20	22:00	26:40	35:50			
	B	1642:40	1656:00	1697:25	1739:20	1777:45	1806:05	1828:05	1854:45	1890:35			
698	A	59:20	18:50	47:15	39:20	40:40	21:35	25:45	49:50	22:00			
	B	1899:00	1917:50	1965:05	2004:25	2045:05	2066:40	2092:25	2142:15	2164:15			
699	A	28:45	65:50	26:00	39:45	51:55	30:10	27:30	24:20	17:40			
	B	2022:55	2088:45	2114:45	2154:30	2206:25	2236:35	2264:05	2288:25	2306:05			
700	A	46:35	37:15	24:20	33:40	2:45	32:00	47:55	32:25	62:10			
	B	1748:25	1785:40	1810:00	1843:40	1846:25	1878:25	1926:20	1958:45	2020:55			
689	A	70:50	34:40	12:45	34:35	73:05	6:05	42:20	3:15	50:35			
	B	1683:05	1722:45	1736:30	1770:05	1843:10	1849:15	1891:35	1894:50	1945:25			
	A												
	B												
	A												
	B												

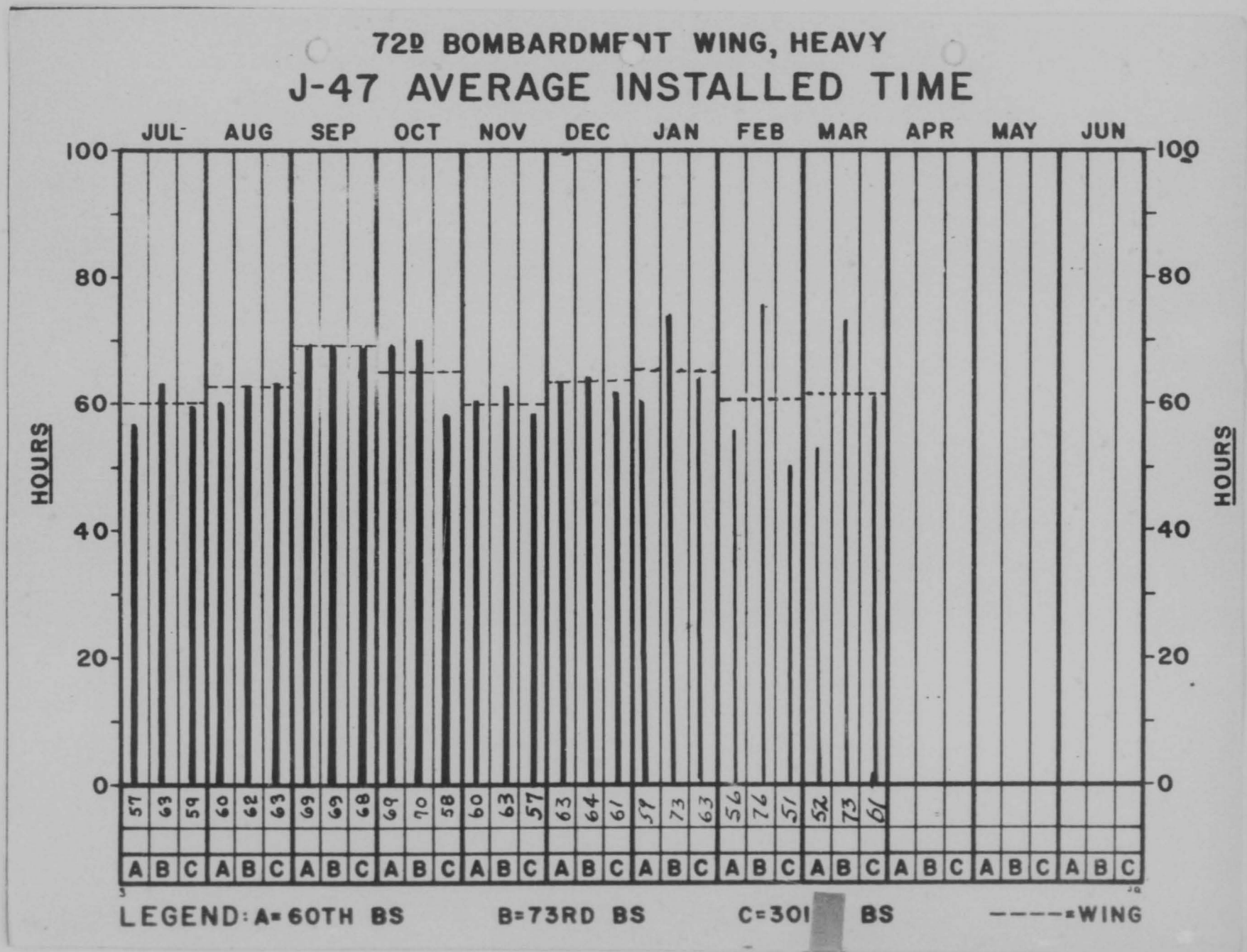
LEGEND: A- FLYING TIME THIS MONTH

B- CUMULATIVE FLYING TIME TO DATE

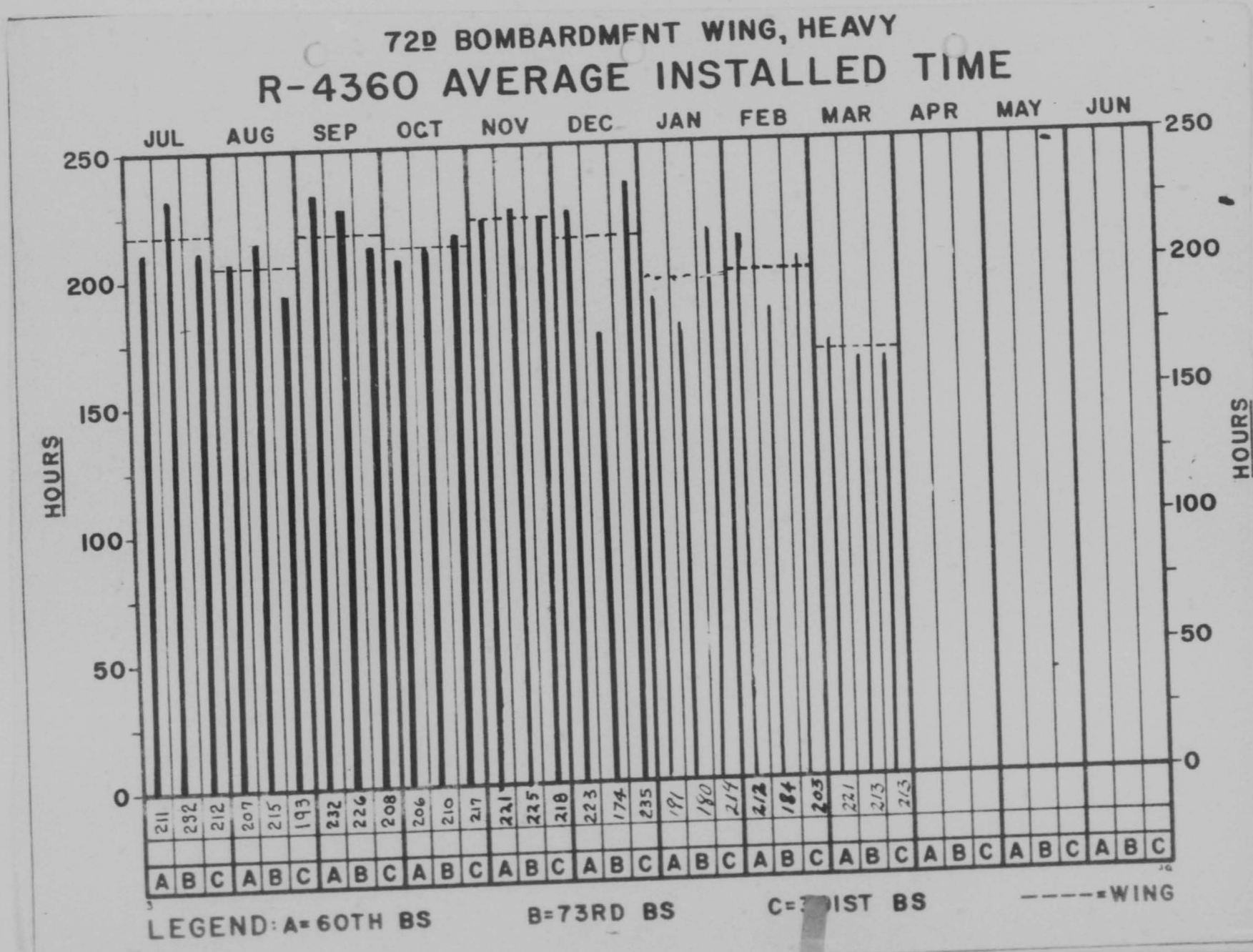


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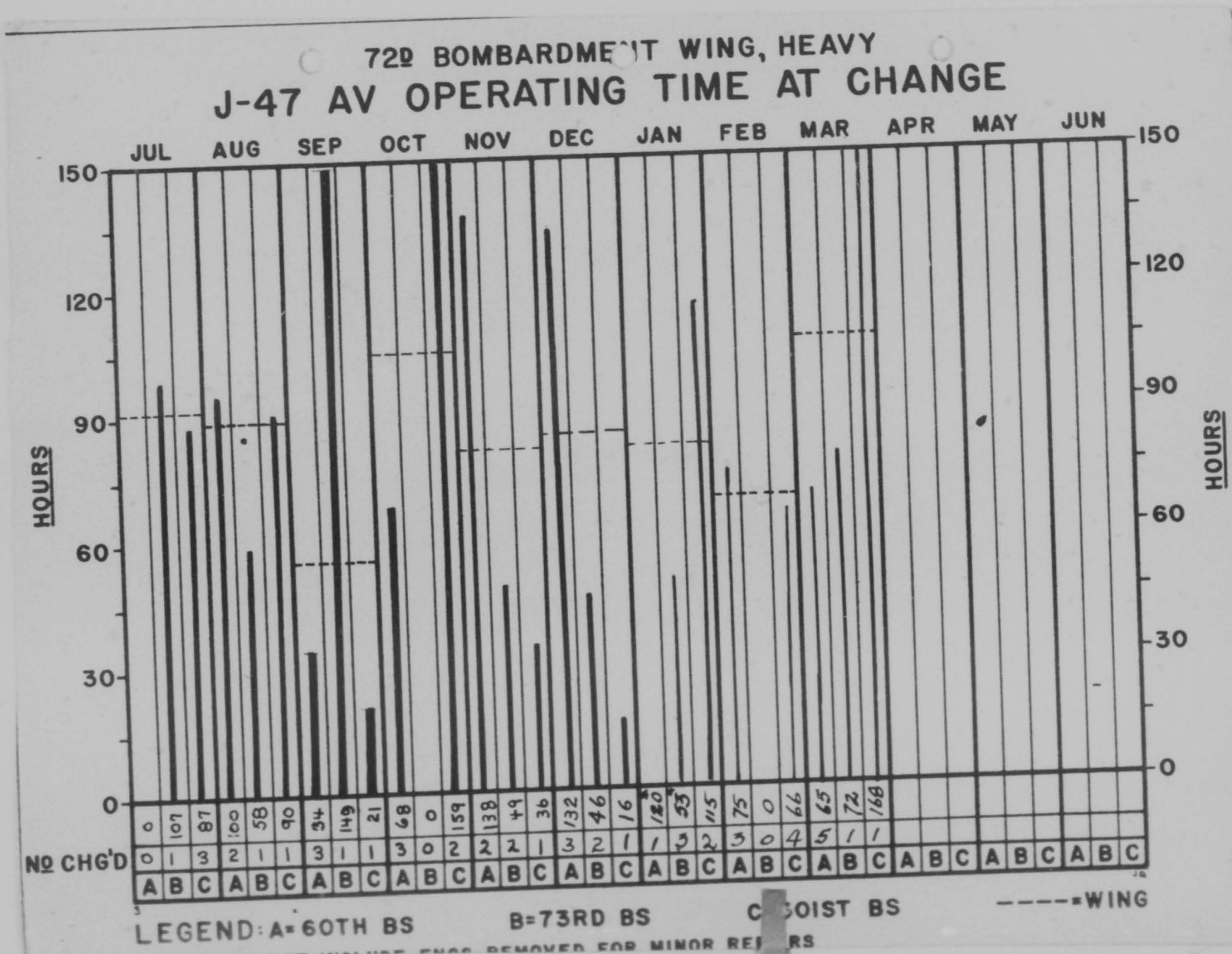
0836



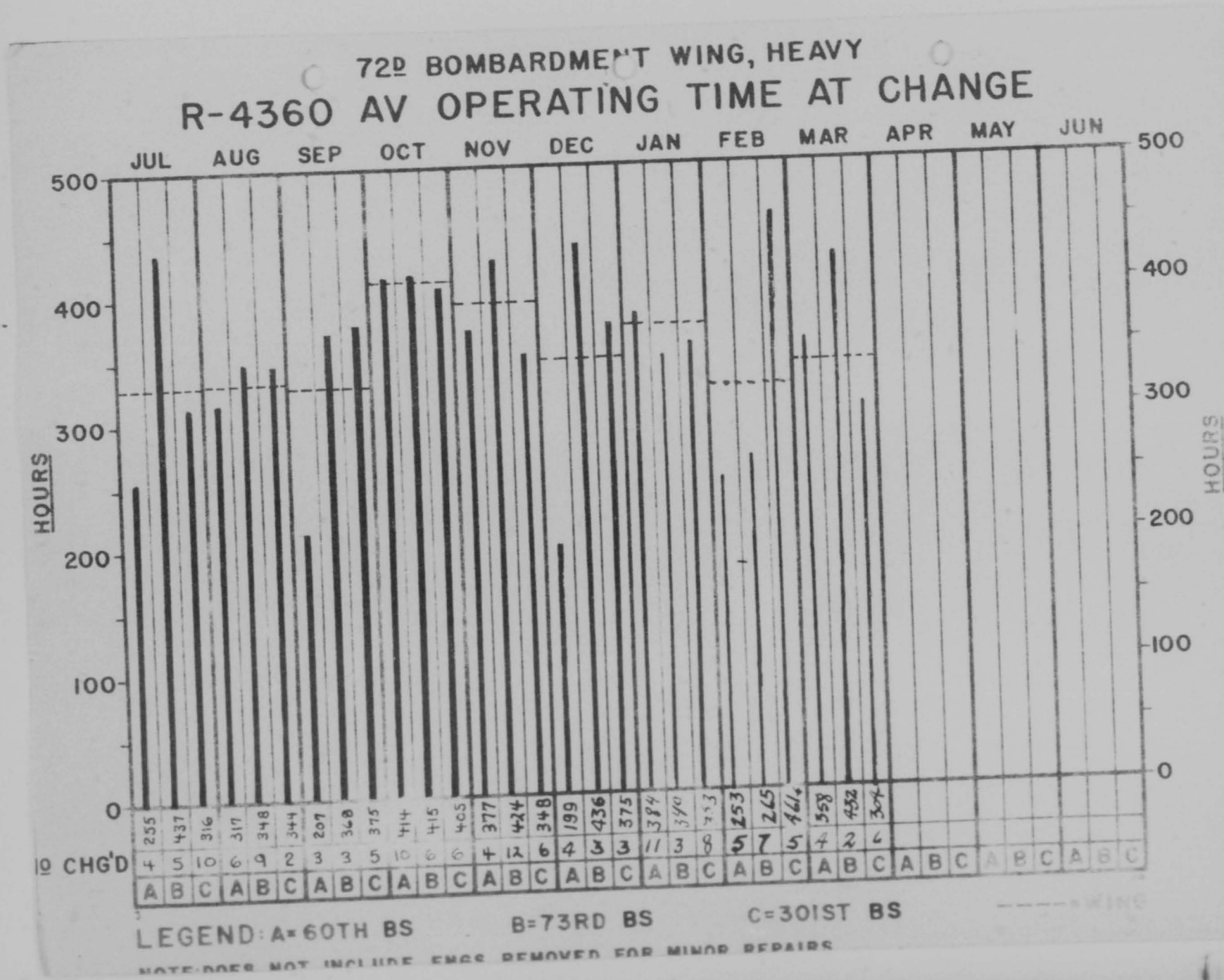
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**72^D BOMBARDMENT WING, HEAVY
WING MAINTENANCE DATA**

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AV NO ACFT POSS'D	25.8	28.7	28.8	30.4	32.0	34.0	34.0	34.0	34.0			
AV NO ACFT IN COMM	15.5	18.1	20.0	21.6	21.0	23.7	24.8	24.8	20.5			
% ACFT IN COMM	60.0	63.3	69.4	71.2	65.5	69.8	73.0	72.8	60.2			
NO TNG & FERRY SORTIES	72	72	76	70	105	57	84	99	82			
HRS TNG & FERRY SORTIES	823:25	812:10	1218:45	994:00	1416:0	545:55	1096:10	1219:20	1015:55			
NO TEST SORTIES	15	14	12	25	10	15	12	9	18			
HRS TEST SORTIES	33:40	43:05	23:20	59:25	28:40	39:25	32:40	37:20	59:00			
TOTAL FLYING TIME	857:05	915:15	1242:05	1053:25	1444:40	585:20	1128:50	1316:40	1074:55			
AV FLY HR PER A/C	29:35	31:48	43:09	37:40	45:10	17:10	33:10	38:45	31:37			
AV DIR M/H PER FLY HR	119	147	89	127	80	183	114	101	124			
AV SORTIE LENGTH (MINUS TEST HRS)	11:25	12:05	16:04	12:74	13:30	9:35	13:05	12:55	12:23			
AV NO TOC'S C/W	213	81	110	50	109	407	127	114	126			
AV NO TOC'S OUTSTANDING	2.5	2.2	0.2	0.3	0.4	0.0	0.2	.08	.2			

**72^D BOMBARDMENT WING, HEAVY
WING MAINTENANCE DATA**

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

NO MAJOR INSPS	4	7	4	8	4	7	7	4	8			
(TOTAL M/HRS EXP)	22392	30534	19640	30155	29188	29046	32507	32806	36037			
NO POSTFLIGHTS	29	34	39	39	49	27	40	40	41			
(TOTAL M/HRS EXP)	16092	24736	21186	21124	14795	28140	21603	23584	22880			
NO PREFLIGHTS	82	79	88	103	115	72	96	108	100			
(TOTAL M/HRS EXP)	1725	2298	2150	2541	1413	1462	2645	1708	2009			
% ASGD PERS AVAIL	75.1	88.2	85.2	88.2	90.4	95.2	91.1	94.9	92.2			
% PERS ABSENT	28.2	19.9	21.0	19.3	20.1	15.9	15.3	15.6	19.2			
% DIRECT UTILIZ	57.3	57.8	56.6	62.6	61.3	61.5	65.0	63.8	59.6			
% INDIRECT UTILIZ	44.6	42.9	43.4	37.4	38.7	38.5	35.0	36.2	40.4			
TOTAL OVERTIME	11462	23203	13192	19058	21293	18989	13805	22935	27796			
NET OVERTIME	3955	8928	-2213	1304	5790	10468	4525	9804	8647			

J 8 4 2

72^D BOMBARDMENT WING, HEAVY SUPPLY STATISTICS

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL NO OF ITEMS REQ'D FROM SERV UNITS 1 & 4	5962	6862	6225	6306	6088	5654	6584	6732	6764			
TOTAL NO OF ITEMS DEL	3792	4735	3881	4272	4256	3798	4625	4828	4669			
TOTAL NO OF ITEMS B/O	2170	2127	2344	2034	1832	1795	1655	1904	2095			
AV DEL TIME PER AVAIL ITEM (MINS)	32.1	36.6	34.9	36.3	35.4	36.6	30.8	28.6	34.7			
% OF SUPPLY EFFECT	63.6	68.7	62.3	67.9	67.7	65.4	67.0	71.7	69.0			
AOCP PIPELINE TIME FROM DEPOTS (DAYS)	5.18	10.3	24.2	7.6	7.8	5.6	0	8.9	6.9			
ANFE PIPELINE TIME FROM DEPOTS (DAYS)	11.8	6.8	11.3	7.8	6.2	9.9	6.0	8.5	8.6			
AOCP RATE (WING %)	5.3	2.8	7.5	4.0	2.2	3.2	0	3.3	12.1			
60BS	6.3	2.8	10.8	3.7	1.1	3.2	0	5.7	11.3			
73BS	2.7	0	6.1	9.0	4.8	1.9	0	1.9	12.3			
30IBS	6.8	0	5.0	0.0	0.0	4.3	0	2.2	12.9			
ANFE RATE (WING %)	12.4	18.3	29.4	30.8	38.5	27.5	27.6	37.9	44.8			
60BS	14.8	8.8	7.0	31.1	26.4	14.8	19.1	35.5	62.6			

**729 BOMBARDMENT WING, HEAVY
SUPPLY STATISTICS**

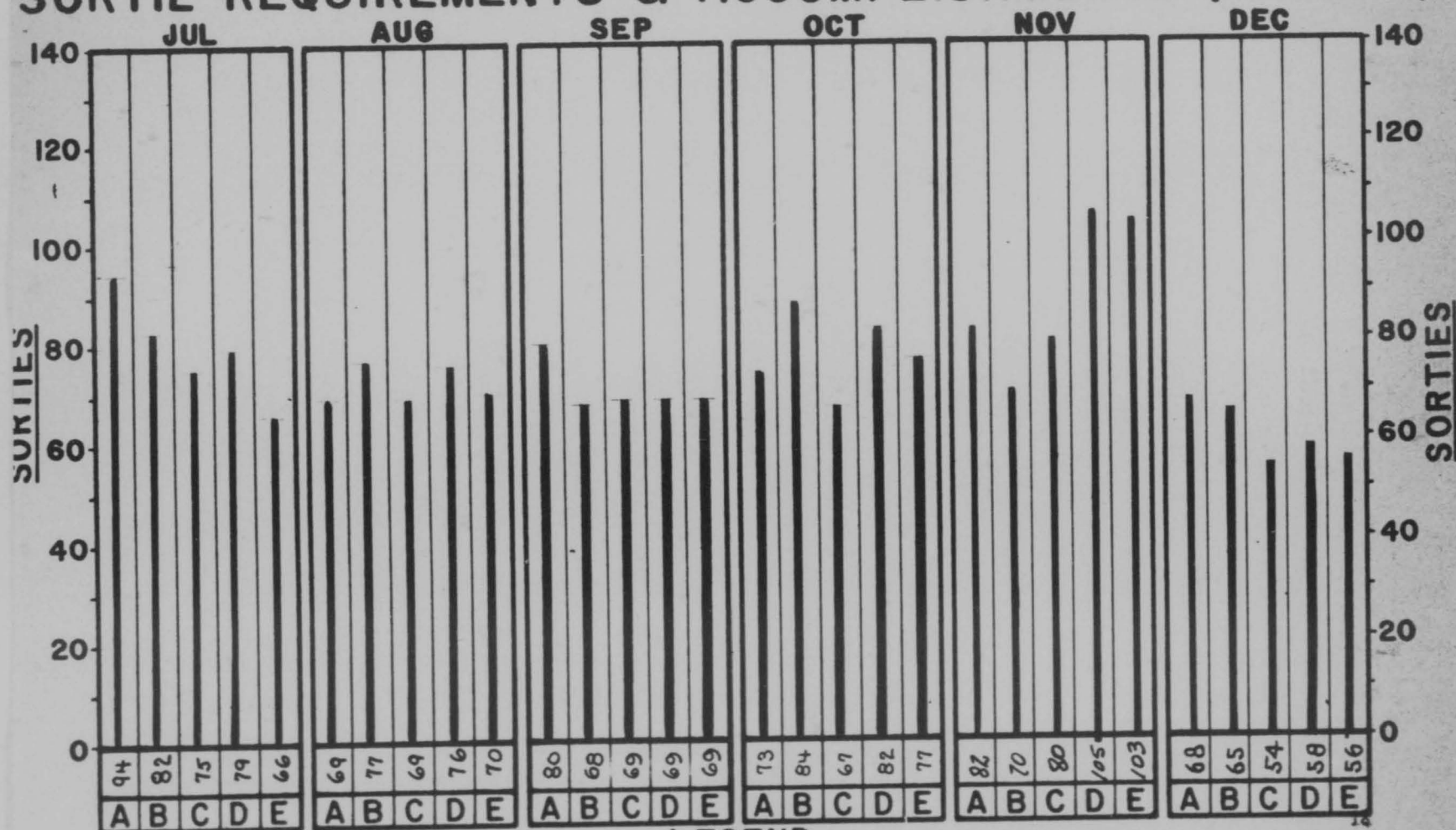
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
73 BS	20.1	34.5	36.5	30.7	46.3	35.3	27.9	39.8	38.4			
30I BS	3.4	12.6	45.5	31.5	39.7	32.5	36.7	32.3	31.7			
N° CANNIBAL'S FOR AEMS	26	10	11	26	21	10	17	16	29			
60 BS	11	5	6	12	9	4	7	5	10			
73 BS	6	3	4	8	9	4	4	6	11			
- 30I BS	9	2	1	6	4	2	6	5	8			
M/HRS INVOLVED	52	13	14	44	25	11	20	25	35			
N° CANNIBAL'S FOR APG	79	67	64	60	60	34	25	41	47			
60 BS	31	19	20	22	14	10	11	19	21			
73 BS	23	29	31	17	24	10	8	11	16			
30I BS	25	19	13	21	22	14	6	10	10			
M/HRS INVOLVED	184	128	106	100	147	76	55	84	91			

J 8 4 4

**72^D BOMBARDMENT WING, HEAVY
UR'S SUBMITTED**

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
72^D A & E MAINT SQ	59	84	34	138	60	116	139	126	119			
72^D FLD MAINT SQ	25	26	17	53	56	61	40	20	26			
72^D PER MAINT SQ	21	28	2	3	1	24	8	0	0			
301ST BOMB SQ	27	24	12	24	88	66	32	32	47			
73RD BOMB SQ	9	16	8	18	15	44	8	6	0			
60TH BOMB SQ	24	12	5	23	12	38	46	46	73			
28TH AIR RESCUE SQ	3	12	15	10	25	11	19	6	20			
72^D OPNS SQ	0	3	2	6	0	1	1	0	0			
72^D HQ SQ, WG	0	4	2	2	1	1	0	3	0			
2^D CRASH BOAT SQ	0	0	0	0	0	0	0	0	0			
HQ SQ, ABG	0	0	0	0	0	0	0	0	2			
72^D SUPPLY SQ								1	0			
WING TOTAL	168	209	97	277	258	362	293	240	287			

72^D BOMBARDMENT WING, HEAVY
SORTIE REQUIREMENTS & ACCOMPLISHMENTS (F-1 RPT)



LEGEND

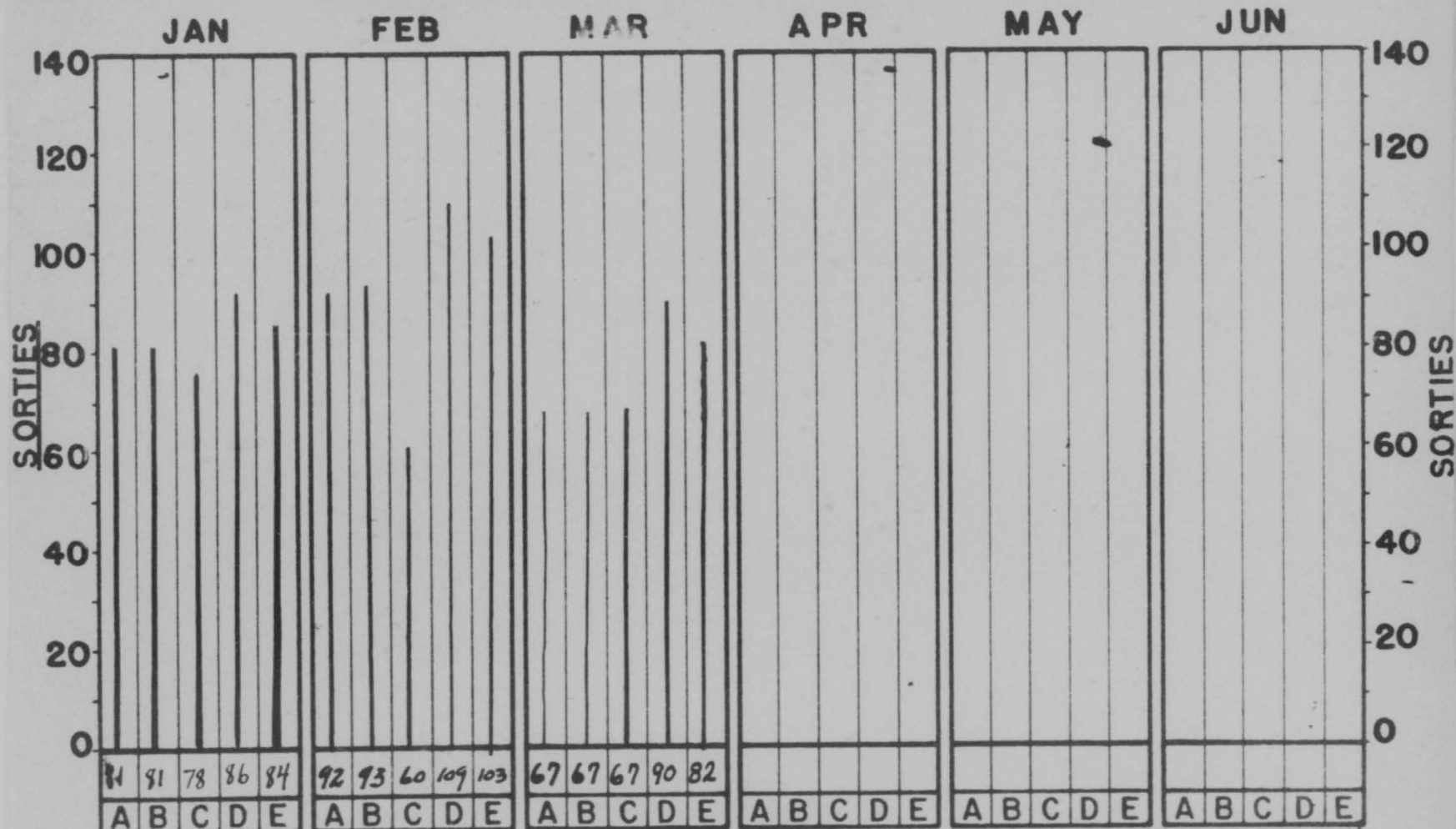
A= SORTIES REQ'D
 B= MAINT CAPABILITY

C= SORTIES SCHED MAINT
 D= SORTIES ACPT'D BY OPNS

E= SORTIES UTILIZED BY OPNS

72^D BOMBARDMENT WING, HEAVY

SORTIE REQUIREMENTS & ACCOMPLISHMENTS (F-1 RPT)



LEGEND

A = SORTIES REQ'D C = SORTIES SCHED MAINT
 B = MAINT CAPABILITY D = SORTIES ACPT'D BY OPNS
 E = SORTIES UTILIZED BY OPNS

**72^D BOMBARDMENT WING, HEAVY
AV DISCREPANCIES PER INSP
(POST FLIGHT DOCK)**

JETS	1.0	1.5	4.5	2.7	3.0	2.0
R-1	6.6	5.5	7.5	9.7	4.5	3.0
R-2	5.3	4.0	9.5	6.3	4.0	8.5
R-3	3.3	7.5	14.5	3.3	4.0	5.0
R-4	6.6	7.0	7.0	6.7	7.0	6.0
R-5	9.3	7.0	6.5	4.3	4.0	3.5
R-6	6.0	1.5	8.0	7.7	3.5	4.0
APG	44.6	34.5	60.0	31.3	40.0	32.5
BOMB-NAV	10.0	8.5	2.5	0.7	4.5	1.0
COMM-NAV	6.3	12.0	10.5	10.7	6.5	4.0
BS/AP	1.6	11.0	4.5	2.7	5.5	2.7
REL SYS	4.3	5.5	3.5	1.5	3.0	2.0
FIRE CONT	9.3	11.0	7.0	7.0	13.0	6.0
APG-32	2.3	2.5	5.0	3.5	3.0	2.5
PHOTO	1.3	0	0.5	1.0	1.0	N/A
ECM	16.3	18.5	9.5	5.3	9.0	7.0
TOTAL	134.1	137.5	160.5	104.4	115.5	89.7
	J	A	S	O	N	D
	60BS					

3.0	2.3	3.5	2.3	2.0	3.0	
12.0	2.0	4.0	9.3	5.0	6.0	
11.5	4.6	9.5	12.0	9.0	15.0	
8.0	4.5	4.0	8.3	4.0	5.0	
7.0	2.0	6.5	5.3	5.0	9.0	
10.5	7.3	5.5	16.7	18.0	5.0	
3.0	2.3	5.5	11.0	6.0	9.5	
33.0	32.3	32.5	42.7	29.0	36.5	
2.0	3.6	9.5	5.0	0	2.0	
4.0	15.0	15.0	5.3	15.0	7.0	
2.0	8.0	8.0	2.5	4.0	.0	
2.5	9.3	3.5	3.0	6.0	1.0	
7.0	12.3	4.0	4.0	28.0	6.0	
2.0	5.3	4.5	3.0	9.0	3.0	
1.0	0.6	1.0	0.7	0	1.0	
10.0	12.6	7.5	6.7	12.0	22.0	
118.5	124.0	124.0	136.8	152.0	131.0	
	J	A	S	O	N	D
	73BS					

1.5	3.5	9.3	7.0	0	4.0	
4.0	5.0	5.0	4.5	3.0	5.5	
2.5	3.5	6.3	12.0	0	.5	
3.0	6.5	7.0	5.5	2.0	9.0	
4.5	6.0	5.0	4.5	2.0	4.0	
4.0	3.0	5.3	13.5	6.0	5.0	
5.0	1.5	4.7	8.5	5.0	5.0	
53.0	26.5	71.3	38.0	44.0	20.5	
10.0	7.5	4.7	9.5	2.0	0	
12.5	17.0	7.0	5.0	16.0	6.0	
2.0	7.5	5.3	3.0	0	0	
9.5	2.5	9.3	3.0	1.0	1.0	
9.0	NO INSP	7.0	11.0	5.0	N/A	
6.0	3.5	1.7	1.5	2.0	1.0	
1.5	1.5	0.3	0.0	2.0	N/A	
15.5	10.0	10.0	5.0	7.0	8.0	
143.5	105.0	147.2	151.5	94.0	69.5	
	J	A	S	O	N	D
	30IBS					

72_ BOMBARDMENT WING, HEAVY
AV DISCREPANCIES PER INSP (PERIODIC MAINT)

	* DOCK A						* DOCK B											
	J	F	M	A	M	J	J	F	M	A	M	J						
JETS	2.0	4.0	2.5				2.0	1.0	1.6									
R-1	3.6	4.5	6.2				3.5	7.5	6.0									
R-2	2.7	6.5	3.6				7.3	3.6	5.3									
R-3	3.0	5.0	6.5				6.0	4.0	4.6									
R-4	3.6	6.0	5.0				2.3	17.0	5.3									
R-5	3.0	7.0	2.7				3.0	2.5	2.6									
R-6	3.6	8.5	3.7				3.3	7.3	1.6									
APG	32.7	40.5	32.7				27.3	38.0	31.3									
BOMB-NAV	1.7	3.5	2.0				2.6	2.0	1.6									
COMM-NAV	5.0	6.5	2.2				6.6	5.3	3.3									
BS/AP	0	.5	.5				1.0	.1	0									
REL SYS	6.2	13.0	2.0				5.0	8.0	6.0									
FIRE CONT	8.5	14.0	15.0				15.0	8.0	13.5									
APG-32	1.7	3.0	1.7				1.6	1.3	2.3									
PHOTO	1.7	2.5	1.0				1.6	1.3	.6									
ECM	6.5	7.0	4.2				7.3	7.0	5.3									
TOTAL	77.2	76.5	92.5				81.7	113.9	90.9									

WING STANDARD

105.0

105.0

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72^D BOMBARDMENT WING HEAVY

AV DISCREPANCIES PER INSP (FLIGHT DOC)

60TH

73RD

301ST

POST

	J	F	M	A	M	J	J	F	M	A	M	J	J	F	M	A	M	J
JETS	2.6	2.0	0				3.0	1.0	2.3				2.0	1.6	1.0			
R-1	6.0	6.0	9.5				4.5	5.0	6.3				8.5	6.3	2.0			
R-2	8.3	3.0	6.0				8.5	8.6	7.6				11.0	4.3	4.0			
R-3	6.5	7.0	3.0				11.0	4.5	10.0				2.5	5.0	7.5			
R-4	5.0	4.5	10.0				3.5	10.0	3.6				4.0	6.3	4.5			
R-5	6.5	7.0	4.0				15.0	2.5	6.6				4.5	7.0	1.0			
R-6	6.5	22.0	1.0				10.0	5.5	4.6				3.0	5.3	3.5			
APG	31.3	35.5	37.0				36.0	27.6*	34.0				23.5	25.6	22.5			
BOMB-NAV	0	1.5	0				.5	1.6	0.3				1.5	2.0	1.3			
COMM-NAV	3.3	6.5	2.0				4.0	6.6	3.0				6.5	6.6	2.0			
BS/AP	.3	1.0	1.0				1.0	1.6	1.6				1.5	1.3	0.6			
REL SYS	5.3	5.0	4.0				0	6.6	2.6				8.5	1.3	2.0			
FIRE CONT	20.0	13.0	9.0				11.0	3.6	5.0				14.5	6.0	11.0			
APG-32	1.0	2.0	2.0				3.0	2.0	2.0				3.5	2.0	0.5			
PHOTO	1.6	1.0	1.0				1.0	.6	0.3				1.0	2.3	2.0			
ECM	6.3	6.0	7.0				3.0	6.0	6.6				8.0	8.3	6.0			
TOTAL	95.7	123.0	96.5				*45.0	*43.3	96.4				*103.0	*91.2	71.4			

WING 110.0

110.0

110.0

STANDARD

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Exhibit #43

72d BW, Wing Commander's Remarks, RCS:
1-SAC-T12; 31 Mar 56

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72D BOMBARDMENT WING (H)

WING COMMANDER'S REMARKS

PART VIII

OF

AIR TRAINING REPORT FOR PERIOD 1 THRU 31 MARCH 1956

RCS: 1-SAC-T12

6. Wing Commanders Remarks:

a. Hours Flown Performing Missions Ordered by Higher Headquarters:

(Unclassified)

January	-	Hours
February	711:35	Hours
March	-	Hours
Quarter	711:35	Hours

b. Weather or Local Conditions: (Unclassified)

None

c. Restrictive Directives: (Unclassified) No Restrictive Directives were in effect during the training quarter.

d. Combat Crew Member Gain and Losses: (Unclassified)

(1) Crew Members Gained:

<u>Position</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>QUARTER</u>
Radio Operator	1	-	-	1
ECM Operators	-	-	8	8
Totals	1	0	8	9

(2) Crew Members Lost:

(a) Three Aircraft Commanders (2 Reassigned to Ops Staff Pos)
(1 Reassigned Staff Opns
Position Wing Hq)

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72d BW 1 thru 31 Mar 56

- (b) One First Navigator (1 Pending Discharge)
- (c) One 1st Acft Perf Engr (1 Reassigned to ZI)
- (d) One 1st ECM Operator (1 Reassigned to ZI)
- (e) Two ECM Operators (2 Discharged)
- (f) One RUA Gunner (1 Discharged)
- (g) Two LLA Gunners (2 Discharged)
- (h) Two LUF Gunners (2 Discharged)
- (i) During the training quarter there were a total of 28 individual crew members lost. In addition to the above nine crews R14, L43, R46, L37F, S39, R47F, L72, L75 and L77 were lost due to rotation to the Zone of Interior.

e. Crew Member Changes: (Unclassified)

<u>POSITION</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>QUARTER</u>
Aircraft Commanders	-	-	4	4
1st Pilots	-	-	4	4
Co Pilots	-	-	4	4
Navigators	3	-	2	5
Photo Navigators	2	-	-	2
Radar Navigators	-	-	-	-
Weather Navigators	2	1	1	4
1st ECM Operators	1	3	1	5
ECM Operators	3	2	4	9
1st Aircraft Perf Engineers	2	1	1	4

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72d BW 1 thru 31 March 56

<u>POSITION</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>QUARTER</u>
2nd Aircraft Perf Engineers	4	4	1	9
2nd Radio Operators	4	1	5	10
Weather Gunners	3	3	-	6
Electrician Gunners	-	3	-	3
RUA Gunners	2	-	-	2
LJA Gunners	3	2	1	6
LJF Gunners	-	4	2	6
LLA Gunners	5	8	5	18
Tail Gunners	3	2	2	7
Totals	37	34	37	108

f. New Crews: (Unclassified) The crews listed by months were gained as replacement crews for crews rotating to the Zone of Interior during the training quarter.

<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTAL</u>
NEG	R33, R34, L62 S07, L31F, L32F	RO8, L63, R46F	9

g. Crew Status Changes: (Unclassified)

- (1) Crew L30F was downgraded to Combat Ready Status effective 26 March 1956.
- (2) Crews IN48 and IN 84 were upgraded to Combat Ready Status effective 26 March 1956.
- (3) During the Training Quarter:
 - (a) 3 crews were upgraded to Lead Status
 - (b) 2 crews were upgraded to Combat Ready Status
 - (c) 1 crew was downgraded to Combat Ready Status

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72d BW 1 thru 31 Mar 56

- h. Rescinded
- i. Standardization Crews: (Unclassified)

<u>CREW</u>	<u>DATE DUTY ASSIGNED</u>
S07	19 March 1956
S67	22 October 1954
L60	15 January 1956
L32F	16 March 1956

- j. Additional Materiel and Personnel Problems: (Unclassified)
 - (1) Maintenance: Fuel Cell leaks and deteriorated wiring in assigned aircraft continues as previously reported. MOAMA at the present time has a team of 6 fuel cell repairmen at this station, however the major concern is the lack of dependability of the aircraft.
 - (2) The scheduling of a maximum effort each month for three consecutive months does not permit the most desirable scheduling of maintenance. Inspections and maintenance are lumped and represent peaks rather than desired even flow.
 - (3) Supply: Receipt of delaminated glass panes supplied by Convair is having a serious effect on our AOC rate. It has become necessary to open and inspect each package of glass individually in order to insure serviceability before issue, even though received in the original Convair package. Delamination beyond limits of T.O. 1B-36D-2-2 has run from 75% to as high as 100% of glass received on a shipment. 1750 pounds of glass was recently returned to SAAMA for

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72d BW 1 thru 31 Mar 56

technical analysis as to cause and effect with the result that 99% of our condemnations were concurred in by SAAMA. The Liaison NCOIC at SAAMA advised SAAMA is attempting to exchange items with Convair at no extra cost. The present high rate of condemnation makes it impossible to maintain adequate and reasonable stock levels.

- (4) A serious shortage of high compression compressors has resulted due to slow returns of reparable compressors from contract maintenance and lack of depot deliveries. Five are awaiting parts of contract maintenance and four are back ordered on WRAMA with an EDD of 30 June 1956. This shortage of authorized equipment in addition to those out for parts and maintenance at Ramey is adversely affecting our maintenance.
- (5) Personnel: This wing is facing a serious shortage of qualified supply officers. During June the Supply Liaison Officer is scheduled for rotation, in August the Logistics Officer, and in September the Wing Supply Officer. Qualified replacements for these officers are not available in the wing or base unless other critical jobs are vacated. The low experience level of present Squadron Supply Officers precludes their assignment to these functions.
- k. SAC Minimum Training Requirements not Met: (Confidential)
- (1) Crew 102 Aircraft Commander Bordeaux did not meet acceptable standards for proficiency in Radar RBS.

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72d BW 1 thru 31 Mar 56

- (2) Crew R30 Aircraft Commander Hess did not meet acceptable standards for proficiency in Visual RBS. Crew was downgraded to Combat Ready Status effective 26 March 1956, for not meeting Lead Crew standards. A new Aircraft Commander, Major Cash was assigned to the crew. This crew was assigned to the 72d Bombardment Wing 22 December 1955.
- (3) Crew R33 Aircraft Commander Cunningham did not meet SAC Regulation 51-26 requirements in that he failed to reach acceptable proficiency standards in Visual RBS. The crew also failed to accomplish two Nite Celestial Navigation Legs and one ADC Record Run. This crew had an EDCSA of 21 February 1956 to the 72d Bombardment Wing. No SAC Regulation 50-8 or 51-26 requirements had been accomplished prior to reporting to Ramey AFB. Crew R33 completed all necessary indoctrination and ground school courses and was unable to fly the first sortie until 16 March 1956. A total of two sorties were flown by this crew. Crew R33 should have completed a proportionate share of SAC Regulation 51-26 requirements prior to reporting to the 72nd Bombardment Wing.
- (4) Crew L62 Aircraft Commander Moorehouse did not meet acceptable proficiency standards in Radar RBS. Crew L62 for same reasons as in paragraph 3 above, was able to only fly four sorties.

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72d BW 1 thru 31 Mar 56

- (5) Crew R79 Aircraft Commander Greenfield did not meet acceptable proficiency standards in Radar RBS and Visual RBS. The Aircraft Commander has been relieved from this crew and new Aircraft Commander Lehman assigned.
- (6) Crew R64 Aircraft Commander Witzel did not meet SAC Regulation 51-26 requirements in that he failed to accomplish a Maximum Load Gunnery Mission. Crew R64 had an EDCSA of 21 March 1956 to the 72d Bombardment Wing. This crew did not fly any sorties due to their late reporting date and necessary orientation and ground school classes required in order to qualify the crew in the type of equipment they will use. Crew R64 should have completed all SAC Regulation 51-26 requirements prior to rotation to Ramey AFB.
- (7) Crew R08 Aircraft Commander Fager did not meet SAC Regulation 51-26 minimum requirements in that he failed to meet acceptable proficiency standards in Radar RBS. Crew will be placed on activity probation for failure to obtain 2 Visual RBS, 1 Nite Celestial Navigation Log, 2 ADC Record Runs, 1 Maximum Load Gunnery Mission, and Target Rotation. This crew did not fly during February or March at Travis, AFB, as indicated by records this Headquarters. Crew R08 had an EDCSA of 21 March 1956 to the 72d Bombardment Wing. Crew did not fly at this station during March due to the late reporting date and necessary orientation and ground school

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72d BW 1 thru 31 Mar 56

classes required to qualify in the type of equipment crew will utilize.

- (8) Five crews failed to accomplish a proportionate share of SAC Regulation 51-26 requirements prior to rotation to Ramey AFB. It was a near impossibility to complete two of these crews in the time available.

k. SAC Minimum Training Requirements not Accomplished.

l. Non-Combat Ready Crew Training: (Confidential)

- (1) Non-combat Ready crew training was accomplished as follows:

CREW	January		February		March		Quarter	
	Sorties	Time	Sorties	Time	Sorties	Time	Sorties	Time
IN15	5	55:35	2	32:45	-	-	7	88:20
IN45	1	31:40	2	22:40	2	45:00	5	99:20
IN48	3	26:45	4	56:35	2	13:40	9	97:00
IN84	3	23:50	3	60:25	2	10:30	8	94:45
IN85	-	-	-	-	-	-	-	-
Totals	12	137:50	11	172:25	6	69:10	29	379:25

- (2) Crew IN84 was upgraded to Combat Ready effective 26 March 56.

- (3) Crew IN48 was upgraded to Combat Ready effective 26 March 56.

m. Field Training Operations: (Confidential) A Special Weapons

Exercise was conducted on the 24th and 25th of March 1956. This exercise was conducted in conjunction with a practice Operation Plan 10A-56 Alert. Twenty five aircraft were loaded with M-19 and Mk-6 training units. All twenty five loadings were completed in sufficient time to meet the scheduled take off times.

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72d BW 1 thru 31 Mar 56

The results of this exercise were considered excellent.

n. Special Training Month Remarks: (Unclassified)

"Not Applicable for this Reporting Period".

o. Comments or Recommendations of Wing Commander: (Confidential)

- (1) (a) In accordance with Second Air Force message DOTB 0415 dated 30 August 1955, the following crews accomplished Radar Tracking (lock ons) during fighter interception Missions for the month of March:

<u>Crew Number</u>	<u>Number of Missions</u>	<u>Number of Attacks</u>
I01	1	6
R06	2	4
L74	1	3

- (b) During the training quarter a total of 23 Fighter interception Missions and 148 Radar Tracking lock ons were recorded.
- (2) (a) Reference Second Air Force message DOCEN 32381 dated 21 October 1955, the following information is submitted regarding the use of AN/ALT6 and AN/ALT7 ECM Transmitters for the month of March.

<u>Run Category</u>	<u>Type Equipment</u>	<u>No Runs</u>	<u>Percent effective</u>
Simulator	T-7	51	67%
ADC Record Runs	T-6	20	20%

- (b) During the training quarter a total of 80 T-6 Runs were made with an average effectiveness of 89%, and 16 T-7

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72d BW 1 thru 31 Mar 56

runs with an average feectiveness of 65%.

- (3) (a) The C47 ECM Trainer was utilized for a total of 72 hours during the month of March, 304 runs were made with an average effectiveness of 58%.
- (b) During the training quarter the C47 ECM Trainer was utilized for a total of 230 hours, 953 runs were made with an average effectiveness of 57%.
- (4) No injuries were incurred by crews undergoing Judo training during the month of March.
- (5) Crew checked out in "KLOE".

L01F	V and I	R30F	V and I	L60	V and I
L02F	V and I	L40	V and I	L61F	V and I
L03F	V and I	R70F	V and I	L72	V and I
R04	V and I	L31F	V and I	L77F	V and I
L05	V and I	L32F	V and I	R79	V and I
R06	V and I	R73	V and I	R80	V and I
R74F	V and I	R33	V and I	S67	V and I
L75	V and I	R34	V and I	L62	V and I
S07	V and I			L63	V and I
R08	V and I				

- (6) Crew Rotation:

- (a) Departing Crew L72 Aircraft Commander Ohmann completed all SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability Factor for Radar RBS

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72d BW 1 thru 31 Mar 56

was 85%, and 100% for Visual RBS. This crew completed approximately 90% of SAC Regulation 50-8 requirements. Crew L72 departed Ramey AFB on 19 March 1956 with an EDCSA of 6 May 1956 to the 99th Bombardment Wing, Fairchild, AFB.

(b) Departing Crew L75, Aircraft Commander Kersey, completed all SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability Factor for Radar RBS was 85% and 100% for Visual RBS. This crew was a Standardization crew and was not subject to SAC Regulation 50-8 requirements. Crew L75 departed Ramey AFB on 19 March 1956 with an EDCSA of 1 May 1956 to the 95th Bombardment Wing, Biggs AFB.

(c) Departing Crew L77, Aircraft Commander Palms, completed all of SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability Factor for Radar and Visual RBS was 100%. This crew completed approximately 95% of SAC Regulation 50-8 requirements. Crew L77 departed Ramey AFB on 19 March 1956 with an EDCSA of 26 April 1956 to the 7th Bombardment Wing, Carswell AFB.

(7) In accordance with Second Air Force Training Directive the following crew accomplished "KLOE" runs in addition to SAC Regulation 50-8 requirements:

<u>Crew No</u>	<u>Date Flown</u>	<u>Type Run</u>
	29 Mar 56	Camera KLOE

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72d BW 1 thru 31 Mar 56

was 85%, and 100% for Visual RBS. This crew completed approximately 90% of SAC Regulation 50-8 requirements. Crew L72 departed Ramey AFB on 19 March 1956 with an EDCSA of 6 May 1956 to the 99th Bombardment Wing, Fairchild, AFB.

(b) Departing Crew L75, Aircraft Commander Kersey, completed all SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability Factor for Radar RBS was 85%, and 100% for Visual RBS. This crew was a Standardization crew and was not subject to SAC Regulation 50-8 requirements. Crew L75 departed Ramey AFB on 19 March 1956 with an EDCSA of 1 May 1956 to the 95th Bombardment Wing, Biggs AFB.

(c) Departing Crew L77, Aircraft Commander Palms, completed all of SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability Factor for Radar and Visual RBS was 100%. This crew completed approximately 95% of SAC Regulation 50-8 requirements. Crew L77 departed Ramey AFB on 19 March 1956 with an EDCSA of 26 April 1956 to the 7th Bombardment Wing, Carswell AFB.

(7) In accordance with Second Air Force Training Directive the following crew accomplished "KLOE" runs in addition to SAC Regulation 50-8 requirements:

<u>Crew No</u>	<u>Date Flown</u>	<u>Type Run</u>
103	29 Mar 56	Camera KLOE

CONFIDENTIAL

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CONFIDENTIAL

72d BW 1 thru 31 Mar 56

- (8) Probation: (a) Seven of the nine crews that rotated from the 72d Bombardment Wing during the training quarter had completed 100% of their SAC Regulation 51-26 requirements. One crew RL4 failed to complete its requirements as crew was test flight crew from 15 December to 15 January 1956. The crew was scheduled for two sorties both of which were air aborted.
- (b) Of the nine replacement crews received during the current training quarter, only one crew had completed 100% of SAC Regulation 51-26 requirements prior to being assigned to the 72d Bombardment Wing.
- (c) The apparent high probation rate for this wing during the present training quarter is due to the necessity to accomplish SAC Regulation 51-26 requirements for its own 28 Combat Ready crews and the 8 Combat Ready crews that reported to the 72d Bombardment Wing during the training quarter. This practice will force the combat capability of this wing to regress if it continues.
- (9) The Ground Training Section is currently in the process of tying in the major air crew trainers into one integrated system. The major components of this system will be the B-36 Flight Simulator, the T-2A Ultrasonic Trainer, the E-26 Gunnery Trainer, the T-1A Tail Radar Trainer, the ECM Trainer and the A-6 Bombing Trainer. The purpose of this project is

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72d BW 1 thru 31 Mar 56

to simulate combat training missions, making them highly realistic, and utilizing the entire crew. If the project proves successful, combat training mission simulated in the trainers will greatly improve the wing's capability to train crews in crew coordination and improve proficiency standards at a tremendous saving to the Air Force.

- (10) It is recommended that this wing train under Supplement I to SAC Regulation 50-8.

Bartram C. Harrison
BARTRAM C. HARRISON
Brigadier General, USAF
Commander

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Exhibit #44

72d BW, Consolidated Bombing Results,
as of 31 Mar 56

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CONSOLIDATED BOMBING RESULTS

72D BOMBARDMENT WING, H (SAC)

RADAR

PERIOD 1 Jan 56 THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	RBS		KLOS		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 32	Harkrader	Hutyra	4/4	898					100	301ST BS
S 67	Bowen	McGovern	6/6	1052					100	301ST BS
L 05	Sharrock	Cameron	6/6	890	1/1	2270			100	60TH BS
L 01	McKinney	Bann	7/7	916	1/1	2370			100	60TH BS
L 74	Mumma	DuCharme	6/6	1027	2/2	1335			100	60TH BS
S 07	Strickland	Lowry	4/4	1110					100	60TH BS
L 40	Loyd	Hopper	6/6	1302					100	73RD BS
L 77	Palms	Bowen	7/7	1313	1/1	2000			100	301ST BS
R 34	Jones	Conrey	4/4	1453					100	73RD BS
L 03	Martin	Hubble	7/7	1456	1/1	1850			100	60TH BS
LEAD & SELECT CREWS			$\frac{158}{174}$	1516	13/15	2922			90.5	
READY CREWS			85/106	1876	8/10	2096			80.2	
NON-READY CREWS			24/32	1969	1/1	2150			75.8	
WING AVERAGE			$\frac{267}{312}$	1681	22/26	2575			85.5	

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

Form

72BW 200

13 Oct 55

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CONSOLIDATED BOMBING RESULTS

RADAR

60TH BOMBARDMENT SQUADRON

PERIOD 1 Jan 56 THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	R B S		KLOS		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 01	McKinney	Bann	7/7	916	1/1	2370			100	
L 02	Bordeaux	Muse	12/16	2520	1/1	900			76.5	
L 03	Martin	Hubble	7/7	1456	1/1	1850			100	
R 04	Thomas	Stratton	12/16	2257	1/1	1620			76.5	
L 05	Sharrock	Cameron	6/6	890	1/1	2270			100	
R 06	Rockwood	Hannafey	8/9	1779	0/1	3700			80	
S 07	Strickland	Lowry	4/4	1110					100	
N 15	Duckworth	Henderson	6/8	3065					75	
L 74	Mumma	DuCharme	6/6	1027	2/2	1335			100	
L 75	Kersey	Seeds	6/7	1416					85.7	
LEAD & SELECT CREWS			48/53	1588	6/6	1677			91.5	
READY CREWS			20/25	2085	1/2	2660			77.7	
NON-READY CREWS			6/8	3065					75	
SQDN AVERAGE			74/86	1869	7/8	1590			86.2	

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

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 CONSOLIDATED BOMBING RESULTS

RADAR

73RD BOMBARDMENT SQUADRON

PERIOD 1 Jan 56

THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	RBS		KLOB		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 30	Hess	Hablinski	8/11	2117	2/2	1100			78.6	
L 31	Ruddy	Lanning	4/4	1688					100	
L 32	Harkrader	Hutyra	4/4	898					100	
R 33	Cunningham	Stacey	3/4	1415					75	
R 34	Jones	Conrey	4/4	1453					100	
L 40	Loyd	Hopper	6/6	1302					100	
N 45	Lewis	Schuerman	7/9	2120	1/1	2150			80	
R 48	Squires	Howard	9/10	1839	1/1	650			90.9	
R 70	Henninger	Wood	9/11	1513	1/1	2800			83.3	
R 73	Catron	Gaede	12/15	1869	0/1	5900			75	
L 37	Johnson	Dix	7/7	1280	1/1	1100			100	
S 39	Bassett	Sheperd	5/5	1552					100	
L 43	Wise	Wright	3/3	1083	1/1	1600			100	
LEAD & SELECT CREWS			37/40	1535	4/4	1225			93.3	
READY CREWS			43/51	1683	5/6	2187			84.2	
NON-READY CREWS			7/9	2120	1/1	2150			80	
SQDN AVERAGE			87/100	1663	10/11	1834			87.5	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

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CONSOLIDATED BOMBING RESULTS

RADAR

301ST BOMBARDMENT SQUADRON

PERIOD 1 Jan 56

THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	RBS		KLOB		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 60	Curry	Olson	5/5	1724	1/1	800			100	
L 61	Bolton	Muller	12/13	1623	0/1	7870			85.7	
L 62	Morehouse	Smith	15/17	1571	0/1	14450			83.3	
S 67	Bowen	McGovern	6/6	1052					100	
L 72	Ohmann	Lozes	29/33	1402	0/1	3750			85.3	
L 77	Palms	Bowen	7/7	1313	1/1	2000			100	
R 79	Lehmann	Tharpe	10/17	2442	1/1	900			61.1	
R 80	Eastburn	Thygerson	12/13	1413	1/1	1620			92.9	
R 84	Marchant	Perkel	11/15	2535					73.3	
LEAD & SELECT CREWS			73/81	1459	3/5	5774			88.4	
READY CREWS			22/30	1996	2/2	1260			75	
NON-READY CREWS			11/15	2535					73.3	
SQDN AVERAGE			$\frac{106}{126}$	1567	5/7	4484			83.5	

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

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 CONSOLIDATED BOMBING RESULTS

VISUAL

72D BOMBARDMENT WING, H (SAC)

PERIOD 1 Jan 56 THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	RBS		KLOE		ACT RELEASE		REL %	REMARKS
			NO •	CEA	NO •	CEA	NO •	CEA		
S 67	Bowen	Mayo	2/2	310					100	301ST BS
S 63	Burnett	Carr	2/2	325					100	301ST BS
L 62	Morehouse	Hoopes	2/2	400					100	301ST BS
L 32	Harkrader	Halloran	2/2	450					100	73RD BS
R 04	Thomas	Gray	2/2	500					100	60TH BS
L 77	Palms	Brown	3/3	530					100	301ST BS
R 34	Jones	Beard	2/2	545					100	73RD BS
L 72	Ohmann	McGlone	4/4	548					100	301ST BS
L 02	Bordeaux	Curry	4/4	550					100	60TH BS
L 05	Sharrock	Wildings	3/3	556					100	60TH BS
LEAD & SELECT CREWS			54/58	821			37	469	93	
READY CREWS			31/36	886			36	500	86	
NON-READY CREWS			9/12	1220			3	500	75	
WING AVERAGE			94/106	856			76	487	88.7	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

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 CONSOLIDATED BOMBING RESULTS

VISUAL

PERIOD 1 Jan 56 THRU 31 Mar 56

60TH BOMBARDMENT SQUADRON

CREW	ACFT COMDR	OBSERVER	RBS		KLOS		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 01	McKinney	Bandy	12/14	974			3	493	85	
L 02	Bordeaux	Curry	4/4	550			2	875	100	
L 03	Martin	Pedroly	3/3	846			2	200	100	
R 04	Thomas	Gray	2/2	500			8	625	100	
L 05	Sharrock	Wilding	3/3	556			3	298	100	
R 06	Rockwood	Casdia	4/4	685			5	462	100	
S 07	Strickland	McArty	2/2	625			6	505	100	
N 15	Duckworth	Gindoff								
R 74	Mumma	Gauntz	3/3	1013			3	508	100	
L 75	Kersey	Rehwald	2/2	900					100	
LEAD & SELECT CREWS			18/20	1144			16	472	90	
READY CREWS			9/9	753			16	553	100	
NON-READY CREWS										
SQDN AVERAGE			27/29	1022			32	512	93	

- * First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form

72BW 200

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 CONSOLIDATED BOMBING RESULTS
 VISUAL

73RD BOMBARDMENT SQUADRON

PERIOD 1 Jan 56 THRU 31 Mar 56

CREW	ACFT COMDR	OBSERVER	R B S		KLOS		ACT RELEASE		REL %	REMARKS
			NO *	CEA	NO *	CEA	NO *	CEA		
L 30	Hess	Ware	3/5	1408			2	380	60	
L 31	Ruddy	Hanson	2/2	860			3	353	100	
L 32	Harkrader	Halloran	2/2	450					100	
R 33	Cunningham	McGee	1/2	1210			8	250	50	
R 34	Jones	Beard	2/2	545					100	
L 40	Loyd	Strong	2/2	600					100	
N 48	Squires	Siebert	3/5	2136			3	500	60	
R 70	Henninger	Lemke	4/4	1040			2	595	100	
R 73	Catron	Harris	4/4	710			3	893	100	
L 37	Johnson	Fairburn	3/3	563					100	
S 39	Bassett	Osborn	2/2	1035					100	
R 47	Tulloch	Hasenkamp	3/4	2305			3	620	75	
L 46	Bedette	Rutherford	2/2	485					100	
LEAD & SELECT CREWS			15/17	911			5	364	88.2	
READY CREWS			14/16	1233			16	483	87.5	
NON-READY CREWS			3/5	2136			3	500	60	
SQDN AVERAGE			32/38	1210			24	460	84.2	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form
 72BW 200
 13 Oct 55

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CONSOLIDATED BOMBING RESULTS

VISUAL

301ST BOMBARDMENT SQUADRON

PERIOD 1 Jan 56 THRU 31 Mar 56

CREW	ACFT MODEL	OBSERVER	RBS		RLOS		NOT RECORDED		PBL %	REMARKS
			NO	CEA	NO	CEA	NO	CEA		
L 60	Curry	Nielsen	3/3	726			2	110	100	
L 61	Bolton	Robinson	3/3	776			7	508	100	
L 62	Morehouse	Hoopes	2/2	400			2	250	100	3 Practice Runs
L 63	Burnett	Carr	2/2	325					100	
S 67	Bowen	Mayo	2/2	310					100	
L 72	Ohmann	McGlone	4/4	548			2	752	100	
L 77	Palms	Brown	3/3	530			3	733	100	
R 79	Lehmann	Heaney	4/7	1754			2	525	57	
R 80	Eastburn	Thompson	4/4	775			2	240	100	
N 84	Marchant	Connell	6/7	710					100	Practice
LEAD & SELECT CREWS			21/21	483			16	500	100	
READY CREWS			8/11	1398			4	382	72.7	
NON-READY CREWS			6/7	710					100	
SQDN AVERAGE			35/39	782			20	475	89.9	

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

Form

72BN 200

13 Oct 55

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Exhibit #45

Hq 72d BW, Weather Reconnaissance Summary
for Mar 56

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RECORD MARCH 56 (MONTH)		WEATHER RECONNAISSANCE SUMMARY														
WING STANDING	CREW NO.	ACFT COMMANDER	No. Missions	Total Points Attempted	Total Points Accrued	Quality	PLT LEVEL OBS		ACFT SOUND OBS		DROPSONDE OBS		To Date	% 50-8		
							Attempted	Accrued	Attempted	Accrued	Attempted	Accrued				
			41-44	45-48	49-52	53-56	57-60	61-64	65-68	69-72	73-76	77-80	81-84	85-88		
1	L32	Harkrader	1	92	91	98.8	80	80	NA	12	11	NA	0	-	NA	
2	R79	Greenfield	2	131	129	98.5	90	90	138%	41	39	503%	0	-	0%	
3	L75	Kersey	1	46	45	97.8	40	39	SSB	6	6	SSB	0	-	SSB	
4	S07	Strickland	2	165	161	97.6	100	98	NA	65	62	NA	0	-	NA	
5	R04	Thomas	3	153	147	96.1	64	62	127%	41	38	175%	48	47	85%	
6	S67	Bowen	1	24	23	95.8	4	3	SSB	20	20	SSB	0	-	SSB	
7	L30F	Hess	2	174	165	94.8	84	79	112%	-	-	NA	90	86	125%	
8	L02F	Bordeaux	2	68	63	92.8	4	3	170%	-	-	NA	64	60	113%	
9	L74F	Mumma	2	102	94	92.1	-	-	168%	-	-	NA	102	94	136%	
10	R34	Jones	3	227	208	91.6	116	105	NA	111	103	NA	0	-	NA	
11	L03F	Martin	1	116	106	91.4	16	12	152%	-	-	NA	100	94	133%	
12	L60	Curry	1	41	37	90.2	26	25	SSB	15	12	SSB	0	-	SSB	
13	R06	Rockwood	1	50	44	88.0	-	-	137%	-	-	150%	50	44	37%	
14	R70F	Henninger	3	165	144	87.3	28	26	138%	-	-	NA	137	118	110%	
15	L31F	Ruddy	1	15	13	86.7	-	-	NA	-	-	NA	15	13	NA	
16	L05	Sharrock	1	29	25	86.2	4	2	169%	0	-	148%	25	23	26%	
17	L01F	McKinney	4	118	101	85.6	12	11	204%	-	-	NA	106	90	110%	
18	R33	Cunningham	1	40	34	85.0	28	25	NA	12	9	NA	0	-	NA	
19	L62	Morehouse	2	170	143	84.1	92	81	NA	46	36	NA	32	26	NA	
20	R73F	Catron	2	158	132	83.5	12	9	119%	-	-	NA	146	123	103%	
21	L61F	Bolton	2	41	33	80.5	26	20	41%	-	-	NA	15	13	14%	
FORM			1. 60th SRS	17	847	786	92.8	240	227	151%	112	107	155%	495	452	77%
72SRW 136			2. 73rd SRS	13	871	787	90.4	348	324	124%	135	123	NA	388	340	111%
24 Mar 55			3. 301st SRS	8	407	365	89.7	238	219	94%	122	107	307%	47	39	4%
			72d BW	38	2125	1938	91.2	826	770	98%	369	337	231%	930	831	57%

(THIS FORM SUPERSEDES 72SRW FORM 136, dtd, 2 Mar 55)

PRACTICE MARCH 56 (MONTH)		WEATHER RECONNAISSANCE SUMMARY														
		WING STANDING	CREW NO.	ACFT COMMANDER	No. Missions Attempted	Total Points Accrued	Total Points Quality	FLT LEVEL OBS			ACFT SOUND OBS			DROPSONDE OBS		
								41-44	45-48	49-52	53-55	56-58	59-61	62-64	65-67	
1	N84	Marchant	1	57	57	100	32	32	NA	25	25	NA	0	-	NA	
2	Spare	Fluck	1	4	4	100	4	4		0	-					
3	Spare	Miner	1	69	67	97.1	44	42		25	25					
4	N48	Squires	1	85	82	96.4	60	59		25	23		0	-		
5	N45	Lewis	2	87	80	92.0	56	52		16	15		15	13		
72d Bomb Wing Practice Totals			6	302	290	96.0	196	189		91	88		15	13		
72d Bomb Wing Record and Practice Totals			44	2427	2228	91.8	1022	959	98%	460	425	231%	945	844	57%	

FORM
72SRW 136
24 Mar 55

(THIS FORM SUPERSEDES 72SRW FORM 136, dtd, 2 Mar 55)

RECORD-QUARTER
JAN, FEB, MAR 56
(MONTH)

WEATHER REPORT STANCE SUMMARY

WING STANDING	CREW NO.	ACFT COMMANDER	Total Points		FLY LEVEL OBS		ACFT SOUND OBS		DROPS ON DE OBS		Total Points		FLY LEVEL OBS		ACFT SOUND OBS		DROPS ON DE OBS	
			Attempted	Accrued	Attempted	Accrued	Attempted	Accrued	Attempted	Accrued	Attempted	Accrued	Attempted	Accrued	Attempted	Accrued	Attempted	Accrued
			71-74	75-78	71-74	75-78	71-74	75-78	71-74	75-78	71-74	75-78	71-74	75-78	71-74	75-78	71-74	75-78
1	L32	Harkrader	1	92	91	98.9	80	80	NA	12	11	NA	0	-	NA			
2	S07	Strickland	2	165	161	97.6	100	98	NA	65	63	NA	0	-	NA			
3	L77F	Palms	3	161	157	97.5	152	150	167%	-	-	-	9	7	8%			
4	R80	Eastburn	6	373	361	96.8	286	277	101%	87	84	210%	0	-	0%			
5	S39	Bassett	4	230	222	96.5	194	188	SSB	36	34	SSB	0	-	SSB			
6	L74F	Mamma	6	254	245	96.5	152	151	168%	-	-	-	102	94	136%			
7	L75	Kersey	4	225	217	96.4	186	181	SSB	30	28	SSB	9	9	SSB			
8	R47F	Bedette	3	136	131	96.3	136	131	NA	-	-	-	0	-	NA			
9	S67	Bowen	5	213	204	95.7	166	161	SSB	47	43	SSB	0	-	SSB			
10	R06	Reckwood	6	506	476	94.1	396	376	137%	60	55	140%	50	44	37%			
11	L37F	Johnson	3	124	116	93.5	124	116	NA	-	-	-	0	-	NA			
12	L03F	Martin	7	277	257	92.8	144	137	152%	-	-	-	133	120	133%			
13	L40	Loyd	2	109	101	92.7	70	68	WSB	21	20	WSB	18	13	WSB			
14	R14	Brennan	1	26	24	92.3	26	24	NA	0	-	NA	0	-	NA			
15	R04	Thomas	8	551	508	92.2	348	336	127%	83	70	175%	120	102	85%			
16	L30F	Hess	5	231	213	92.2	108	101	112%	-	-	-	123	112	125%			
17	R34	Jones	3	227	208	91.6	116	105	NA	111	103	NA	0	-	NA			
18	L60	Curry	6	328	300	91.5	268	252	SSB	60	48	SSB	0	-	SSB			
19	R79	Greenfield	8	636	581	91.4	406	380	138%	230	201	503%	0	-	0%			
20	L72	Ohmann	7	297	271	91.2	252	234	134%	45	37	148%	0	-	0%			
21	L05	Sharrock	6	391	356	91.0	318	296	169%	48	37	148%	25	23	26%			
22	L02F	Bordeaux	7	295	268	90.8	162	153	170%	18	13	NA	115	102	113%			
23	L01F	McKinney	9	322	289	89.8	198	184	204%	6	6	NA	118	99	110%			
24	R73F	Catron	5	310	277	89.4	164	154	119%	-	-	-	146	123	103%			
25	L43	Wise	3	176	157	89.2	128	125	NA	12	9	NA	36	23	NA			
26	R70F	Hinninger	8	352	312	88.6	188	180	138%	-	-	-	164	132	110%			
27	L31F	Ruddy	1	15	13	86.7	0	-	NA	-	-	-	15	13	NA			
28	R33	Cunningham	1	40	34	85.0	28	25	NA	12	9	NA	0	-	NA			
29	L61F	Bolton	3	59	50	84.7	44	37	41%	-	-	-	15	13	14%			
30	L62	Morehouse	2	170	143	84.1	92	81	NA	46	36	NA	32	26	NA			
FORM			56	3012	2801	93.0	2030	1936	151%	310	273	155%	672	592	77%			
72SRW 136			40	2237	2067	92.4	1666	1572	94%	515	449	307%	56	46	4%			
24 Mar 55			39	2042	1875	91.8	1336	1273	124%	204	186	NA	502	416	111%			
721 BW			135	7291	6743	92.5	5032	4781	98%	1029	898	231%	1230	1054	57%			

(THIS FORM SUPERSEDES 72SRW FORM 136, dtd, 2 Mar 55)

Exhibit #46

Hq 72d BW, Dropsonde Proficiency Training
Report for Mar 56

0880

DROPSONDE PROFICIENCY TRAINING REPORT
MARCH 1956

WING STANDING	SQDN	CREW NUMBER	AIRBORNE WEATHER OPERATOR	NUMBER OF RUNS ACCOMPLISHED	POINTS REQUIRED	POINTS AVAILABLE	POINTS ACCRUED	PERCENT RELIABILITY
1	60th	R04	Singletary	4	60	74	72	97.2
2	60th	L02F	Foley	3	60	94	90	95.7
3	60th	L03F	Hern	4	60	105	99	94.2
4	73rd	L30F	Vigansky	8	60	168	157	93.4
5	60th	L74F	Gill	11	60	219	198	90.4
6	60th	R06	Tupper	5	60	105	92	87.6
7	73rd	R70F	Pineo	7	60	171	149	87.1
8	73rd	R73F	Reed	7	60	161	138	85.7
9	60th	L01F	King	5	60	106	90	84.9
10	301st	L61F	Wilmarth	5	60	89	70	78.6
11	73rd	Spare	Smith	3	60	63	55	87.3
12	73rd	L32	Deyampert	3	60	60	49	81.6
13	301st	L62	Parker	3	60	55	48	87.2
14	73rd	L31F	Roblee	2	60	48	44	91.6
15	60th	Spare	Goddman	2	60	41	37	90.2
16	73rd	L40	Powers	1	60	32	26	81.2
17	60th	L05	Smart	1	60	25	23	92.0
18	60th	N15	Bourque	1	60	23	20	86.9
19	73rd	N45	Jones	1	60	19	18	94.7
20	301st	N84	Valentine	1	60	23	18	78.2
21	73rd	R34	Borby	1	60	15	13	86.6
22	60th	Spare	Fields	1	60	18	13	72.2
	60th		McCown	0	60	-	-	-
	60th		Cabeen	0	60	-	-	-
	60th		Kolinchak	0	60	-	-	-
	73rd		Fink	0	60	-	-	-
	73rd		Lowe	0	60	-	-	-
	301st		Vicent	0	60	-	-	-
	301st		Locey	0	60	-	-	-
	301st		Delay	0	60	-	-	-
	301st		Beubel	0	60	-	-	-
	301st		Bloom	0	60	-	-	-
	301st		Devero	0	60	-	-	-
FORM								
72BW 205								
8 NOV 55								
1. 60th Bomb Squadron				37	780	810	734	90.7
2. 73rd Bomb Squadron				33	660	737	649	88.2
3. 301st Bomb Squadron				9	540	167	136	81.4
72d Bomb Wing (H)				79	1980	1714	1519	88.7

Exhibit #47

Air Weapons Training Chart, Mar 56

0 8 8 2

AIR WEAPONS TRAINING

March 56

<u>CREW</u>	<u>SAC REG 50-24</u>		<u>SAC REG 50-8</u>
	<u>ACADEMIC</u>	<u>SIMULATOR</u>	<u>FLIGHT MISSION</u>
<u>60TH BOMBARDMENT SQUADRON</u>			
L01		X	
L05		X	
R06	X		
S07		X	
R08		X	X
L74	X		
L75		X	
<u>73RD BOMBARDMENT SQUADRON</u>			
L30	X		
L31		X	X
L32		X	X
R33		X	X
R34		X	X
N45	X		
R48			X
R70		X	
R73		X	
<u>301ST BOMBARDMENT SQUADRON</u>			
L61		X	
L62		X	X
L63		X	X
R64		X	X
S67	X		
L72		X	
L77		X	
R79		X	
R80	X		
N84	X		X

47

0883

Exhibit #48

Photographs of Charts in Wing Control
Room showing Tactical Aircraft Movements

J 8 8 4

TACTICAL AIRCRAFT MOVEMENT

DATE	SQDN	CALL SIGN	TYPE	ACFT CMR	MISSION	DEST	ETD	ATD	ETE	ETA	ATR	REMARKS
4	73	2698	B36	LOYD	CCTM	BON			22	24	21	
4	40	2016		SRKINNY					22	24	21	
4	301	2025		BOWEN					22	24	21	
4	60	5009		MUMMA					22	24	21	
4	301	2688		MC					22	24	21	
4	60	2200		WATSON					22	24	21	
4	3	2000		T					22	24	21	
4	60	2777		WATSON					22	24	21	
4	3	2000		T					22	24	21	
4	3	2000		T					22	24	21	
4	301	2693		SRINAW					22	24	21	
5	60	2012		WINNEMUN					22	24	21	
5	73	2010		BOLTON					22	24	21	
5	301	2699		McKINNEY					22	24	21	
5	60	3571		THOMAS					22	24	21	
5	60	2697		LEHMAN					22	24	21	
5	301	2093		HOLKWOOD					22	24	21	
5	60	2674		EASTBURN					22	24	21	
5	301	2690		HENNINGER					22	24	21	
5	73	2005		CATRON					22	24	21	
5	73	2081		SQUIRES					22	24	21	
5	73	2686		WATSON					22	24	21	
5	73	2005		WATSON					22	24	21	



TIME

ID	FINAL PERIOD			
	PERIOD	PERIOD	TOTAL	FINAL
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

48

AIRCRAFT MOVEMENT						REMARKS
TIME	DES	ETD	ATD	ETE	ETA	
0800	130	0800	0800	0822	0804	
0810	145	0810	0810	0822	0804	
0820	100	0820	0820	0822	0804	
0830	115	0830	0830	0822	0804	
0840	130	0840	0840	0822	0804	
0850	145	0850	0850	0822	0804	
0900	200	0900	0900	0822	0804	
0915	215	0915	0915	0822	0804	
0930	230	0930	0930	0822	0804	
0945	245	0945	0945	0822	0804	
1000	300	1000	1000	0822	0804	
1015	315	1015	1015	0822	0804	
1030	330	1030	1030	0822	0804	
1045	345	1045	1045	0822	0804	
1100	400	1100	1100	0822	0804	
1115	415	1115	1115	0822	0804	
1130	430	1130	1130	0822	0804	
1145	445	1145	1145	0822	0804	
1200	500	1200	1200	0822	0804	
1215	515	1215	1215	0822	0804	
1230	530	1230	1230	0822	0804	
1245	545	1245	1245	0822	0804	
1300	600	1300	1300	0822	0804	
1315	615	1315	1315	0822	0804	
1330	630	1330	1330	0822	0804	
1345	645	1345	1345	0822	0804	
1400	700	1400	1400	0822	0804	
1415	715	1415	1415	0822	0804	
1430	730	1430	1430	0822	0804	
1445	745	1445	1445	0822	0804	
1500	800	1500	1500	0822	0804	
1515	815	1515	1515	0822	0804	
1530	830	1530	1530	0822	0804	
1545	845	1545	1545	0822	0804	
1600	900	1600	1600	0822	0804	
1615	915	1615	1615	0822	0804	
1630	930	1630	1630	0822	0804	
1645	945	1645	1645	0822	0804	
1700	1000	1700	1700	0822	0804	
1715	1015	1715	1715	0822	0804	
1730	1030	1730	1730	0822	0804	
1745	1045	1745	1745	0822	0804	
1800	1100	1800	1800	0822	0804	
1815	1115	1815	1815	0822	0804	
1830	1130	1830	1830	0822	0804	
1845	1145	1845	1845	0822	0804	
1900	1200	1900	1900	0822	0804	
1915	1215	1915	1915	0822	0804	
1930	1230	1930	1930	0822	0804	
1945	1245	1945	1945	0822	0804	
2000	1300	2000	2000	0822	0804	
2015	1315	2015	2015	0822	0804	
2030	1330	2030	2030	0822	0804	
2045	1345	2045	2045	0822	0804	
2100	1400	2100	2100	0822	0804	
2115	1415	2115	2115	0822	0804	
2130	1430	2130	2130	0822	0804	
2145	1445	2145	2145	0822	0804	
2200	1500	2200	2200	0822	0804	
2215	1515	2215	2215	0822	0804	
2230	1530	2230	2230	0822	0804	
2245	1545	2245	2245	0822	0804	
2300	1600	2300	2300	0822	0804	
2315	1615	2315	2315	0822	0804	
2330	1630	2330	2330	0822	0804	
2345	1645	2345	2345	0822	0804	
2400	1700	2400	2400	0822	0804	
2415	1715	2415	2415	0822	0804	
2430	1730	2430	2430	0822	0804	
2445	1745	2445	2445	0822	0804	
2500	1800	2500	2500	0822	0804	
2515	1815	2515	2515	0822	0804	
2530	1830	2530	2530	0822	0804	
2545	1845	2545	2545	0822	0804	
2600	1900	2600	2600	0822	0804	
2615	1915	2615	2615	0822	0804	
2630	1930	2630	2630	0822	0804	
2645	1945	2645	2645	0822	0804	
2700	2000	2700	2700	0822	0804	
2715	2015	2715	2715	0822	0804	
2730	2030	2730	2730	0822	0804	
2745	2045	2745	2745	0822	0804	
2800	2100	2800	2800	0822	0804	
2815	2115	2815	2815	0822	0804	
2830	2130	2830	2830	0822	0804	
2845	2145	2845	2845	0822	0804	
2900	2200	2900	2900	0822	0804	
2915	2215	2915	2915	0822	0804	
2930	2230	2930	2930	0822	0804	
2945	2245	2945	2945	0822	0804	
3000	2300	3000	3000	0822	0804	
3015	2315	3015	3015	0822	0804	
3030	2330	3030	3030	0822	0804	
3045	2345	3045	3045	0822	0804	
3100	2400	3100	3100	0822	0804	
3115	2415	3115	3115	0822	0804	
3130	2430	3130	3130	0822	0804	
3145	2445	3145	3145	0822	0804	
3200	2500	3200	3200	0822	0804	
3215	2515	3215	3215	0822	0804	
3230	2530	3230	3230	0822	0804	
3245	2545	3245	3245	0822	0804	
3300	2600	3300	3300	0822	0804	
3315	2615	3315	3315	0822	0804	
3330	2630	3330	3330	0822	0804	
3345	2645	3345	3345	0822	0804	
3400	2700	3400	3400	0822	0804	
3415	2715	3415	3415	0822	0804	
3430	2730	3430	3430	0822	0804	
3445	2745	3445	3445	0822	0804	
3500	2800	3500	3500	0822	0804	
3515	2815	3515	3515	0822	0804	
3530	2830	3530	3530	0822	0804	
3545	2845	3545	3545	0822	0804	
3600	2900	3600	3600	0822	0804	
3615	2915	3615	3615	0822	0804	
3630	2930	3630	3630	0822	0804	
3645	2945	3645	3645	0822	0804	
3700	3000	3700	3700	0822	0804	
3715	3015	3715	3715	0822	0804	
3730	3030	3730	3730	0822	0804	
3745	3045	3745	3745	0822	0804	
3800	3100	3800	3800	0822	0804	
3815	3115	3815	3815	0822	0804	
3830	3130	3830	3830	0822	0804	
3845	3145	3845	3845	0822	0804	
3900	3200	3900	3900	0822	0804	
3915	3215	3915	3915	0822	0804	
3930	3230	3930	3930	0822	0804	
3945	3245	3945	3945	0822	0804	
4000	3300	4000	4000	0822	0804	
4015	3315	4015	4015	0822	0804	
4030	3330	4030	4030	0822	0804	
4045	3345	4045	4045	0822	0804	
4100	3400	4100	4100	0822	0804	
4115	3415	4115	4115	0822	0804	
4130	3430	4130	4130	0822	0804	
4145	3445	4145	4145	0822	0804	
4200	3500	4200	4200	0822	0804	
4215	3515	4215	4215	0822	0804	
4230	3530	4230	4230	0822	0804	
4245	3545	4245	4245	0822	0804	
4300	3600	4300	4300	0822	0804	
4315	3615	4315	4315	0822	0804	
4330	3630	4330	4330	0822	0804	
4345	3645	4345	4345	0822	0804	
4400	3700	4400	4400	0822	0804	
4415	3715	4415	4415	0822	0804	
4430	3730	4430	4430	0822	0804	
4445	3745	4445	4445	0822	0804	
4500	3800	4500	4500	0822	0804	
4515	3815	4515	4515	0822	0804	
4530	3830	4530	4530	0822	0804	
4545	3845	4545	4545	0822	0804	
4600	3900	4600	4600	0822	0804	
4615	3915	4615	4615	0822	0804	
4630	3930	4630	4630	0822	0804	
4645	3945	4645	4645	0822	0804	
4700	4000	4700	4700	0822	0804	
4715	4015	4715	4715	0822	0804	
4730	4030	4730	4730	0822	0804	
4745	4045	4745	4745	0822	0804	
4800	4100	4800	4800	0822	0804	
4815	4115	4815	4815	0822	0804	
4830	4130	4830	4830	0822	0804	
4845	4145	4845	4845	0822	0804	
4900	4200	4900	4900	0822	0804	
4915	4215	4915	4915	0822	0804	
4930	4230	4930	4930	0822	0804	
4945	4245	4945	4945	0822	0804	

Exhibit #49

72d BW, Recon Tech Division of DO,
Summary of 1956 production

J 8 8 7

Exhibit #50

72d BW, Standardization Activities as
of Mar 31

J 8 8 8

72nd BOMB WING (H)
STANDARDIZATION ACTIVITIES

REG. 247-13
 ALL PERSONNEL WHO ARE SUBJECTS OF THIS REGULATION SHOULD BE ADVISED BY THEIR SUPERVISORS OF THE REQUIREMENTS OF THIS REGULATION AND CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPERVISOR OF SAC REG 51-3

REGULATIONS REQUIRING STANDARDIZATION CHECK		REGULATIONS REQUIRING STANDARDIZATION CHECK		REGULATIONS REQUIRING STANDARDIZATION CHECK	
NAME	STATUS	NAME	STATUS	NAME	STATUS
M'KAY AC	JAN 13 93 26 96	BORDEAUX AC	OCT 12 97 13 99 18 98	KERSEY AC	JAN 18 98 18 98
PEZZATO P	JAN 21 93 21 93	PIPES P	JAN 15 97 15 97	FREDERICKSON P	FEB 18 98 18 98
OLSEN CP	FEB 21 93 21 93	GREGORY CP	MAR 13 97 13 97	ODENEAL CP	MAR 18 98 18 98
LYMAN NI	MAR 21 93 21 93	STRAKA NI	MAY 13 97 13 97	SCHILLER NI	MAY 18 98 18 98
BANDY AV	MAY 21 93 21 93	CURRY AV	JUN 13 97 13 97	REHWALD AV	JUN 18 98 18 98
BANN VO	JUL 21 93 21 93	MUSE VO	JUL 13 97 13 97	SEEDS VO	JUL 18 98 18 98
THOMAS LB	AUG 21 93 21 93	MARGARET EI	AUG 13 97 13 97	COWLEY WW	AUG 18 98 18 98
GRAF E2	SEP 21 93 21 93	VALENTINE E2	SEP 13 97 13 97	CASE E1	SEP 18 98 18 98
RINGLEMAN R1	OCT 21 93 21 93	ECKLEY E1	OCT 13 97 13 97	FREED E2	OCT 18 98 18 98
FLORES R2	NOV 21 93 21 93	LATHAM R2	NOV 13 97 13 97	KIRKWOOD R1	NOV 18 98 18 98
BARRINGTON CG	DEC 21 93 21 93	REILLY GOC	DEC 13 97 13 97	NICHOLSON R2	DEC 18 98 18 98
KING MWO	JAN 21 94 21 94	FOLEY MWO	JAN 13 98 13 98	PETERS WA	JAN 18 99 18 99
MCCLEURE GOC	FEB 21 94 21 94	GORDARD GOC	FEB 13 98 13 98	ZEIGLER WA	FEB 18 99 18 99
STOLL MCI	MAR 21 94 21 94	DUNNIE ECI	MAR 13 98 13 98	GIBBONS E2	MAR 18 99 18 99
ANEN EC	APR 21 94 21 94	EMERSON EC	APR 13 98 13 98	KOLINCHAK MWO	APR 18 99 18 99
DUE PAUGSS	MAY 21 94 21 94	DUE 23 SEPT 94		BUTLER GOC	MAY 18 99 18 99
				KINGREA ECI	JUN 18 99 18 99
				RYCOCK EC	JUN 18 99 18 99
				DUE 24 APR 06	

50

(H) 50001 RB 22

41

30

NAME	AC	DEC 73	JAN 74	FEB 74	MAR 74	APR 74	MAY 74	JUN 74	JUL 74	AUG 74	SEP 74	OCT 74	NOV 74	DEC 74	JAN 75	FEB 75	MAR 75	APR 75	MAY 75	JUN 75	JUL 75	AUG 75	SEP 75	OCT 75	NOV 75	DEC 75	
MARTIN CE	AC																										
DURE	P																										
GRANEM	CA																										
MARTIN W	SI																										
HEDRUL	HA																										
HUBBLE	NO																										
FRIEDEL	CI																										
BARBERI	EA																										
STAFFORD	SI																										
SHELTON	AZ																										
HEVER	CA																										
HEARN	MO																										
ECKEY	AS																										
AQUILONE	CA																										
WADE	AC																										
DUE 17 JUL 74																											
STAFF																											
LEAR	AC																										
CLARK	AC																										
CAMPBELL	SI																										
SKISCH	CA																										
PETERS	G																										
LECH	G																										
CORLE	SI																										
BROWN BL	A																										
THOMAS BA	SI																										
WRIGHT CE	P																										
RAZZETO	CA																										
ANDERSON AJ	SI																										
GRAY	NO																										
STRATTON	NO																										
SERVIATAS	NO																										
CREAL	EA																										
LEFD	EA																										
VONES W C	SI																										
SMITH A	SI																										
CAMPBELL	UR																										
SMITH B	LL																										
PARRISH	LL																										
SINGLETRY	NO																										
REUBEN	NO																										
WARREN	ELU																										
GRIFFIN	EL																										
DUE																											
MUNNA	AC																										
CASE P	P																										
SMITH S	CA																										
HARRISON	NO																										
GAUNTZ	NO																										
DUCARNE	NO																										
BEDDAR	EA																										
SIDSTRAN	EA																										
SMITH R C	SI																										
BAUBE	EA																										
ELDER	CA																										
GILL	NO																										
RILEY	NO																										
KITCHENS	EA																										
HIDLE	EA																										
DUE 17 JUL 74																											

72nd BOMB WING (H)
ACTIVITY

NUMBER OF INQUIRY 51
APPROPRIATE OFFICER 2AF-73
33

73rd FROM AUG 55 TO 31 MAR 56

RELATIVE STATION	ACTIVITY	STANDARDIZATION CHECK
72nd BOMB WING (H) STAFF		
JONES LG AC	JUL 55	
KENNEDY AC	JUL 55	
SCURAM CM	JUL 55	
FOX AC	JUL 55	
BEARD AC	JUL 55	
CONLEY AC	JUL 55	
PATTY AC	JUL 55	
SILVA AC	JUL 55	
KANLER AC	JUL 55	
SMITH JE AC	JUL 55	
EASTIN AC	JUL 55	
LECHUCA AC	JUL 55	
FILBY AC	JUL 55	
FAULK AC	JUL 55	
GORBY AC	JUL 55	
BOTH AC	JUL 55	
NEDELISKY AC	JUL 55	
JONES JR AC	JUL 55	
72nd BOMB WING (H) STAFF		
HARRISON AC	JUL 55	
CUTCHER AC	JUL 55	
HAYDEN AC	JUL 55	
MARTIN AC	JUL 55	
FARR AC	JUL 55	
ALLEN AC	JUL 55	
LAWSON AC	JUL 55	
SPARKS AC	JUL 55	
ELL AC	JUL 55	
ISERT AC	JUL 55	
RUDY AC	JUL 55	
HECKER AC	JUL 55	
SHELTON AC	JUL 55	
RUSSELL AC	JUL 55	
HANSEN AC	JUL 55	
LANNING AC	JUL 55	
ROSS AC	JUL 55	
GOODMAN AC	JUL 55	
DELGADO AC	JUL 55	
BROWN J AC	JUL 55	
BALLINGER AC	JUL 55	
ROBLEE AC	JUL 55	
DOLINE AC	JUL 55	
BROWN J L AC	JUL 55	
SCOTT AC	JUL 55	
SIMULATOR		
KOSKO AC	JUL 55	
DARBY AC	JUL 55	
RIDER AC	JUL 55	
HAFKO AC	JUL 55	
RAWSON AC	JUL 55	

72nd BOMB WING (H)
STANDARDIZATION ACTIVITIES

56 RGS-24F-75

50121 PERNE AUG 57 TO 31 MAR 58

PERNE AUG 57 TO 31 MAR 58

Written Exam Passing Grade

REGISTRATION AND STANDARDIZATION CHECK													
NAME	MO	DAY	TIME	STATUS	SCORE	REMARKS	NAME	MO	DAY	TIME	STATUS	SCORE	REMARKS
<p>L-72</p> <p>BOWEN AC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>LEHMAN JD FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>BRAUD LF FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>HENRIET AV FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MAYO JW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>McGOVERN VO FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>WIRT MW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MILLERS EI FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>COREMAN E2 FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>QUIMBY RI FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>LANGSTON R2 FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MOSELY UR FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>GREBA UL FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>BOLEY LL FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>BATS MW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>ROBERTSON E2 FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>SALTER EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>HALLEMAN EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>HECKMAN EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>DUE 1 SEP 58</p>													
<p>L-60</p> <p>CURRY AC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>SWATT JD FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MITCHELL CH FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MARSHALL AV FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>NIELSEN JW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>DILSON VO FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>ALLEN MW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>POUNDS EI FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>BEYMAN E2 FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>STENCER RI FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>LUNA RL FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MCCARTHY UR FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MARSHALL UL FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>FERRILL LL FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>VINCENT MW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>JARKE MW FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>CHANDLER EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>DEPPER EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>MURPHY EC FEB 21 10 30 S 100 100 100 100 100 100 100 100 100 100 100 100</p> <p>DUE 21 MAR 58</p>													

72nd BOMB WING(H)
STANDARDIZATION ACTIVITIES

NUMBER OF INDIVIDUALS IN THIS CHART
WHO ARE CURRENTLY COMPLIANT WITH AN
APPROPRIATE SUPPLEMENT OF SAC REG 50-4 } 30
NUMBER OF ABOVE INDIVIDUALS WHO ALSO
REQUIRE A CURRENT STANDARDIZATION CHECK IN
ADDITION WITH THEIR APPROPRIATE
SUPPLEMENT OF SAC REG 50-4 } 17

RCS 2AF-73

Written Exam Passing Grade

PERIOD: 1 AUG 58 TO 31 MAR 59

POSTED AS OF 31 MAR 59

		REGULATIONS REQUIRING A STANDARDIZATION CHECK				REGULATIONS REQUIRING A STANDARDIZATION CHECK				REGULATIONS REQUIRING A STANDARDIZATION CHECK					
		1	2	3	4	1	2	3	4	1	2	3	4		
L-77F						L-62					R-66F				
PALMS AC	DEC 51	DEC 51	DEC 51	DEC 51	DEC 51	MOREHOUSE AC	JUN 52	SEP 52	SEP 52	SEP 52	WITZEL AG				
UNDERWOOD D	MAR 52	MAR 52	MAR 52	MAR 52	MAR 52	CASH D	NOV 52	SEP 52	SEP 52	SEP 52	TURLE J				
ASHTON CD	AUG 52	AUG 52	AUG 52	AUG 52	AUG 52	PALENHAM CD	NOV 52	SEP 52	SEP 52	SEP 52	THEBET CP				
BUSNEY WJ	FEB 53	FEB 53	FEB 53	FEB 53	FEB 53	TRINGAS WJ	JAN 53	SEP 52	SEP 52	SEP 52	PRICE K				
BROWN AN	DEC 53	DEC 53	DEC 53	DEC 53	DEC 53	HOPE AN	MAR 53	SEP 52	SEP 52	SEP 52	HARLEY R				
BOWENNA VO	JUN 54	JUN 54	JUN 54	JUN 54	JUN 54	SMITH D VO	MAR 54	SEP 52	SEP 52	SEP 52	GREENE VO				
SCHWELCRAFT EI	JUN 54	JUN 54	JUN 54	JUN 54	JUN 54	KINNEY WJ	DEC 54	SEP 52	SEP 52	SEP 52	WOOD E				
NIDENBORN EI	MAR 55	MAR 55	MAR 55	MAR 55	MAR 55	SMITH EI	DEC 55	SEP 52	SEP 52	SEP 52	DUNNEED E				
DEVITO RI	SEP 55	SEP 55	SEP 55	SEP 55	SEP 55	MAHERS EI	SEP 55	SEP 52	SEP 52	SEP 52	CHILDEW K				
ALL RI	MAY 56	MAY 56	MAY 56	MAY 56	MAY 56	BELL W RI	JUN 56	SEP 52	SEP 52	SEP 52	NEWLIN R				
BRINK CG	NOV 56	NOV 56	NOV 56	NOV 56	NOV 56	PARTINGTON RI	NOV 56	SEP 52	SEP 52	SEP 52	CONWAYAN SS				
LOCKY WED	SEP 58	SEP 58	SEP 58	SEP 58	SEP 58	CLARK B WJ	JUN 58	SEP 52	SEP 52	SEP 52	DEWY WJ	DEC 58			
STAHL WJ	AUG 58	AUG 58	AUG 58	AUG 58	AUG 58	PARE WJ	JUN 58	SEP 52	SEP 52	SEP 52	JONES WJ				
LAWSON DCI	JUN 58	JUN 58	JUN 58	JUN 58	JUN 58	LOTZ L	JUN 58	SEP 52	SEP 52	SEP 52	NICK EC				
ROSSNER JC	AUG 58	AUG 58	AUG 58	AUG 58	AUG 58	PARSER G WJ	MAY 58	SEP 52	SEP 52	SEP 52	WILKE EC				
DUE 1 SEP 58						SMITH DJ CGI	JUN 58	SEP 52	SEP 52	SEP 52	DEWY EC				
						NAREY WJ	JUN 58	SEP 52	SEP 52	SEP 52					
						SMITH LR EC	FEB 59	SEP 52	SEP 52	SEP 52					
						DUE 1 MAR 59									

72nd BOMB WING (H)
STANDARDIZATION ACTIVITIES

THIS REPORT IS TO BE SUBMITTED TO THE SUPERVISOR OF THE UNIT WITH AN APPROPRIATE RECOMMENDATION.
THE NUMBER OF ABOVE INDICATED BY ALL PERSONNEL CURRENT STANDARDIZATION CHECK IN SUBORDINATE WITH THEIR APPROPRIATE SUPERVISOR OF SAC REG 51-4

		REGULATIONS REQUIRING STANDARDIZATION CHECK												REGULATIONS REQUIRING STANDARDIZATION																	
		R-79 F-105 F-105D						R-79 F-105 F-105D						R-80 F-105 F-105D						R-80 F-105 F-105D											
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
LEFT																															
BOLTON AC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
CONNORS P	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HYDE CP	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ROBERTSON WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ROBINSON JW	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
MULLER VO	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HASS EI	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FURFF E2	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
LINCHDC R1	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WIMMERWATNER R1	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WILAND CG	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WILYARTH LA	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WINTLEY S2	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
JESCARD EC1	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WIFFERT EC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
DUE 1 APR 78																															
STAFF																															
LUSCHEN P	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ROBERTS P	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ZEIGHMONT O	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HEITMAN O	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
JONES J B EC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
MEDWAL Z	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
JANKSA G	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
DUE 1 APR 78																															
RIGHT AS OF 31 MAR 78																															
R-79 F-105 F-105D																															
GREENFIELD AC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
COLE P	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ST CLAIR LA	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
RACINE WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
NEAVEY JW	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
TRARAC VO	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
SLY WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HURLBERT E1	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WINN E2	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HARN R1	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
WALKER R2	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
DEVINE WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
JACKSON UL	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
NINTON LA	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
DEVERO WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
GILLIAM G2	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
BROWN W	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
HARRISON EC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ZACHRY EC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
DUE 1 APR 78																															
R-80 F-105 F-105D																															
EASTBURN AC	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
ULMER P	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
TIBBERNA CP	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
BARICKMAN WJ	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
THOMPSON AN	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
THYGERSON VO	MAY 78	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
THOMPSON G	MAY 78																														

72nd BOMB WING (H)
STANDARDIZATION ACTIVITIES

NUMBER OF INDIVIDUALS IN THIS UNIT WHO ARE CURRENTLY IN COMPLIANCE WITH AN APPROPRIATE SUPPLEMENT OF SAC REG 51-4 44
 NUMBER OF ABOVE INDIVIDUALS WHO ALSO PASS CURRENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-4 30
 RCS: 24F-13
 Written Exam Passing Grade

30.42 FROM 1 AUG 55 TO 31 MAR 56

POSTED AS OF 31 MAR 56

REGULATIONS REQUIRING A STANDARDIZATION CHECK													REGULATIONS REQUIRING A STANDARDIZATION CHECK													REGULATIONS REQUIRING A STANDARDIZATION CHECK																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
IN-84													IN-85													SPARES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
NARCHANT AC	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	KETCHUM AC	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	LONG I	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	CLARIDGE CD	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	CORNERMAN XI	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	JALK HN	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	COOLEY XO	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	SAUNDERS HW	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	PIMAREJO E2	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	WHITING RI	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	NEWLIN R2	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	BUTROWSKI GR	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	CARTER UL	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	RADIGAN LA	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	BLOOM W2	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	HOWE BER	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	DICKINSON RI	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	DIXON EC	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	KNOLL G	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	HAMBY EC	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	KREIT ER	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	HAUTER AW	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	GAMM O	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	ELLIS WB	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	PERRY O	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	WALKER R	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	YATES AW	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	STINEBACH CP	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	SANDERS PW	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	HOLDER VR	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	DAWITT WW	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	RIGGERT E	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	JACOWICZ E	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	MARSHALL E	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	MCCLAIN G	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	DEERYMAN G2	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	WHEFUL G	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	REED LL	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	WHITE WA	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	ROBINSON WR	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	JARVA LF	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	GRAHAM WR	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	SHOOP UL	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	ADAMS R2	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	CHILDERS RI	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	HESSING R	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63	SHITCHE EC	MAY 52	MAY 53	MAY 54	MAY 55	MAY 56	MAY 57	MAY 58	MAY 59	MAY 60	MAY 61	MAY 62	MAY 63

ATTACHED

Exhibit #51

Hq 72d BW, Aircraft Maintenance Order,
March 1956, dated 28 Feb 56

0901

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base, P. R.

AIRCRAFT MAINTENANCE ORDER

28 February 1956

MARCH 1956

1. This Maintenance Order presents the maintenance and flying schedule for March 1956 and reflects all requirements known at this time. The annexes to this order indicate specific responsibilities of individual squadrons and supplement requirements contained in other directives.

2. The sorties scheduled in the inclosures to tactical squadron annexes implement the flying requirement approved by the Flight Scheduling Committee, 72d Bombardment Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3. For the month of March, 67 sorties are scheduled for a total of 972 flying hours. Thirty-four postflight and 67 preflight inspections are scheduled for the month of March, this tabulation does not include test flights. Post-flight inspections will be accomplished as scheduled in weekly scheduling meetings.

- a. Average scheduled sortie duration (excluding flight test) is 14.5 hours.
- b. Ordinarily, training sorties will not be scheduled for take off on Saturday, Sunday or Monday.
- c. Acceptance of aircraft for training sorties will be, whenever possible, accomplished by the flight crew concerned two operational days prior to take off.
- d. Average scheduled turn around interval is 9.4 duty days.
- e. Average take off time will be from 0600 to 0800 hours.
- f. Required special weapons loadings will be coordinated, as the requirement becomes known, between the Offices of the Director of Operations and the Director of Materiel. In no instance will loading be accomplished at the expense of a scheduled sortie.

- g. TOC will be accomplished as scheduled and coordinated by the Maintenance Control Unit.
- h. No gains or losses of aircraft are projected during March 1956.
- i. No aircraft is scheduled for SES during March 1956.
3. a. Normal work schedule for maintenance personnel will be as follows:
- (1) 1 thru 31 March 1956: 0600 - 1700 hours.
 - (2) Saturday will be $\frac{1}{2}$ day normal duty.
 - (3) No Sunday work is scheduled.
- b. Overtime, as required, will be scheduled by the Flight Line Maintenance Officer to facilitate preparation of aircraft to meet the flight schedule and park returning aircraft.
4. Three percent of available maintenance manhours will be devoted to MTD training. Selection for training will be from personnel having a WEMP test stanine of four or less, or personnel rated as needing further training during oral evaluation. (Reference: SAC Regulation 66-2?).
5. No deviation from the succeeding schedules will be made except as authorized by the Chief of Maintenance. Maintenance capability will be carefully considered prior to authorizing any deviation from the monthly maintenance and flying schedule.

Bertram C. Harrison
 BERTRAM C. HARRISON
 Brigadier General, USAF
 Commander

DISTRIBUTION:

In Accordance with SAC
 Manual 66-3

MAINT ORDER

Comdr 72d Bomb Wg
 Comdr 72d AB Gp
 Comdr Food Serv Sq

ANNEX

1 each
 2 each
 2 each
 2

SCHED

1 each

Comdr Air Police Sq	4 each	
Comdr Motor Veh Sq	2 each	
DO 72d Bomb Wg	2 each	2 each
Special Weapons	1 each	1 each
Chief of Maintenance	10 each	10 each
Maint Officer 60BS	5 each	2 each
Maint Officer 73BS	5 each	2 each
Maint Officer 301BS	5 each	2 each
72d Field Maint	18 each	2 each
72d PMS	7 each	2 each
72d A&E	18 each	2 each
Base Supply Officer	5 each	
Wing Historian	6 each	
Spec Weapons Officer	1 each	1 each
Chief Munitions Br	1 each	1 each
Base Weather Officer	1 each	1 each

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Raney Air Force Base
Puerto Rico
26 February 1956

APPENDIX 1

60TH BS MAINTENANCE PLAN AND SCHEDULE

1. The 60th Bombardment Squadron will provide 2 1/2 training sorties for a total of 324 flying hours. Flight tests, as required, will be scheduled by Job Control in addition to the above. Attachment 1 provides schedule details.
2. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 204-55, 12 May 1955, as amended for special weapons loading after proper coordination between the Offices of the Director of Operations and the Director of Material.
3. The following aircraft will be undergoing periodic inspections and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>ENTER DOCK</u>	<u>FLIGHT TEST</u>
012	"B" - 6 Mar 56	20 Mar 56
022	"B" - 14 Mar 56	28 Mar 56
571	"A" - 12 Mar 56	23 Mar 56
015	"A" - 28 Mar 56	

4. The 60th Bombardment Squadron maintenance personnel will attend MTD classes as follows:

<u>CLASS</u>	<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>
B-36 Familiarization (M-3)	In progress completing on 6 Mar - 0800-1200 hours	4
Engine Analyzer (SD-4)	1 thru 6 Mar 56 - 0800 to 1200 hours	2
Engine Analyzer (SD-5)	20 thru 23 Mar 56 - 1300 to 1700 hours	2

Landing Gear & Hydraulic Sys (SH-5)	5 thru 12 Mar 56 - 1300 to 1700 hours	2
B-36 Familiarization (M-4)	8 thru approximately 20 April 56 - 0800 to 1200 hours	2
R-4360 Power Plant (SR-11)	13 thru 19 Mar 56 - 0800 to 1200 hours	2
Airplane General (S-14)	19 thru 30 Mar 56 - 0800 to 1200 hours	2
R-4360 Recip Eng (SR-12)	20 thru 30 Mar 56 - 0800 to 1200 hours	1

ATTACHMENT 1 - Maintenance and Flying Schedule

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 PERIER A. KOENIG
 Lt Colonel, USAF
 Director of Materiel

HEADQUARTERS
 72D BOMBARDMENT WING, H (SAC)
 Ramey Air Force Base
 Puerto Rico
 28 February 1956

APPENDIX 2

73RD BS MAINTENANCE PLAN AND SCHEDULE

1. The 73rd Bombardment Squadron will provide 23 training sorties for a total of 346 flying hours. Flight tests, as required will be scheduled in addition to the above, Attachment 1 provides the necessary schedule details.

2. Aircraft will be made available for special weapons loading, as scheduled, after proper coordination between the Offices of the Director of Operations and Director of Materiel. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 205-55, 12 May 1955, as amended.

3. The following listed aircraft will be undergoing periodic inspection and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>ENTER DOCK</u>	<u>FLIGHT TEST</u>
010	"A" - 2 Mar 56	15 Mar 56
017	"B" - 30 Mar 56	
018		7 Mar 56
686		2 Mar 56

4. The 73rd Bombardment Squadron maintenance personnel will attend MTD classes as follows:

<u>CLASS</u>	<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>
APG (S-13)	In progress completing on 2 Mar 56 - 0800-1200 hrs.	3
Engine Analyzer (SD-4)	1 thru 6 Mar 56 - 0800 to 1200 hours	2

0907

Landing Gear & Hydraulic Sys (SH-5)	5 thru 12 Mar 56 - 1300 to 1700 hours	2
B-36 Familiarization (M-4)	8 thru approximately 20 Apr 56 - 0800 to 1200 hours	2
R-4360 Power Plant (SR-11)	13 thru 19 Mar 56 - 0800 to 1200 hours	2
Engine Analyzer (SD-5)	20 thru 23 Mar 56 - 1300 to 1700 hours	2
APG (S-14)	19 thru 30 Mar 56 - 0800 to 1200 hours	1
R-4360 Recip Eng (SR-12)	20 thru 30 Mar 56 - 0800 to 1200 hours	2

PERIER A. KOENIG
Lt Colonel, USAF
Director of Materiel

HEADQUARTERS
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Puerto Rico
28 February 1956

APPENDIX 3

301ST BS MAINTENANCE PLAN AND SCHEDULE

1. The 301st Bombardment Squadron will provide 20 training sorties for a total of 302 flying hours. Flight tests, as required, will be scheduled in addition to the above. Attachment 1 provides necessary schedule details.
2. Aircraft will be made available for special weapons loading, as scheduled, after proper coordination between the Offices of the Director of Operations and Director of Materiel. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 204-55, 12 May 1955, as amended.
3. The following listed aircraft will be undergoing periodic inspection and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>ENTER DOCK</u>	<u>FLIGHT TEST</u>
011	"A" - 19 Mar 56	
091	"B" - 22 Mar 56	
025		12 Mar 56

4. The 301st Bombardment Squadron maintenance personnel will attend MTD classes as follows:

<u>CLASS</u>	<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>
B-36 Familiarization (M-3)	In progress completing on 6 Mar 56 - 0800-1200 hrs.	1
APG (S-13)	In progress completing on 2 Mar 56 - 0800-1200 hrs.	2
Landing Gear and Hydraulic Sys (SH-5)	5 thru 12 Mar 56 - 1300 to 1700 hours	1

Engine Analyzer (SD-4)	1 thru 6 Mar 56 - 0800 to 1200 hours	2
B-36 Familiarization (M-4)	8 Mar thru approximately 20 Apr 56 - 0800-1200 hrs.	2
R-4360 Power Plant (SR-11)	13 thru 19 Mar 56 - 0800 to 1200 hours	1
R-4360 Recip Eng (SR-12)	20 thru 30 Mar 56 - 0800 to 1200 hours	2
APG (S-14)	19 thru 30 Mar 56 - 0800 to 1200 hours	3
Engine Analyzer (SD-5)	20 thru 23 Mar 56 - 1300 to 1700 hours	1

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 28 February 1956

APPENDIX 4

72D PERIODIC MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Periodic Maintenance Squadron will provide personnel, tools, and equipment to process RB-36 aircraft through periodic inspection as per dates indicated below:

<u>AIRCRAFT</u>	<u>DOCK "A"</u>	<u>DOCK "B"</u>	<u>TEST FLIGHT</u>
012		6 Mar 56	20 Mar 56
022		14 Mar 56	28 Mar 56
571	12 Mar 56		23 Mar 56
015	28 Mar 56		
010	2 Mar 56		15 Mar 56
017		30 Mar 56	
018			7 Mar 56
686			2 Mar 56
011	19 Mar 56		
091		22 Mar 56	
025			12 Mar 56

2. TOC will be accomplished during the periodic inspection as scheduled during the inspection planning meetings in accordance with SAC Manual 66-15.

3. The Periodic Maintenance Squadron will provide personnel, equipment, and supervision to wash all aircraft, as scheduled by the Maintenance Control Unit, prior to inspection.

4. The Periodic Maintenance Squadron will furnish equipment, and supervision for all flight line aircraft scheduled for washing.

5. The 72d Periodic Maintenance Squadron maintenance personnel will attend MTD classes as follows:

<u>CLASS</u>	<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>
B-36 Familiarization (M-3)	In progress completing on 6 Mar 56	2
Engine Analyzer (SD-4)	1 thru 6 Mar 56 - 0800 to 1200 hours	2
Engine Analyzer (SD-5)	20 thru 23 Mar 56 - 1300 to 1700 hours	2
Landing Gear and Hydraulic Sys (SH-5)	5 thru 12 Mar 56 - 1300 to 1700 hours	2
B-36 Familiarization (M-4)	8 Mar thru approximately 20 Apr 56 - 0800-1200 hrs.	5
R-4360 Power Plant (SR-11)	13 thru 19 Mar 56 - 0800 to 1200 hours	2
Airplane General (S-13)	In progress completing on 2 Mar 56 - 0800 to 1200 hrs.	2

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HEADQUARTERS
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 28 February 1956

APPENDIX 5

72D FIELD MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Field Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish such periodic, postflight, and preflight inspections as are scheduled, and unscheduled maintenance as required to accomplish scheduled sorties on tactical and support aircraft.

2. The 72d Field Maintenance Squadron will provide a pre-issue stock level of aircraft spares as directed by the Chief of Maintenance.

3. The 72d Field Maintenance Squadron will accomplish TOC as scheduled by the Maintenance Control Unit.

4. Overtime, as required, will be scheduled by the Field Maintenance Supervisor.

5. Night shift personnel, as required by the flight schedule, will be established in accordance with instructions received from the Chief of Maintenance.

6. The 72d Field Maintenance Squadron maintenance personnel will attend MTD classes as follows:

<u>CLASS</u>	<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>
B-36 Familiarization (M-3)	In progress completing on 6 Mar 56 - 0800-1200 hrs.	7
Electrical (E-7)	In progress completing on 8 Mar 56 - 0800-1200 hrs.	4
Engine Analyzer (SD-4)	1 thru 6 Mar 56 - 0800 to 1200 hours	2
Engine Analyzer (SD-5)	20 thru 23 Mar 56 - 1300 to 1700 hours	2
Instrument (A-101)	In progress completing on 2 Mar 56 - 0800-1200 hrs.	4

Instrument (A-102)	9 thru 22 Mar 56 - 0800 to 1200 hours	5
Landing Gear and Hydraulic Sys (SH-5)	5 thru 12 Mar 56 - 1300 to 1700 hours	9
B-36 Familiarization (M-4)	8 thru approximately 20 Apr 56 0800 to 1200 hours	3
Propeller (SK-2)	12 thru 16 Mar 56 - 0800 to 1200 hours	4
Propeller (SK-3)	23 thru 29 Mar 56 - 0800 to 1200 hours	4
R-4360 Power Plant (SR-11)	13 thru 19 Mar 56 - 0800 to 1200 hours	10
Airplane General (S-14)	19 thru 30 Mar 56 - 0800 to 1200 hours	12
Electrical (SE-8)	26 Mar thru 6 Apr 56 - 0800 to 1200 hours	5

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APPENDIX 6

72D A & E MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish such periodic, postflight, and preflight inspections as are scheduled, and unscheduled maintenance as required to accomplish scheduled sorties on tactical and support aircraft.
2. The 72d Armament-Electronics Maintenance Squadron will provide a pre-issue stock level of A&E spares as directed by the Chief of Maintenance.
3. The 72d Armament-Electronics Maintenance Squadron will accomplish such TOC as is scheduled by the Maintenance Control Unit.
4. Overtime, as required, will be scheduled by the Armament-Electronics Maintenance Supervisor.
5. Night shift personnel, as required by the flight schedule, will be established at the discretion of the A&E Maintenance Supervisor.

Frederic A. Koenig
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Director of Materiel

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base
Puerto Rico
28 February 1956

PLANNING FACTORS

1. Planning factors and other information required to prepare the monthly maintenance and flying schedule for March 1956, are as follows:

a. Periodic maintenance schedule is attached.

b. No SES commitment exists.

c. Aircraft assigned to the tactical squadrons will generate the following flying hours and scheduled sorties:

(1) 60BS: 324 flying hours in 24 sorties.

(2) 73BS: 346 flying hours in 25 sorties.

(3) 301BS: 302 flying hours in 20 sorties.

d. Standard turn-around time including postflight inspection is 9.4 working days. Standard turn-around without postflight is five working days.

e. Postflight inspection will be scheduled as much as possible the second day after a sortie, one per day and beginning at noon.

f. Sortie duration should provide for over flying periodic inspection an average of ten hours.

g. Schedule should provide for one spare aircraft per squadron per week, when possible. Spare aircraft should be available not later than Wednesday of each week.

h. Last sortie prior to periodic inspection should be scheduled seven calendar days prior to H hour.

ATTACHMENT 1